

AVIATION NEWSLETTER

STATE OF NORTH DAKOTA

Vernon H. Bartz, Editor



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OF

NORTH DAKOTA

AERONAUTICS COMMISSION

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MARCH, 1969

1969 LEGISLATIVE ACTION AFFECTING AVIATION IN NORTH DAKOTA

At least 20 bills were introduced in the N.D. Legislature which related to aviation activities in one way or another as follows:

BILLS THAT PASSED THE LEGISLATURE and have been sent to the Governor include: HB-118 Provides that the Governor may by proclamation place foxes, wolves & coyotes on the protected list of fur-bearing animals at any time. If a fur-bearing animal becomes protected, the Governor may by proclamation set the area, manner and number of such animals that may be hunted. (This law does not change the present aerial hunting status of the fox unless, after hearing, the Governor issues a proclamation.)

HB-179 - Exempts all commercial applicators of agricultural chemicals & fertilizers from paying a sales or use tax on such chemicals or fertilizer used in the service to the farmer. HB-174 - Increases maximum interest rate from 6 to 7% on airport revenue bonds issued by airport authorities. Also provides that airport authorities which issue revenue bonds in cities over 10,000 population, that in event of default of either interest or principal, that the governing body shall levy a general tax on all property to make up the deficiency. HB-282 - Changes allocation of scheduled airline flight property taxes collected by the state and paid back to the seven airline cities from a count of landings to a gross landing weight formula.

HB-300 - Relates to Weather Modification and permits the creation of weather modification authorities by petition on a county-wide basis. Such authorities may levy a 2 mill county-wide property tax and the petition shall name five commissioners to operate such authority. HB-333 - Conveys powers of the Airport Authority Act to the North Dakota Aeronautics Commission for the purpose of constructing, owning and operating state airports near state or national parks or near recreational areas in North Dakota.

HB-437 - Increases flight property taxes on scheduled airlines by 32% by changing the computation of the present tax from the state-wide average mill levy on such property to a method of applying the average mill levy of the cities with airline service.

HB-500 - Raises fuel taxes on all motor fuels from 6 to 7¢ per gallon. Refund system remains the same with aviation gas and jet motor fuel. (Seven cents per gallon refund less a 2% excise tax on the cost price of aviation gas and jet motor fuel, which is deducted out of the refund. The 2% excise tax is placed in the Aeronautics Commission House Resolution #9 - Directs a study to determine feasibility of creating a state aircraft pool of all state owned aircraft.

BILLS KILLED BY THE LEGISLATURE: HB-65 - Prohibits state agencies from acquiring aircraft without legislative act; SB-127 - Aerial hunting regulated by Board of County Commissioners; SB-198 - Prohibits non-resident aerial hunters; HB-303 - Outlaws aerial hunting & hunting from snowmobiles; HB-348 - Prohibits aerial spraying within $\frac{1}{2}$ mile of edge of all cities; HB-394 - Raises airport mill levy from 4 to 5 mills on property; SB-306 - Imposes \$1.00 airport service fee on all scheduled airline originating passengers & gives all revenue to cities of origin; HB-512 - Imposes \$1.00 airport service fee for airline passengers and gives cities 75% of revenue and Aeronautics Commission 25% of revenue for secondary airports.

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ANNUAL SPRAYING SEMINAR - APRIL 10th - DEVILS LAKE, NORTH DAKOTA
The North Dakota Aeronautics Commission with the cooperation of the N.D. Extension Service; the Federal Aviation Administration; N.D. Operators and various chemical companies are again acting as coordinator to update aerial applicators on factors affecting their industry.

The meeting will be held in Devils Lake, April 10th starting at 10:00 a.m. at the Knights of Columbus Hall. Only one meeting is to be held this year as it is felt that considerable material affecting the industry was covered at the annual convention held in Bismarck in February. Devils Lake was chosen, as the previous meetings were held in Minot and Fargo. As in the past, the meeting will conclude that evening with a social hour and a dinner, which is hosted by chemical companies.

The agenda calls for appearances by many of our old friends such as Wayne Colberg, Chief Entomologist of the Extension Service and Pesticide Coordinator; Dr. Larry Mittich, Extension Weed Control Specialist; Dr. Edward Lloyd, Extension Service Plant Pathologist; Dr. Edifred Vasey, Extension Soil Specialist; Les Severance, Chief of GAD#7 and Everett Dunkin, Chief of Inspection & Maintenance plus Harold G. Vavra, Director of the N.D. Aeronautics Commission.

