The Experimental Aircraft Association is sponsoring a two-day "Fly In" of Home Built and Aerobatic aircraft at Minot International Airport on Saturday and Sunday, July 27th and 28th. The two-day event features a flight breakfast, air show, closed circuit pylon races, cross country races (open to all aircraft); glider flights, parachute jumps and aerobatic flights. A hangar dance will be held Saturday night. A flight breakfast is on tap for Sunday morning at 8:00 a.m.

Pilots of International Fame planning to fly in include Frank Price of Waco, Texas, former National Aerobatic Champion; Lou Stolp from Riverside, California, the designer of the Star Duster I and II. Lou Stolp will fly in with a Spruce Triplane, a World War I aircraft of British construction. Tom Nord, Pembina will be on hand with his glider.

Homebuilt and aerobatic aircraft are expected from points in Canada, Texas, California, Minnesota, Montana and North Dakota. On Saturday, July 27th, hangar dance at Pietsch Flying Service Hangar at 9:00 p.m.

On Sunday, July 28th - Pilot Breakfast at 8:00 a.m.

On Sunday events include closed circuit pylon races and for stock aircraft open to all comers will include a "Cross Country Economy Race". Aircraft will be scored on the basis of the best time against minimum fuel over a closed course. Also open for all aircraft will be bomb drop and spot landing contests. Trophies will be awarded to winners.

Al Pietsch of Pietsch Flying Service will highlight the air show with aerobatic maneuvers in the Star Duster II.

Tickets will be available at $4.95 each which entitles the holder to admission to the air show, hangar dance and a chance to win a door prize, which is a Radio-TV 110 volt or battery operated.

Francis Simmers, Jamestown, President of the N.D. Flying Farmers & Ranchers announced that the "Flying Farmers" will hold a meeting the morning of July 28th on the upper floor of the Pietsch Flying Service hangar. Simmers invited all Flying Farmer members to make this meeting, since there is some important business to be discussed. (Note: This ties in with the Sunday morning flight breakfast at 8:00.)

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VALLEY CITY TO HOLD HOMEBUILT AND ANTIQUE FLY-IN AUGUST 17th and 18th

Myron Glandt has informed the Newsletter that starting Saturday the 17th of August, all pilots are welcome to Valley City for a weekend of fun and airplanes. He said if you don't have a plane, to bring the family by car. A "come as you are" dance is scheduled for Saturday night at the Valley City Country Club. The Civil Air Patrol unit will sponsor a Flight Breakfast Sunday morning from 7:00 a.m. to 12:00 noon at a $1.00 per person. If you are a EAA or an Antique pilot you will get breakfast free.

If you are a camping enthusiast, you will be able to camp out, Glandt said.

Scheduled for Sunday are Model Airplane contests, sailplane rides plus regular aircraft rides. Fly-bys plus contest and many prizes.

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UNICOM RADIOS

The North Dakota Aeronautics Commission has authorized the acquisition of 16 additional "Unicom" radios for lease to public airports in North Dakota. At present, requests have been received from eight additional cities or airport authorities. The Unicom Radios are being purchased by the Aeronautics Commission with the units in turn being leased to airport authorities or public airports, under a five-year renewable lease. Under new proposed FCC regulations, airport authorities being licensed for a "Unicom" radio, must assure operation of the unit from a minimum period of 0900 in the morning to local sunset.

In a previous program, the Aeronautics Commission installed 19 Unicom Radios throughout the State. FCC regulations provide that Unicom Radios must transmit and receive on 122.8 Mhz at airports without FAA communication facilities. At airports with control towers or with FAA Flight Service Stations or remote VOR's, the frequency is set at 123.9 Mhz for both receiving and transmitting.

The units will be equipped with 122.8, 122.9 and 121.6 channels with 122.9 being for multi-com and 121.6 for CAP search and rescue.

The FCC has issued a warning in regard to illegal use of 122.8 Mhz "Unicom" frequency. 122.8 is not to be used for airplane to airplane communications. Airplane to airplane communications may affect ground stations for 100's of miles, since both transmitting antennas are high and effective for great distances.

