NORTH DAKOTA FLYING FARMERS TO HOLD 1970 CONVENTION AT GRAFTON, N.D.

Rudolph (Rudy) Johnson, Grafton, N.D., President of the N.D. Flying Farmers Association announced that the 1970 Flying Farmers annual convention will be held at Grafton, N.D. September 18, 19 and 20, 1970 with convention headquarters at the Bill-Vi-Dor Motel.

President Johnson appointed a convention planning committee with members Rudy Johnson, Chairman and Ernest Hutson, Jr., and Leonard DeSaute both from Grafton and Arlyn Kraft, Mapleton; Harold G. Vavra, Bismarck, who is Secretary of the organization. Flying Farmer activities scheduled in 1970 include a Fly-in to "Activity Days" at Slouin International Airport, Williston, N.D. on Sunday, May 17th, which will include a flight breakfast, landing contests and demonstration of radio controlled aircraft. This event is being sponsored jointly by D.J. Delaney, Williston, who recently became a member of the Flying Farmers and is Manager of Flight Training for Servair Accessories, Inc., and Jack K. Daniels, President of the Corporation.

Another event sponsored by Flying Farmer members is the Mutscher picnic fly-in at the Mutscher Farm, Freddie and Marlys Mutscher near Wimbledon, N.D. on Sunday, June 28th.

KUNDERT AVIATION VOCATIONAL TECHNICAL SCHOOL EXPANDS

Gordon W. Person, Chief Instructor of the Kundert Aviation Vocational Technical School, Hector Airport, Fargo, N.D., advised the editor that the school at present has an enrollment of 90 students, who are undergoing training to graduate with an FAA airframe and powerplant rating. The school in the first quarter of 1970, graduated a class of 6 program mechanics and the school is interested in placing these graduates with jobs in aviation. Fixed base operators, commuter airlines and airlines, who are looking for FAA licensed mechanics may contact Gordon W. Person, Chief Instructor of Kundert Aviation Vocational Technical School at Box 5534, State University Station, Fargo, N.D. or telephone 237-5305.

The Kundert Aviation Vocational Technical School is the only FAA and VA approved aviation mechanic training facility in North Dakota. A.J. Kundert, President of the school advises that eligible students can take advantage of the GI bill under the Veteran's Administration; the Manpower Development and Training Act; the Rehabilitation and Social Security training programs and United Student Aid Funds to help them with tuition.

The school has published a new color brochure covering the activities and facilities of the institution for vocational aviation training. The school brochure says that the airplanes alone will need 150,000 technicians by 1975 and general aviation 10,000 mechanics by 1971. Interested trainees, who desire a copy of the "Aviation Careers" brochure published by the Kundert Aviation Vocational Technical School may write to the address above.

AIRPORT AUTHORITIES CREATED AT RUGBY AND WALHALLA, N.D.

Two new municipal airport authorities have been created in the last 30 days at Rugby and Walhalla, N.D. With the addition of these two, the State now has a total of 57 airport authorities located in 38 counties, which includes 54 municipal airport authorities; two county airport authorities and one Interstate Authority.

Commissioners of the Rugby Municipal Airport Authority include District Court Judge Ray Frederick; Dr. Carl Weimer; Charles Crawford; and Dr. Jon Eylands and Orville Reichert.

Commissioners of the Walhalla Municipal Airport Authority include Dwight Holmes, Chairman; J.C. Soebey, Vice Chairman; LaVern Verville, Secretary; Robert Dunnigan, Treasurer and E. L. Anderson, Commissioner.
START OF TEXT

Subject: Lighting System

Dear Mr. Johnson,

I am writing to inquire about the status of the lighting system that was installed in our school last year. According to the initial plans, the system was designed to meet the needs of our school's athletic facilities. However, I have noticed that the lighting is inadequate for our outdoor games and events.

I would like to request a meeting to discuss this issue further. I would appreciate it if you could schedule a time that works for you.

Best regards,

[Your Name]

END OF TEXT
PROJECT SAFE - (Special Aviators Flight Evaluation)

For some time it has been apparent that some form of 'check ride' would benefit the average pilot. If you recall, the Federal Aviation Administration proposed such a procedure, but drew considerable opposition from the general public and pilots. In the long run, this may have been for the best as the FAA certainly isn't staffed for such an operation.

The North Dakota Operators Association and the FAA have been working closely on a program which they think will accomplish the same goal. They call it PROJECT S.A.F.E. (Special Aviators Flight Evaluation).