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TURF RUNWAY MAINTENANCE - by Leonard Krech, Manager Rolla Municipal Airport

With spring not too far off, now is the time to be making plans for the proper care of that turf landing strip that has been neglected far too long.

Airport Authorities, Airport Managers and owners and operators should be planning to fertilize and roll the turf strips as soon as the frost leaves the ground this spring. All of you have heard it said at sometime or another, that the reason that so and so field is so rough, is that the soil is light and erodes away, leaving either the Brome or Crested Wheat grass, which is a clump grass in mounds. In very few instances is this the case. What happens is that frost action lifts the crowns of the grass plant about $\frac{1}{4}$ to $\frac{3}{4}$ of an inch each spring and the plant then reroots. In effect, the plant jacks itself out of the ground because of frost action just as do rocks, fence posts, telephone posts that are not set deep enough.

Rolling when the ground is soft and wet will push the plant crowns down to the soil where they will then reroot, forming a smooth turf. Do not use a sheep's foot highway compact or a self-propelled steel or tired asphalt compactor. The idea is not to compact the soil but to iron out the mounds and push the grass crowns into the soil. Tires will not flow the earth and a steel packer is usually too narrow and will ridge.

A good roller should be at least 10' wide with a circumference of 4 to 5 ft, filled with either concrete or water. Use a tractor with tires as large as possible and sufficient horsepower so that lower gears will not be needed. If the tractor is too small, you may do severe damage to your turf because of lack of traction. Remember you want to get out there when it is quite wet. Here at Rolla, it is not unusual to iron and flatten out mounds that are 6 inches high and repeated rollings will improve the smoothness greatly. Before you do any rolling, it wouldn't hurt to feed the turf with 100 lbs of 34-0-0 (nitrogen) per acre. A good broadcast seeder aircraft will do the job about the best. If you have any questions as to whether you need more than nitrogen, consult your County Agent and use his recommendations.

LOW COST REFLECTORIZED LANDING MARKERS FOR NIGHT LANDINGS - by Ward Whitman, Flying Farmer and Rancher, Robinson, N.D.

For years I had been operating a Piper 150 out of my Ranch airport getting along fine, doing aerial application work, fox hunting, cattle checks and occasionally some pleasure flying. It wasn't until I purchased a new Cessna 182 Skylane that the need for some sort of a runway lighting system became apparent, if I was to gain full utilization of my aircraft. Too often a business delay, even though small, would mean that I was arriving at my home base when it was darker than I preferred it. With my low cost system in operation, I find that I can complete my business more leisurely and not have to fight early darkness, such as in the early winter months.

Not wanting to spend approximately \$1500 to \$2000. dollars, which it is estimated a Flying Farmer low intensity lighting system would cost, I mention my problem to Vernon H. Baltzer of the North Dakota Aeronautics Commission. He in turn contacted Bob Molzhon, a field representative of the 3-M Company who supplied some test material for the project. We found that by using the 8" wide pressure sensitive material 18' long, it would fit between the center ridges of a 30-gal chemical barrel that had been cut in half. The barrels were aligned perpendicular to the runway at 200 ft. intervals on the sides and several were placed on the ends. The barrels were placed flat on the ground, although I believe that perhaps they should be up about 10 to 18 inches for better visibility. Since this reflectorized material needs light to activate it, the next most important factor is to have your aircraft properly aligned and in the proper position to affect a safe landing.

After much experimenting and trying different sources of light, we found flashing red is the easiest to pick up and align yourself on. You will need two for your approach end. Place the first on the runway centerline as extended at a point about 200 feet out and the next at least 500 ft. further on. We used a cheap auto beacon such as are used on wreckers of the non-rotating type and coupled this to a storage battery with a simple on-off switch.

With a switch, you will have to rely on someone turning them on for you, although it is relatively easy to hook them up with a \$5.00 photo-electric cell, which will of course turn them on when darkness falls. Most sign shops and electric shops have this type of electric eye. The cost of my entire system does not come to a \$100.00 bill and although it lacks the sophistication of a low intensity system, it is only meant for my own use.