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Fixed Base Operators have a new source of A&P mechanics who are being graduated from the Kundert Aviation, Inc., Aviation Mechanic School at Hector Airport, Fargo. The next graduating class will be September 9, 1968. According to Lee Barnum, Director of the school, 18 to 23 students will be graduated with both airframe and powerplant certificates.

Here in North Dakota we should be encouraged to make use of this new source of trained aviation mechanics, especially in "General Aviation". It is suggested that all interested fixed base operators in the state, who have a need for technicians and aviation mechanics get in touch with Lee Barnum, Director of the school at Fargo.

Out of the 18 to 23 students to be graduated in September, there are at least four upcoming graduates who prefer employment as a general aviation mechanic within North Dakota.

The Kundert Aviation Mechanic School points out that the majority of their graduates are being employed by airlines in other states. It would seem that "General Aviation" industry in the state should look into the opportunity of employing graduate mechanics, especially those that are specifically interested in "General Aviation" A&P mechanical work. Those Fixed Base Operators that have a need should write to Lee Barnum, Director, Aviation Mechanic School, Kundert Aviation, Inc., Box 5534, State University Station, Fargo, N.D. or Tel: 237-5305.

AIRPORTS & OPERATORS

BISMARCK: Maurice Birkholz of Cloud Modification, Minot, N.D. has purchased the TG-stall hangar unit from Mid-State Aviation Inc. Mr. Birkholz took over July 1, 1968 and he announced that the units will be open for rental on a yearly basis.

BISMARCK: Bids have been opened and are being reviewed by FAA before approval, for the installation of taxiway lighting on the parallel taxiway to 12-30 costing $44,000 and for the construction of a maintenance and vehicle storage shop on the Bismarck Municipal Airport. The shop will contain 8,500 sq. ft. with a cost of $93,000. Additional related work of access road, utilities and ramp area to the shop will be let in the near future.

BOWMAN: The Bowman Airport Authority, the City of Bowman and ardent boosters are to be commended on the trojan efforts and equal results on the new Bowman Municipal Airport. Portions of the former Wokal Field were purchased from Joe and Vic Wokal, long-time aviation pioneers in Southwest North Dakota and a NW-SE of 3000' X 50' compacted and stabilized gravel base has been put down. Prior to that extensive grading, consisting of approximate 40,000 cu. yds. was carried out. Hangars have been moved and several new ones have been built on the site and the entire NW-SE runway has been lighted.

HARVEY: Hardsurfacing and regrouting of the NW-SE has been completed and the lighting has been installed at the Harvey Municipal Airport. The balance of the field has been planted into flax for a good cash crop.

CAVALIER: According to word from Elmer Kuball, Chairman of the Cavalier Airport Authority, plans and specifications are being drawn and land negotiations are being carried on to secure land to realign the NW-SE runway and to hardsurface a 2600' X 50' with connecting taxiway to a ramp area.

NEW ENGLAND: Krebs Airstrip on the NE edge of New England has been deactivated and completely plowed under and planted into crop. This community has long needed an airport and it appears that before this can be accomplished, an airport authority will have to be formed.

JAMESTOWN: Work is well along the way at Jamestown on the overlaying and extension of the NW-SE runway. The NW-SE is closed while the work is in progress.

MOHALL: Jack Luther, the fixed base operator at Mohall, has informed us that Mohall Aircraft Services are equipped to offer complete shop services, such as annual inspections and minor and major engine and airframe. The flight department is set up to offer flight instruction for both private and commercial courses. Instrument instruction is also offered. The lights and beacon are kept on until midnight and later on request. They request you to circle town for service after hours and Sundays. Personnel besides Jack Luther, who has an A&P, IA, CFI, IFI and pilot examiner, are Marvin Thom with A&P, IA and Lloyd Alm with A&P, IA.

WATFORD CITY: Work is progressing on the Watford City Municipal Airport and the hardsurfacing should be completed by fall. Pre-construction conferences have been held with Meyers Construction of Dickinson and they will be moving their equipment on the job shortly.

FORT YATES: The proposed combined Fort Yates Airport and Industrial Park has been cancelled by the Standing Rock Sioux Tribe upon advice of their Attorney (who resides in Washington, D.C.). Reason given was that the benefits derived therefrom were not commensurate to the expenditures. A lot of hard work, by the many agencies involved, went down the drain because of this decision, plus allocations in excess of $60,000, which we feel will never again be available.

