INTERNATIONAL EXPERIMENTAL AIRCRAFT ASSOCIATION TO HOST FLY-IN AT MINOT AUGUST 19TH AND 20TH.

Experimental Aircraft Association Chapters of Manitoba, Saskatchewan, North and South Dakota, Minnesota and Montana are having a Fly-In at the Minot International Airport, August 19th and 20th. The Minot Experimental Association Chapter is acting as host of the event and is expending a great deal of effort to make it a success. The Fly-In is scheduled to begin Saturday afternoon with sailplane demonstrations and rides and a fly-by of homebuilt aircraft. Radio-controlled models will also be flown and the social event of the meet will be a Hangar Dance, Saturday evening. Events will get off to a good start with a pilots' breakfast Sunday morning and will conclude with an Aerobatic show that afternoon from 4:30 to 5:30. The public is invited to the airshow which will be free to all. Pilots are invited in and homebuilders are also invited to show off their projects no matter how far along or just beginning.

100 AIRCRAFT FLY-IN FOR A VERY SUCCESSFUL FLIGHT BREAKFAST AND AIRSHOW SPONSORED BY VALLEY CITY AIRPORT AUTHORITY.

One of the areas most successful Fly-Ins was organized recently by the Valley City Airport Authority and was attended by pilots from a wide area. The Valley City Civil Air Patrol was in charge of the Flight Breakfast, which set the stage for a very pleasurable day last July 16th. The occasion allowed the Airport Authority to show what progress has been made at the Airport and they announced the following new services:

(a) 24-hour a day gas service both 80 and 100 Octane. Call on Unicom 122.8 for service any time 24 hours a day, seven days per week. Flip Miller, the operator, lives at the airport and has Unicom in both his house and the shop. Airport has runway lights & beacon. Runway lights on every night.

(b) Valley City Pilot’s lounge in upstairs of the administration building. Have radio and TV for their use, also direct phone to Jamestown FFA Flight Service Station for weather. Pilot’s shower, restrooms and couch in administration building.

(c) Gasoline sales to general aviation have increased from 5,000 gallons per year to 18,000 gallons in 12 months at the Valley City Airport.


Charles Anderson has announced a free flight breakfast at the Forman, North Dakota airport on Sunday, August 27, 1967 from 8:00 a.m. to 12:00 Noon. Cakes, sausage and coffee will be served free to those flying-in. Free transportation will be provided to town to tour Rathert’s Antique Show and a Thrashing Bee. The Forman’s Lions Club is sponsoring the event. The airport is located a half-mile north of Forman and has a NW-SE runway, 2600 feet. Please bring your own tiedowns. Landing strip will be in good shape, according to Anderson.

KUNDERT AVIATION MECHANIC SCHOOL FALL TERM OPENS SEPTEMBER 5.

Lee Barnum, Director of Kundert Aviation Mechanic School, Fargo, North Dakota announced the fall term of the aviation mechanic course begins on September 5. The classes starting this fall will be for airframe. Ultimately as the school grows, both airframe and powerplant courses will run together.

The school announced that it has pre-enrollment of twenty-four students including 7 under the G.I. Bill; one under NDTA; two under the Vocational Rehabilitation Program and the balance are paying their own tuition.

The school announced that it has moved into its new building and has openings for several more students for the fall term. The school is setting up trailers to house out-of-town students. Student trainees interested in aviation mechanic courses under various training arrangements should write immediately for a brochure to Lee Barnum, Director Aviation Mechanic School, Kundert Aviation, Inc., Box 1467, Fargo, North Dakota.

ATTENTION ALL PILOTS: If you haven’t already done so, renew your N. D. Airman Registration Certificate now. This will insure the continuation of your name on the mailing list of the Newsletter.
1. HOW MAY YOU OBTAIN WEATHER INFORMATION FOR PREFLIGHT PLANNING? Visit your local Weather Bureau (WB) airport station or your nearest FAA Flight Service Station (FSS) for a thorough weather briefing. The latest weather maps, area forecasts, terminal forecasts, winds aloft reports, winds aloft forecasts, advisories, hourly sequence reports, and pilot reports will be available. If a visit is impractical, telephone calls are welcomed. When telephoning, identify yourself as a pilot; state your intended route, destination, intended time of takeoff, and approximate time en route; and, advise if you intend to fly only VFR.