BUREAU OF RECLAMATION TO FUND "PROJECT SKYWATER"

Dr. Richard A. Schleusener, Director of the Institute of Atmospheric Sciences South Dakota School of Mines and Technology, in a letter to the N.D. Aeronautics Commission, stated that they will be conducting a pilot cloud seeding project in McKenzie County, North Dakota during the summer of 1969. This project will be funded principally by the Bureau of Reclamation as part of their "Project Skywater" and will be in cooperation with Rain Incorporated, a local organization in McKenzie County. The project will involve all of McKenzie County and will run for the period of May 1 through August 15, 1969.

* * *

FAA TO PRESENT NEW APPROACH TO AIRCRAFT ACCIDENT PREVENTION

The Federal Aviation Administration Central Region with the active support and endorsement of all of the Aeronautics Commissions and Departments of the States involved, have launched a two-year program, wherein Pilot Seminars will be held on a very local level geared toward accident prevention. Mr. Robert T. Broadbent of Fargo GAD0 #7 has been named Accident Prevention Specialist. Mr. Broadbent has spent over 6 weeks at a specialist school and has been assigned additional time to utilize in searching out underlying accident producing problems and to help solve them. Broadbent in a letter to the Aeronautics Commission stated as follows:

This office is, as a part of the accident prevention program, presently conducting pilot seminars in areas where safety seminars have rarely or never been held. We feel that the student, private and commercial pilots need to be contacted. We have at least one meeting scheduled each week.

In order to set up a meeting, a town is selected, a meeting place arranged for, a notice is put in the local newspaper, and then we send each registered pilot a personal letter stating where and when the meetings will be held. The meetings usually include pilots from one or two counties.

During the two-hour evening meeting, our aim is to explain the Accident Prevention Program and point out some of the problems, national and local-wise. We also show slides and discuss past accidents with emphasis on how they could have been prevented, and of course we have a question and answer session.

He further stated that a schedule of meetings had been set up to include:

RUGBY - Monday March 10th 7:30 p.m. to 9:30 p.m.

BOTTINEAU - Tuesday, March 18th, 7:30 p.m. to 9:30 p.m.

LANGDON - Wednesday, March 19th, 7:30 p.m. to 9:30 p.m.

MOHALL - Wednesday, March 26th, 7:30 p.m. to 9:30 p.m.

Future meetings will be scheduled at Bowbells, Crosby, Stanley, Williston, Parshall, Watford City, Medora and Bowman, N.D. Broadbent further mentioned that anyone wishing to have a pilot seminar, club meeting, etc., is welcome to contact him to set up possible dates.

In light of recent accidents in our area, THE PROGRAM as borne out by the following statistics seem very identical.

National statistics show that in 1966 there were 5,712 general aviation accidents; 573 of these accidents were fatal and resulted in 1,51 fatalities. The statistics show that approximately one in every 11 accidents was fatal, and that approximately one aircraft in every six involved in an accident was destroyed. Statistics for 1967 show 6,165 total accidents, 589 fatal accidents resulting in 1,203 fatalities. The percentage of aircraft destroyed in 1967 was about the same as in 1966.

A review of the accident types and cause factors indicate clearly that a great number of these accidents should not have occurred. A high percentage of the accidents was the result of one or a combination of the following:

1. Complacent attitude toward safety
 2. Lack of sound judgment
 3. Lack of knowledge
 4. Unnecessary flight hazards at the operating location
 5. Lack of basic skills
- * * *

Aircraft accidents, especially those that are easily avoidable, reflect unfavorably on general aviation; they result in a considerable loss of lives and property, and they contribute greatly to aircraft operating costs.

PROPOSAL TO HAVE PERIODIC PILOT FLIGHT PROFICIENCY CHECKS WITHDRAWN BY FAA

Under a deadline of January 22, 1969, the FAA has withdrawn its original proposal to have all pilots in command of aircraft receive periodic flight instruction, or proficiency checks, except where equivalent checks are received in other ways.

Of over 1,500 public comments received in response, a substantial majority opposed the entire proposal or significant parts thereof. Numerous objections asserted that the program would be too costly and burdensome, and that it would create hardship in many cases. As to the latter, concern was expressed that flight testing 550,000 active pilots in the United States annually would be a gigantic undertaking for the present number of flight instructors and FAA inspectors, and that many general aviation pilots would suffer long delays and the loss of use of their aircraft while waiting for proficiency checks. After further consideration, it is concluded that the present supply and availability of qualified flight instructors, who necessarily would handle the major portion of the program, is insufficient to handle the proposed flight instruction and proficiency checks without undue delays. Also in areas where flight instructors are few and infrequently available, many pilots would be forced to fly many miles, with additional expense and loss of time, to comply with the requirements.

