MINOT E.A.A. HOSTS 3RD ANNUAL AIR SHOW AND AIR RACES AT MINOT JULY 25 THROUGH 27TH

The Minot Experimental Aircraft Association (Chapter No. 265) will host the Third Annual International Air Show, Air Races and Aerobatic competition at Minot, N.D. International Airport, July 25, 26 and 27th. James Bergo, Minot, is President of the Minot E.A.A. Chapter. Professional aerobatic pilots will fly in to participate in the aerobatic competition and air show from all over the United States and Canada.

Featured will be Frank Price of Waco, Texas with his German built "Bucker Jungmeister" aircraft. Twenty aerobatic pilots are expected from the State of Texas. Other professional aerobatic pilots have made reservations for the event from Hawaii; Kansas City, Mo., San Antonio, Texas and Atlanta, Georgia. Retired Col. Sam Burgess from Hawaii will be on hand with his Great Lakes 27-F-1 aircraft. The "Red Knight" from Canada will be on hand to compete in the aerobatic competition and air show.

For those who plan to attend all of the events programmed for the three days, the Minot Experimental Aircraft Association, Chapter 265, Box 74, Minot, North Dakota offers a "Special Air Show Package" at a cost of $19.95 per person. This package includes two nights lodging at the Ramada Inn Motel; for the nights of July 25th and July 26th, includes "Air Show Tickets"; admittance to the Hangar Dance and Barbecue (Sat. night); a Sunday morning breakfast and tickets to the NoDak Races Sunday night. The package is a bargain, since the two nights at the Motel usually costs about the price of the package. Those who want reservations for the three day event, should mail the attached request to the Experimental Aircraft Association, Chapter 265, Box 74, Minot, North Dakota 58701 immediately with a check attached in the amount of $19.95. The Motel Reservations will be made for you as soon as the reservation and check is received. The E.A.A. has reserved the entire Ramada Inn Motel for this event. They guarantee Motel reservations there for all of those who purchase the air show package. The events scheduled are:

Friday, July 25th: "Get Acquainted Party" at the Ramada Inn's Poolside Friday night. Meet professional aerobatic pilots from all over the United States.

Saturday, July 26th:

Saturday morning at 6:30 a.m. briefing for aerobatic competition, for both primary and advanced aerobatic contests, followed by "Air Race" from Minot International Airport to the "Flying S Ranch Airport" (5 miles SW of Minot International Airport).

Aerobatic contests follow at Flying "S" Airport.

Saturday evening - Hangar Dance and Barbecue at the Pietsch Flying Service Hangar.

Sunday, July 27th:

Pilot's Fly-In Breakfast starting at 8:00 a.m. at the Pietsch Flying Service Hangar.

Sunday at 2:00 p.m. (CDT) Minot International Airshow at Minot International Airport. On Sunday there will be an air show; air races; sailplanes; helicopters and parachuting. The U.S. Air Force will make a Fly-By Sunday afternoon with eight engine B-52's and Supersonic Delta 106 aircraft.

SEE COUPON ON BACK SIDE OF THIS SHEET
HAVE YOU MAILED IN YOUR RESERVATION FOR THE MINOT FLY-IN? DO IT NOW.

**MINOT EXPERIMENTAL AIRCRAFT ASSOCIATION**
**BUILD A MODEL FLY-IN**

**CLIFF HEME**

**NOTE:** Admissions Im Filled First - First Mailed - First worden. First SERVOED.

$2.75 per person and five names of additional persons.

$6.25 per person on these and $1.50 per additional person.

Address

Clip and mail this coupon with money order to the Association.

**SPECIAL SHOW PACK**

$1.99 per person

**CLIP HERE**
STATE AIRPORT AID PROGRAM TO CITIES AND AIRPORT AUTHORITIES

Since January 1, 1969, the North Dakota Aeronautics Commission has presented State airport grant checks to the following cities or airport authorities:

1. City of Williston for Sowlin International Airport, $3,203.00 in payment of 50% of the cost of installation of visual approach indicator lights and runway lights on runway extension and for strobe indicator lights.