The "Weather Bureau-FAA Information Service" section of the Flight Information Manual contains the location and telephone numbers of WB offices and FSS along with some other relevant information. Note that some WB stations listed for some WB stations on which only aviation weather information is given. Some WB Stations have the Pilots' Automatic Telephone Weather Answering Service (PATAVS) which is a transcribed weather information service. For availability of weather information at various airports, check the Directory of Airports Supplement (longest runway and facilities column) to the Airman's Guide.

2. WHAT IMPROVEMENTS ARE BEING MADE TO PROVIDE MORE AND BETTER WEATHER INFORMATION FOR PILOTS? (1) FSS are now providing a VFR Flight Following Service. A pilot wishing to take advantage of this service must, among other things (see Good Operating Practices), file a VFR Flight plan, request the Flight Following Service, and receive a thorough preflight briefing. (2) Equipment is provided at selected Flight Service Stations by which weather and Notice to Airman data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid facility. Check the Air Navigation Radio Aids Section of the Airman's Guide for the stations currently providing this information.

3. WHAT FURTHER PREFLIGHT WEATHER PLANNING SHOULD BE DONE TO OBTAIN IN-FLIGHT WEATHER INFORMATION? From your charts and the Air Navigation Radio Aids section of the Airman's Guide, make a list of the Flight Service Stations along your planned route and the weather information at 15 and 45 minutes past each hour. (If the VFR Flight Following Service is used, this information will be given to you.) In addition to these two scheduled broadcasts, you may also contact them at any time for further information.

4. WHAT IS RECOMMENDED BY GOOD OPERATING PRACTICES? If the preflight weather briefing reveals questionable or marginal weather, use reasonable restraint in flying VFR. File a flight plan even if you do not choose to request the Flight Follow ing Service. Maintain a close check on the weather through your Flight Service Stations. Be sure to close your flight plans upon arrival.

NEW SECTIONAL CHARTS

The Coast and Geodetic Survey has started revising the Sectional Charts as we now know them to a new format. Basically the charts will cover more area as they will be printed back to back. In addition, they will be folded to a size of 5 x 10 inches. These new charts will gradually replace the older type with the first editions covering the east coast on a production priority then switching to the west coast with the balance following no special sequence. The 37 new type charts will replace the original 87 existing Sectional Charts and each will cost 50 cents. The scale will remain the same at 1:500,000 and most of North Dakota will be covered on one chart (two cities) to give you an idea of when to expect this area to change, the production order is 34 or only 3 from the bottom.

AERIAL APPLICATORS

There has been some confusion as to whether or not a chemical could be applied if the label did not list specifications for aerial application. In some localities this was construed to mean that the chemical could not be used aerially. Through the efforts of Phil Marvin of the National Aerial Applicators Association the matter was cleared up both with the U.S.D.A. and the F.A.A. Here is the combined interpretation: "Therefore, any material may be applied by aircraft and in accordance with FAA Part 137 notwithstanding the fact that no specific instructions appear on the label relative to aircraft application." NAAA is working on the chemical companies to see that aerial application is not ignored as it has been so often in the past. The Food and Drug Administration has now established a tolerance for DDT, DDD, and DDE in milk. This tolerance is 0.5 ppm in whole milk or 1.25 ppm on a butterfat basis. This is much better than the old zero tolerance and may have prevented the dumping of considerable milk and perhaps a damage suit or two.
ACCIDENTS
Pilot: A. H. Kilgore, DDS, 524 Princeton St., Grand Forks, N. D.
Time & Place: November 19, 1966, 4:28 p.m., Grand Forks Airport
Pilot time: 312 hrs. TT, Private, ASEL, age 48
Aircraft & Damage: Beech J-35, Damaged nose gear, wings, fuselage, left wing, tail assembly. Injuries: Minor
Pilot Statement: Left Fargo, N. D. about 3:55 p.m. for Grand Forks, N. D., everything functioning well. Reached Grand Forks about 4:25 p.m. and entered pattern for landing on runway 26. On final approach about 90-95 MPH touch down on first third of runway, bounced gently and settled down, warning buzzer had sounded just prior to touch down. Applied brakes gently, no response. By this time even with north-south runway, power had been completely closed prior to touchdown, so could see I didn’t have sufficient room to take off for go around. Applied brakes, no response, just kept rolling. As end of runway approached, angled plane to north of runway thinking grass would blow plane down, hit ditch, nose wheel tore off and plane flipped over on its back, no fire, were able to unfasten seat belts and leave aircraft with minor injuries.