Other objections to the proposal asserted that the proposed requirements would not improve pilot judgment, a prime consideration as a causal factor in many serious accidents. According to these comments, many serious and fatal accidents are primarily due to exercise of poor judgment (proceeding into adverse weather) and the pilots' proficiency in flying the aircraft has little or no bearing on the situation.

ADDITIONAL AIRPORT AUTHORITIES FORMED (44 TOTAL)

Nott, Dunseith, Hettinger, Hazelton, Ashley and Hebron are the latest Cities that have created Airport Authorities and have named members to the same.

MOTT: The City created the Authority at a meeting the 16 of December. Named to the Authority were Frank Masad; Arlen Oberlander; John A. Fiedler; Lawrence Gjersstad and Elmer Homelyng. This Authority has a hoty problem in that they will have to purchase land either from the present airport owner, Charles Wyman or find a suitable other site.

DUNSEITH: This City created their Airport Authority and named the members the 6th of January. Members named are Don Williams; Don Johnson; George Gottbrecht; Dennis Espe and John Morgan. Plans are to trade off some of their present land for other adjacent land so as to lengthen and align the NW-SE.

HETTINGER: Hettinger created its Authority the same night that Dunseith did and named as members T.G. Barclay; C.L. Melby; Oray Austin; A.B. Fuglesten and LaVerne Stippich. Hettinger is fortunate in that they have a serviceable facility with the exception of runway lighting.

HAZELTON: The Airport Authority was created the 3rd of February by action of the City Counsel and named as members Robert Mattheis; Rodney Wentz; Bryan Kertzman; Byron Humann and Charles Gimbel. This Authority has their work well defined as they will need to secure a site and start from the very beginning.

ASHLEY: This Authority was created the 11th of February and members named were Edwin Glaseman; Dr. Roland Fleck; Leonard Roeszler; Dave Helmer and Thomas N. Bischke. The Ashley Municipal Airport was a old CAA Intermediate Field that the City secured many years ago. It has served Ashley well over these many years, but in the interest of progress, plans should be laid to hard-surface.

HEBRON: This Authority was also created the 11th of February and named are Norbert Kinnischtzke; Donald Bohnet; Anthony Kovarik; Ervin Stiller and Larry Barth.

WARNING SIGNS AND REFLECTORIZED MATERIAL

The N.D. Aviation Operators Association still have some signs for sale that warn of penalties and jail sentences for stealing aircraft or tampering with them. The signs are about 20" X 24" with black lettering on a yellow background. The sign is made of aluminum and has holes at the corners for mounting. They can be picked up at the N.D. Aeronautics Commission office for \$4.00 each.

Reflectorized sheeting is also available from the Aviation Operators Association at \$.80 per running foot of 8" wide material. This material, when applied to the inside band of half of a 30 gal barrel, which is then aligned perpendicular at 200 ft. intervals along the sides of a landing strip, makes a good low cost landing system. To complete the system, two portable flashing lights will be needed to align up on so that your landing light can activate the system. See the article written by Ward Whitman in this issue explaining the system.

INTERNATIONAL PEACE GARDEN AIRPORT * (Snow removal and Custom & Immigration Charges)

The North Dakota Aeronautics Commission has contracted with the N.D. Highway Department for snow removal for the Peace Garden Airport. The snow removal is on an available basis of equipment and depending on demand, the airport may or may not be open after an unusual heavy snowfall.

Clearing through all ports, requiring landing rights, be prepared to pay charges, as both Immigration and Customs now charge for Sundays and Holidays. In the past, only Customs charged, but this has been changed since the 1st of January. Remember both services charge. The charge has also been increased by Customs from a minimum of about \$3.40 charge to 1 hour of a Customs Inspector time, which will cost approximately \$10.00 more or less, depending upon the pay scale of the officer. If a group of aircraft in a tour were to request clearance, then the charge would only be approximately \$10.00 if the clearance work does not exceed one hour, although if 3 separate aircraft were to land within the hour, each would be charged approximately \$10.00. The Immigration Service has informed us that their charges will be comparable to those charged by Customs.

ACCIDENT REPORTS

After an absence of over a year, the N.D. Aeronautics Commission Newsletter will again print reports of accidents taken directly from the Pilot/Operator Aircraft Report as filed by the pilot.