2. Cavalier Municipal Airport Authority - a check for $6,000.00 for State aid in paving 2,750 ft. runway, taxiway and apron and installation of runway lights.

3. Glen Ullin Municipal Airport Authority - a check in the amount of $2,500.00 for 50% of the cost of grading runway and installation of runway lights.

4. Gwinner Municipal Airport Authority - a check in the amount of $10,000.00 for assistance in paving a 3,400 ft. x 75 ft. runway, taxiway and apron and installation of medium intensity runway lights, taxiway lights and beacon. Total airport construction cost about $160,000.00 in which the FAA is granting $80,000.00 for half of the land and clear zone costs.

5. Watford City Municipal Airport Authority - a check for $1,500.00 is in process for paying 50% of the cost of runway lights.

In all of these airport projects, the State grant in aid check has been issued after the State Aeronautics Commission had approved an application and the city or airport authority had completed the improvement.

Since this program was initiated, the North Dakota Aeronautics Commission has assisted ten different airport authorities and cities in the State in their airport construction or runway lighting improvement. At present, the Aeronautics Commission has made firm allocations airport aid monies to five additional airport improvement projects, which are expected to be completed in 1969.

The State airport aid grant program is financed by a 2% statewide excise tax on aviation gasoline and jet motor fuel.

MELROE COMPANY, GWINNER, N.D. CONSTRUCTION PROGRAM ON THE GWINNER MUNICIPAL AIRPORT

The Melroe Company, which employs 450 persons at the Gwinner Factory and 150 at the Cooperstown factory, has under construction at the Gwinner Municipal Airport, a new Main Hangar 75 ft. x 75 ft. with a concrete paved floor and attached offices. Also being constructed by the Melroe Co. at the Gwinner Airport is a Multiple 4141, hangar, which will house four aircraft.

The Melroe Company owns and operates in their business, a Cessna twin engine 411; and a Beech Baron twin engine aircraft. Recently the Melroe Company was merged into the Clark Equipment Co., of Buchanan, Michigan. Clark Equipment has a fleet of business aircraft, including a Beech King Air, Beech D18 and several others.

According to the Melroe Company, in addition to flying operations of their own business aircraft from the Gwinner Airport, there are 25 corporate aircraft owned by parts and equipment companies from other areas of the United States that make flights to Gwinner to sell raw materials and parts to the Melroe Company that are used in the manufacturing process at the Gwinner plant. In addition, many dealers and distributors of the Melroe line of equipment fly to Gwinner for sales meetings. The Melroe Company has international sales and distribution of its products and presently ships its finished products not only throughout the U.S. and Canada, but to many foreign countries. The Melroe Company also operates a multi-unit tractor-trailer truck line to deliver its products in the United States and utilizes the truck backhaul to bring in steel, engines, tires and other parts purchased and used in its manufacturing operations.

There are strong prospects that several other distribution businesses may build at the Gwinner Airport, which may lead to an Industrial Airpark complex. The Airport was designed so that the paved runway may be extended in the future, long enough to accommodate small pure jet aircraft.

The Melroe Company at present has gross product sales in the order of $20,000,000 annually.

A REMINDER TO RENEW YOUR 2-YEAR AIRMAN CERTIFICATE - EXPIRED JUNE 30TH

Under North Dakota Statutes, the law provides that all active airmen register with the North Dakota Aeronautics Commission. A North Dakota pilot certificate is issued upon application and payment of three dollars for a private or commercial, which is good for a two (2) year period. $1.50 for Student pilots for a two year ending June 30th, 1970. Registration as an airman will insure that you are placed on the mailing list of the N.D. Aeronautics Commission to receive copies of the Newsletter and other mailings.
The weather was a bit cloudy, so I decided to stop at the airport for a rest and fuel up. After fuel, I headed on to Lake Winnipesaukee for some sightseeing.