KENNARE: E.H. Miller of the Kennare Airport Authority has informed us that grading has been completed on the new Kennare Municipal Airport and the grass has been seeded. The Airport will remain closed until the turf is well established which should be sometime next spring. He asks that pilots continue to use the airport 4 miles north of Kennare.
FLIGHT OPERATIONS NEAR AIRPORTS (FAA ADVISORY CIRCULAR)

This circular is issued to emphasize to pilots the necessity of adhering to good operating practices and procedures, particularly when operating at or near airports. The historic seasonal fluctuations in student flight training, pleasure flying, and business operations are being supplanted by continuous year-round high levels of flight activity. This increased activity necessitates added attention to compliance with good operating practices and greater operational discipline, especially when flying in the vicinity of airports. Flight safety, traffic pattern capacity, and improved runway "in use" utilization can be achieved by greater in-flight courtesy demonstrated by diligent adherence to good operating practices.

The cooperative effort of all pilots, professional flight crews, operators, flight instructors, airport managers, and military base commanders is needed to emphasize awareness of potential traffic conflicts near airports and to initiate appropriate training and educational programs to improve operational discipline during this phase of flight.

1. Pilots.

(a) Contact the tower at about 15 miles; don't wait until you are close in.
(b) Be particularly alert when near an airport--zig and zag a little when changing altitude.
(c) Radio, radar, and control personnel are there to serve you--use them without worrying about 'exactness.'
(d) Tell other occupants in the cockpit to 'ride shotgun' and point out traffic.
(e) Eliminate any question of marginal visibility or cloud clearance by alternative actions.
(f) Navigation lights and rotating beacons enhance sightings--use them.
(g) Review, understand, and follow the 'good operating practices' described in the Airmen's Information Manual.

2. Flight Instructors.

(a) Place special training emphasis on radio communications, traffic patterns, lookout procedures, clearing maneuvers, and the need for 'alertness.'
(b) Demonstrate traffic pattern entry and traffic flow aircraft spacing techniques.
(c) Visit the control tower, flight service station, and GADO with your students.
(d) Emphasize maximum use of available radio and radar services.

3. Fixed Base Operators/Airport Managers.

(a) Meet with your local GADO inspector and air traffic personnel--review local traffic patterns and procedures.
(b) Update the posting of traffic pattern visual displays for nearby airports.
(c) Emphasize the need for 'alertness' and operational discipline during flight operations near airports.

NASA REPORTS ON FLIGHT LOADS, OPERATING PRACTICES OF LIGHTPLANES

It is not unusual for general aviation aircraft to encounter loads in excess of design limits during the course of normal operations, but the factor of safety in the design of such aircraft seems to be sufficient to prevent structural failure.

This is the preliminary conclusion reached by the National Aeronautics and Space Administration as the result of a study of operational experiences of light aircraft. An initial report on the study was given by Joseph W. Jewel Jr., of NASA's Langley Research Center at the recent Society of Automotive Engineers business aircraft meeting.

For the study, NASA instrumented airplanes ranging from twinjets to two-place trainers at various locations around the U.S. Five types of operations were investigated: twin-engine executive, including turboprop and jet; single-engine executive; personal; instructional; and cargo. Results of this study, as reported by Jewel:

1) In general, the overall inflight acceleration data... were contained within the flight envelope. However, exceedances of the design flight envelope from gust and maneuver inputs were recorded by aircraft in twin-engine executive and instructional operations.
2) Limited data from aerobatic operations show significant exceedances of the minimum negative limit load factor required by FAR-23.
3) The margin between actual and design gust and maneuver limit load factor was generally less for general aviation aircraft than for commercial transports.
4) Aircraft used for pipeline patrol work in commercial survey operations are subjected to more severe gust and maneuver loading than those in any other category.
5) The percentage of time flown in rough air by general aviation aircraft ranged from 21% to 97% of the total flight time, compared with a maximum of 12% in commercial transport operations.
6) Design cruise speeds were exceeded by aircraft in all operations, with airplanes flown in instructional and personal operations most often being flown above the design cruise speed. 7) All general aviation aircraft experienced higher landing accelerations than short-haul transport aircraft.