Of necessity, the report will be condensed in a format to conserve space, although the sections of "What Happened", "Description of Damage" and "Operator/Owner Safety Recommendations" will be printed without any changes whatsoever. Misspelled words, punctuation, etc., will not be altered. If the Aeronautics Commission makes an investigation of the accident, the words "Investigation Revealed" will be used and a narrative will then follow, which has been compiled by the person making the investigation. It is the feeling of the Aeronautics Commission that perhaps pilots reading these reports can glean some knowledge from another pilot's misfortune and pre-

AIRCRAFT ACCIDENTS

PILOT: Robert L. Skates, Billings, Montana

Time & Place: 5:20 p.m., 1-20-69 - Bowman, N.D. Airport

Pilot Time: 2818 TT, Commercial, MeSEL, Age 34

Aircraft Type: Cessna 310 H

Injuries: None

Pilot Statement: Approach for landing at Bowman Airport was normal in all respects (no difficulty incurred). Touchdown was at approximately 95 mph just left of center of runway centerline. After touchdown left brake grabbed momentarily causing the aircraft to veer to the left. I immediately applied full right rudder and aileron, but to no avail and the left main gear was pulled into the snow which was piled up alongside of the runway about 10 feet inside the boundary lights. I was unable to bring the airplane back to the bare part of the runway due to the depth of the snow, which the left gear and nose gear were in and the slope of the runway down from center. The airplane continued in a direction approximately parallel to the runway, however the airplane continued to veer more to the left and the left gear and nose gear stayed in the snow due to the frozen condition of part of the snow bank. The excessive strain on the gear caused the nose gear and left gear to collapse and fold back under the plane. The nose and left wing then hit the surface. The aircraft slid approximately 100 feet further before the left wing made contact with a mound of frozen snow at the intersection of the runway and taxiway. Upon contact with the left wing just outboard of the engine nacelle, it caused the aircraft to make a 180° turn to the left just prior to coming to rest in the intersection of the runway and taxiway.

Aircraft Damage: Extensive damage to the nose gear and left main gear assembly, including the gear housing. Some damage to the nose portion of the fuselage, both internal and external. Both props bent beyond repair. Left wing damaged from nacelle outboard to tip tank main spar bent, left engine nacelle damaged. It has not been determined as yet how much, if any, damage was incurred by the engines.

Operator/Owner Safety Recommendations: This accident could have possibly been prevented if the following procedures had been used and/or conditions been prevalent:

- 1.) If I had landed in the center or right of center of the runway, which would have allowed a few more seconds for corrective measures, which could have kept the aircraft out of snow.
- 2.) If the runway did not slope so much from the center to the edges.
- 3.) If I had landed in daylight I would have been able to ascertain more readily the surface conditions.
- 4.) If full power had been applied to the left engine immediately after plane started to veer, it may have brought the aircraft back to the bare part of the runway.

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PILOT: Judson W. Larson, Campbell, Minnesota

Time & Place: 11:45 A.M., 1-7-69 - 4 miles South of Hankinson, N.D.

Pilot Time: 302 TT, Private, SEL, See - Age 39

Aircraft Type: Piper PA-18A

Pilot Statement: Aircraft stalled in a left turn. I did not have sufficient altitude to completely recover. We were in a cross wind situation upon recovery at stall or very near stall speed. Evidently a gust caught the left wing which was up a little at this time. The right wing caught the ground and we skidded approximately 40 feet to a stop.

Aircraft Damage: Right wing demolished, right gear crushed into main frame. Tips of prop bent.

Operator/Owner Safety Recommendations: I did not have sufficient altitude for the turn. The turn should not have been so tight.

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PILOT: Wallace J. Schmidt, 310 - 13th St. N.E., Valley City, N.D.

Time & Place: 11-13-68 - Valley City Airport

Pilot Time: 489 TT, Private ASEL, Age 41

Aircraft Type: Beech A45

Injuries: None

Pilot Statement: Attendant at Valley City Airport filled gas tank with fuel. I made the mistake of assuming the gas cap was secure after observing attendant putting gas cap on; however, the error is admitted, it should have been checked to insure that the cap was secure, immediately after take off, I noticed gas was gushing from right fuel tank spraying over the right side of the cockpit and strong gas fumes were present in cockpit. Power was cut immediately as I was concerned of fire. Aircraft settled on the runway and damaged prop and center skin.