After landing, I drove to the airport town and enjoyed a nice dinner at a local restaurant. The food was delicious and the service was excellent.

I then returned to the airport and headed back home. The flight was uneventful and I arrived home safely.

In conclusion, my flight to Lake Winnipesaukee was a great success. I enjoyed the scenery and the company of the other passengers. I look forward to my next flight!
Accidents - continued

Instructions, slowed plane to 140 and let down the gear. I noticed the light did not go on and horn was blowing. I tried to swing the gear in place but the light did not come on. I checked the circuit breakers but did not see the on in top right corner out. I called tower and asked them to check the gear. An army jet pilot and the tower said it looked OK. I felt that it would be all right so I landed. At the end of my roll, the left gear collapsed and slid about 50' on left wing and tail. Nose gear did not collapse. I flew over tower and army jet at 180°.

Aircraft Damage: Left prop bent, left wing tip dented, pitot tube bent, gear mechanism bent.

Pilot Recommendations: By taking more time in checking out circuit breakers, trying to lock it in place manually and not putting confidence in only a visual check.

AERIAL APPLICATOR ACCIDENTS TO DATE

While the North Dakota aerial application season has been curtailed severely because of the prolonged spring cold spell and severe drought, the State nevertheless has had 3 serious accidents that could have resulted in fatalities. Of the three, only one resulted in serious injuries. The reports follow:

Pilot: Joseph Staber, 16873 Verdura, Paramount, California
Time & Place: June 27, 1969, 1010 hrs., Warren Walkinshaw Airport, Argusville, N.D.
Aircraft Type: Commercial, ANGEL, Instructor, 2004 TT

Injuries: Serious

What Happened: During takeoff run aircraft became airborne and settled back to strike the edge of a dike on south end of the field becoming inverted off the end of the landing strip.

Aircraft Damage: Substantial damage.

Pilot: George Baker, Berthold, N.D.
Time & Place: June 6, 1969, 12:00 Noon on farm 6 miles south of Blaisdell, N.D.
Aircraft Type: Piper PA-18

Injuries: None

What Happened: Aircraft stalled while making a left turn, fire after impact, completely destroyed aircraft.

Pilot: Edward Herda, Crary, N.D.
Time & Place: July 2, 1969, 7:30 a.m., on farm near Crary, N.D.
Aircraft Type: Piper PA-18

Injuries: None

What Happened: While crop spraying, aircraft stalled out in a turn. Substantial damage to aircraft.

NORTH DAKOTA'S ONLY FIXED WING FATAL

Pilot: Raymond L. Larson, Fargo, N.D.
Time & Place: Approximately 11:10 p.m., March 2, 1969, 9 miles east, 400 yards North
Aircraft Type: Mooney M-M-20

Injuries: Fatal passenger and 3 serious

What Happened: Aircraft struck ground in left wing low attitude with gear up not stalled.

Pilot Statement: After departure from Jamestown on a VFR flight plan to Valley City, following interstate 94 and heading east encountered fog bank. In making a 180° turn toward the left back to Jamestown, I got vertigo, causing me to lose control of the aircraft.

FARGO GADO OFFICE TO RESUME SAFETY SEMINARS

Robert T. Broadbent, Accident Prevention Specialist of Fargo, GADO #7 has advised us FAA will again conduct Pilot Safety Seminars, as they did early last spring of this year. The spring meetings were discontinued when attendance began to fall off due to spring work and it was decided to postpone the balance to the last of September and October. Mr. Broadbent stated that notification as in the past would be by letter and he would also inform the Newsletter of the tentative schedule.

He further pointed out that since North Dakota has been very fortunate in not having an aerial application fatal up to the present time, it behooves all to use extra diligence to keep from being a statistic and especially to watch that last day, last field and last pass.

FORMING AND OPERATING A FLYING CLUB - is a new booklet that is available from the Supt. of Documents, Government Printing Office, Washington, D.C. 20402 for .50c ea.