Pilot: Paul A. Trautman, Box 825, Jamestown, N. D.
Time & Place: December 20, 1966, 3:00 p.m., Jamestown, N. D.
Pilot time: 1600 hrs TT, Commercial, ASEL, FI, Instrument, Age 31
Aircraft & Damage: Aeronca 7AC, Total loss
Injuries: None
Pilot Statement: Aircraft was in a shallow banked high angle of attack attitude. Pilot was observing fire over left shoulder well behind the wing. Aircraft began to gently settle, pilot eased nose down, nose continued to drop to the straight down position. Aircraft then began shallow turn to the left. Pilot was only able to ease the nose up to decrease the angle of impact.

Pilot: Charles Leidal, Box 704, Moorhead, Minnesota
Time & Place: December 9, 1966, 10:00 a.m., Fargo, N. D.
Pilot time: 3,030 hrs. TT, Commercial, ASEL, Age 33
Aircraft & Damage: Beechcraft 35, bent propeller, 2 leading edges of wings and nose cowl.
Injuries: None
Pilot Statement: I had tried to start the engine, no start. Preheated it, I pulled out the heater and turning prop to see if the engine was still stiff. It started and ran into a parked aircraft.

GRAND FORKS MAN APPOINTED TO AERONAUTICS COMMISSION BY GOVERNOR

Louis Gershman, a Grand Forks businessman, was appointed as a commissioner to a five-year term on the North Dakota Aeronautics Commission, recently by Governor Guy. Mr. Gershman will fill the position formerly held by William M. Swanston, Jr. of Fargo.

Mr. Gershman holds a Private Pilot rating having started flying in 1939 on the old Grand Forks Municipal Airport, and having as his instructor Les Jolly, a former Aeronautics Commissioner.

He is president of Grand Forks Airmobile, a fixed base operation located on the Grand Forks Municipal Airport, also vice-president of Air Spray, Inc., also doing business at the airport. Mr. Gershman’s main line of business is the operation of the Grand Forks Hide & Fur Co., in which he is a partner.

He is a native of Grand Forks County being born and raised there. He and wife Susan, children Marilynn 18; Bruce 16; Leo 14; Nancy 12; Debra 8; and Sandra 6, live at 423 Reeves Drive. Gershman is a Past Commander of the State DAV; also a member of the Elks, American Legion and Veterans of Foreign Wars.

CANADIANS SPONSOR AVIATION TRADE FAIR AT WYEBURN, SASK., SEPT. 2-3, 4, 1967

The Canadian Owners and Pilots Association announced a Labor Day Fly-In and Aviation Trade Fair at Weyburn, Sask., Canada Sept. 2, 3, 4th. Air Fair includes skydivers, sail planes, home built aircraft, gyro-copters, latest models of general aviation aircraft & helicopters, spraying aircraft and the Red Knight. Banquet and Dance. Trophies will be awarded in all categories. Registration Fee $5.00 per couple for the three days.

AERONAUTICS COMMISSION HEARS APPLICATION OF COMMAND AIR, INC.

On July 10th the N. D. Aeronautics Commission heard the application of Command Air, Inc. of Frazee, Minn., for Command Air has asked for a certificate of public convenience and necessity from the State Aeronautics Commission, to operate twin engine scheduled air service between Detroit Lakes, Minn.; Fargo, Carrington, Minot and return and between Fargo, Jamestown, Bismarck and return to Detroit Lakes, Minn. The State Aeronautics Commission is expected to issue its decision very shortly.

WANTED TO BUY: Cub or Champ preferably with sprayer attached. Aircraft may be damaged. Contact Ron Polsfut, Benedict, N. D. Telephone 722-4615.

WANTED TO BUY: Fuselage and cowling for Luscombe 8A, also exhaust and carburetor for a 65 Continental engine. Would also consider a Luscombe with run-out engine or one in need of a fabric job. Contact Ed. Monder, Isle De Chenes, Manitoba, Canada.