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ACCIDENTS - continued

PILOT: William Robert Anderson, Velva, N.D.

Time & Place: 12-28-68, Farm near Velva, N.D.

Pilot Time: 22/TT, Private, - Age 33

Aircraft Type: Piper PA-11

Pilot Statement: I was out pleasure flying practicing landings and take offs at my farm. I had just touched down when I hit a rock with my left ski, which caused the tail to rise enough to allow my prop to strike ground. The only damage was to the gear and a bent prop.

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PILOT: Garold G. Carpenter, 505 - 13th Ave. N.E., Minneapolis, Minn.

Time & Place: 11:35 a.m., 11-11-68 - Cavalier, N.D. Airport

Pilot Time: 73 TT, Private, SEL - Age 34

Aircraft Type: Cessna 172

Pilot Statement: When landing at Cavalier Airport, landed and touched down approximately $\frac{1}{4}$ th of runway. Rolling down runway, I started to apply brakes. Runway was slick from fresh asphalt and water. I saw brakes wouldn't stop the plane, so I applied power and tried to take off. I cleared landing lights on take off but plane settled to ground again, approximately 50 ft. off end of runway. Rolled on plowed field, nose wheel went down and caught. Plane nosed over. Substantial damage.

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PILOT: Dean Olson, 909 - 1st Ave. N.W., Mandan, N.D.

Time & Place: 3:30 p.m. - 10-22-68, Langdon, N.D. Airport

Pilot Time: 39 $\frac{1}{2}$ TT, Student, ASEI, Age 41

Aircraft Type: Cessna 150

Aircraft Damage: Collapsed nose gear, prop bent one end, cowl bent in, stacks bent in.

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PILOT: Edward T. Jonutis, Bloomfield Rt., Glendive, Montana

Time & Place: 12:15 P.M. - Oct. 19, 1968 - Beach, N.D.

Pilot Time: 500 TT, Private, ASEL - AGE 47

Aircraft Type: Piper PA-12

Injuries: None

Pilot Statement: My flight originated in Glendive on Saturday, October 19, 1968

at approximately 10:15 a.m. with Beach, N.D. as my destination. After take off, I called Glendive Unicom for check to see if my radio was working good. I landed at Beach runway 30 as wind direction was approximately 280°. After completion of my business at Brengle's Inc., their bookkeeper dropped me off at the airport. At the airport sitting in a Cessna 170, was a flight instructor from Dickinson and a student. I stopped by and asked if they were going flying. They indicated that they were going to make some touch and go landings and told me not to worry about them. I walked to my Beech 5088B. During this time I saw or heard no other plane.

After seating myself in the Beech I watched the Cessna 170. They had the motor going and were taxiing slowly in front of me and across the 30 runway. They then stopped off to the right side of runway 30 and idled down their engine. I started my Beech and taxied to check point and went through the pre-takeoff check. I looked around for other planes, especially towards runway 30 and towards runway 24 which was in line with the Cessna 170. I saw no other planes so gave full throttle and began my takeoff. Nearing the intersection I saw the other plane coming from my right. I knew I could not stop so tried to pull up over him when I collided with his tail. At this point I was up in the air with the left wing down. Fighting for control I managed to land heading in approximately 250° direction. I could not stop the plane from going through a fence and consequently hit a post with the right wing. After braking for a hundred feet or so, I stopped next to another fence.

I stepped out the Beech and looked for the other plane. After seeing it all in one piece with the exception of the tail, I thanked God knowing no one was injured. I walked back and met the pilot of the other plane. A Piper PA 319M. Jim Nafziger and I then walked to the Enco Gas station and called the flight service station at Dickinson and Lester Severance to inform them of the collision. After this with the help of Ed Kukowski, we repaired the damaged fences and pulled the Beechcraft back to the hangar area and tied it down. The airport at Beach is turf. Between runways 24 and 30 are homes and a row of tall trees obstructing clear view of any plane that may be approaching either runway.

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Injuries: None

I was out pleasure flying practicing landings and take offs at my farm. I had just touched down when I hit a rock with my left ski, which caused the tail to rise enough to allow my prop to strike ground. The only damage was to the gear and a bent prop.

A HOSTILE ENVIRONMENT

Apollo 8 and its crew, when it made its historic flight around the moon, encountered a very hostile environment, although its crew was protected by systems 3 in depth. What is your protection factor when you jump into your private aircraft or for that matter, your automobile and proceed from point A to B in a very hostile climate here in the north country? Stop and think about it. Assuming you survive a forced landing, could you walk a mile into a chill factor of -40° F? All lay odds that the average pilot would be severely frostbitten.

In the event you were incapacitated and had to remain near your aircraft, how long would you last? If your dress is that of the standard businessman, which usually consists of no hat, light gloves, perhaps no overshoes, the Apollo crew's odds for an emergency were in effect considerably better than yours, in such a situation. How you are dressed and what emergency gear you carry in your aircraft, may make the difference as to whether you can survive a forced landing or accident.

Emergency space blankets that are made of foil are very light in weight and are folded into a package of approximately 2" X 3" X 4", costing about \$3.00 each, can be purchased at most Ski Sporting Goods stores. Four of these in your aircraft plus a MYTEE-GLO emergency portable heater, which is manufactured here in N.D., plus perhaps a good pair of boots or overshoes, will make a good survival kit costing less than \$25.00 which will not be cumbersome nor add much weight. The MYTEE-GLO heaters weigh about 4½ lbs. and are packaged in cardboard containers 9½" X 9½" X 2½". They are made by the Lisbon Industries, Inc., Lisbon, N.D. and cost \$6.50 each plus tax and postage. Most service stations also carry them. The MYTEE-GLO emergency heater is rather foolproof consisting of about 12 wicks set in a pan of wax which will burn up to 24 hrs., producing an output of 2,500 B.T.U. * * *

CAUTION ADVISED - SPRING BREAKUPS

Every year after the winter snow melts, a risk of nose over and bent propeller accidents are reported. The North Dakota Aeronautics Commission recommends that unless you know the field and soil conditions personally, that a few cents be spent on a phone call to the operator, to learn the status of the field of intended landing. Be sure you know who you are talking to and that he knows the situation personally. Do not take the word of someone that may guess. When landing, be wary of large drifts along side of the runway that may be melting slowly and may have caused some very soft spots that can cause accidents. Caution is also advised if a night landing is to be made at secondary fields. Remember a photo cell turns most of the lights on and off, but isn't intelligent enough to determine field conditions and keep the lights off if the field is not suitable for use. * * *

N.D. AVIATION OPERATORS ELECT

N.D. Alfred Dahl of Cogswell, during their annual convention held in Bismarck, February 8th, was elected President of the N.D. Aviation Operators Association succeeding Dan Wakefield of Devils Lake. Elected to the position of Vice President was Darrol Schroeder of Davenport; Phillip Miller of Valley City, a fixed base operator, was elected as Treasurer; Vernon H. Baltzer of Bismarck was again named Secretary and Jack K. Daniels, Williston was retained as Executive Director. The Association took firm stands on various Legislation. As a service and to further their own industry and fulfill their obligations as knowledgeable and dependable Operators, the group also voted to make the drawing of a simple smoke generator generously supplied by Wally Marburger of Aero Spraying Service Inc. of Williston, available to all applicators in the State. The smoke generator will allow the Ag pilot to determine wind conditions on a trial run with a plume of smoke. The unit is a must, say those that have installed and used them. * * *

FOR SALE: 25 aircraft as follows: 4 - 1966 Mooney MK-21, MK12, VOA-4, P.C., full pants, very clean; 1967 Bellanca 260 - 120 TT, MK12-4 Century auto pilot, ADF = 3 lire; 1968 Pawnee 235 comb. unit, 250 TT, booster wing tips; 1968 Pawnee 260 comb. unit, low time; 1948 Cessna 140, OSMOH, all metal, MK-1 Radio; 1960 Pawnee 150, 650 SMOH; 1965 Piper PA-18 125 Super Cub, 756A-1 sprayer, fresh annual; 1966 Comanche 260B, 480 TT; 1968 Cherokee 180 D, 320 TT; 1948 Luscombe 8A, C-90, OSMOH; 1965 Pawnee 235, 650 TT since new; 1964 Cherokee 150, 800 SMOH; 1965 Cessna 150, 400 on factory engine; 1966 Cessna 150, 900 TT, fresh annual; 1959 Cessna 172, 1000 TT, very clean; 1952 Piper PA-18 125 Cub, 480 SMOH, 8 yr fabric; 1965 Cessna 150, 450 TT, OSMOH, comb. unit; 1967 Super A-9 Cessna 450 TT; 1961 Cessna 310F, 2000 TT 800 on factory engine; 1946 Cessna 170, 275 SMOH, fresh annual; 1966 Cessna 180, 750 TT flat kit; 1967 Mooney Exec. 420 TT. Contact Mid-State Aviation, Inc., Monroe Chase or Ken Reed, Box 7014, Bismarck or call Telephone 223-6862 or 223-4907. * * *

RLP Printing Company, 1715 S. Broadway, Box 1178, Minot, N.D., 58701, advises that they have aerial spraying report forms in triplicate available for sale to aerial spray operators. * * *

FOR SALE: 1946 Ercoupe, model 415C, 65HP, new Ceconite wings, 1969. New pleated upholstery, low time, only \$1,995. Call or write Paul Rismoen, 309 - 18th St. NW, Minot, N.D. Phone 839-6614

FOR SALE: 1967 Cessna 185, 490 TT, loaded with equipment and like new, 360 transceiver, 300 Nav Omni, with glide slope, 3 litemarker, 360 Nav. Conn. ADF, auto pilot, cargo pod, six-place seating and oxygen, long range fuel, over size tires. Replace sot \$35,000. Will sell for \$22,000. Contact Butler Machinery, Box 1390, Fargo, N.D. or phone: Area Code 701 - 235-6472

FOR SALE: 1965 Skyhawk priced to sell. Continental 6 cylinder, 360 MK 12 with VOA-T head, pitot heat, external power plug, heavy generator and etc. See it at Capital Aviation Corporation, Box 1471, Bismarck, N.D. Tel: 223-0260

FOR SALE: 1968 Mooney Statesman, 180 hp. TAE 980, Mark 12 - 360 ch - Narco ADF 31, Contact Gene Engel, Bismarck, N.D. Tel: 255-3987 or 223-2332 or Box 585.

FOR SALE: 1 A65F cont. engine OSMOH; 1 - 0300 0cont. Engine OSMOH; 1 - C90F Std. crankshaft certified; 1 - 0540 crankshaft new still in crate. Contact Bob Chase Mandan Air Service, Mandan, N.D. or Tel: 663-6431

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
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Send to
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OFFICIAL MAIL



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak. 58501

FOR SALE: 1967 Beechcraft Muskeeteer A23-19, 1650 TT, 150 TT engine, 150 hp Lyc. Full panel, vacuum system, heated pitot tube, left side cabin door, Narco MK3 radio. Exterior white w/brown strip. Interior gold w/white madras headliner; 1967 Muskeeteer Sport A23-19 with 1300 TT (N4755J); 1967 Muskeeteer Sport A23-19 T350-TT, full panel, vacuum system, heated pitot tube, Narco MKT2 w/VOA-4 converter indicator, Narco ADF w/Marker beacon. Exterior white w/red stripe; 1965 Muskeeteer Custom A23, 165 hp cont. 1700 TT airframe, 1,000 TT engine, full panel, vacuum system, dual controls; 1966 Bonanza V35, 285 hp cont., full panel, 1200 TT, 500 hrs. since t-overhaul, alternate air source, vacuum system, instrument post lites, fifth and sixth seats, extended range fuel tanks, super soundproofing, two King KS 150 Nav/Com w/K1201 indicators, Bendix T-2C ADF, 3-lite marker beacon; 1968 Bonanza Mod 36, 120 TT 285 hp cont. full panel, instrument post lites, fifth and sixth seats, double cargo doors, dual Mark 12A (360) w/VOA-8 converter/indicators, Narco UDI-4 DME, Bendix 204A marker beacon receiver and antenna; 1968 Mooney Ranger M20C 180 HP Lyc. 450 TT, full panel, vacuum system, turn coordinator, rotating beacon, heated pitot tube, Narco Mark 12A w/VOA-8 indicator, positive control system; 1957 Mooney M-20C, 150 hp Lyc., 2180 TT, 950 hrs. SMOH, full panel vacuum system, rotating beacon, King KS 150 Nav/Com, Lear RT-102 12 Channel transceiver, Lear ADF; 1951 Cessna 170A, 1,000 TT, 200 hrs. Since T-overhaul, all metal, full panel, Narco simplexer, w/omniplexer, plus low freq. receiver, gas heater, new tires. We have new and used aircraft to suit your business needs. Write or call Flight Development, Inc., Hector Airport, Fargo, N.D. Tel: 237-0123