The instructors making the evaluation will be pilot examiners, chief pilots of FAA approved flight schools, and individuals that have been selected by the Fargo FAAO. The only record necessary for the instructor to keep of the evaluation ride is the pilot's name.

The results of S.A.F.E. will be confidential as the results will be given to the applicant upon completion of the ride and that is the only record made of the ride. THIS CHECK RIDE WILL HAVE NO HEARING ON THE APPLICANT'S PRESENT LICENSE: IT IS FOR HIS INFORMATION ONLY.

A charge of $5.00 for the 'Evaluation Ride' will be made to the pilot. It will be no grading, only satisfactory or unsatisfactory, for each suggested answer. A poster is displayed at members showing their participation.

Insurance companies have shown interest in this program and have indicated that pilots receiving a yearly S.A.F.E. ride will be considered for some type of discount on insurance. We will work more on the insurance angle as the program gets rolling. One insurance company announced 6 March 1970 that a savings of $5 will be given for those aircraft which have pilots who have participated in a biennial voluntary check ride with a certified flight instructor.

If you have further questions or wish to get a S.A.F.E. ride, call or contact any of the following participating members:

Robert Watts, Box 1471, Capital Aviation Corp., Bismarck, N.D. 58501
Lee Barnum, 703 Park Drive, Grand Forks, N.D. 58201
Jack Luther, Box 326, Mohall, N.D. 58761
Jack Daniels, Box 637, Serv-Air Accessories, Williston, N.D. 58801
Daniel Vigessa, Municipal Airport, West Central Airways, Fergus Falls, Minn. 56537
Wilbur Finley, Municipal Airport, Finley Flying Service, Rugby, N.D. 58368
Eugene Engell, Agrichem Aviation, Box 585, Bismarck, N.D. 58501
Leigh Aslakson, Municipal Airport, Jamestown Flying Service, Jamestown, N.D. 58401
Ernest Kruzon, Tioga Municipal Airport, Box 333, Tioga, N.D. 58562
Daniel Wakefield, Wakefield Flying Service, Box 612, Devils Lake, N.D. 58301
Ron Ehlers, Municipal Airport, Box 488, Dickinson Flying Service, Dickinson, N.D. 58601
Burt Lucy, Box 1172, Comet Aviation, Jamestown, N.D. 58401
Vincent Cartwright, Minot International Airport, Aero Flight Inc., Minot, N.D.
Harold Chandler, Municipal Airport, Chandler Flying Service, Alexandria, Minn. 56308

Harvey Deterling, Municipal Airport, Thief River Falls, Minn. 56701

Earl C. Dahl, Valley Aviation, Box 5256, State University Station, Fargo, 58102
Leonard Krehc, Municipal Airport, Rolla, N.D. 58367
Bob Meier, Foss & Meier Flying Service, Box 774, Devils Lake, N.D. 58301

Kenneth Lund, Minot Aircraft Rentals, 109 - 12th Ave. N.E., Minot, N.D. 58701


For additional information may be obtained from:

Robert Dobbend, 8000, Fargo, Tel: 701-232-9849
James Peterson, Fargo, Tel: 701-237-0123

SATELS

Since stall spin type of accidents are still with the industry, flight examiners are now using the option as quoted in the Flight Test Guides and may ask the applicant to delay the initiation of the stall recovery until the nose of the aircraft has pitched down through cruising flight attitude. This information is from the head-

—end, non other than James (Pete) Campbell, Chief of the Flight Instructor Refresher Unit, FAA Aeronautical Center.

BY 1995

According to Airport World Magazine, the Department of Transportation (DOT) Air Traffic Control Advisory Committee noted that general aviation aircraft now outnumber air carrier aircraft 50-1. Combined total of all aircraft, air carrier, military and general aviation was 137,000 in 1968, which is to increase to 527,000 by 1995 and general aviation is to be 95% of this figure in 1995. The report also adds that an estimate of 12,800 aircraft were airborne over the U.S. at the 'peak instant' in 1968 and this number is to be 54,000 by the year 1995.
FIRST GRADE READING MEETING

Meeting Agenda:

1. Review of previous meeting's objectives and progress.
2. Discussion of current challenges and areas for improvement.
3. Planning for future meetings and upcoming tasks.
4. Allocation of resources and responsibilities.

Date: [Meeting Date]
Location: [Meeting Location]
Attendees: [List of attendees]

Action Items:

- Follow up on outstanding tasks.
- Prepare reports for the next meeting.
- Coordinate with relevant stakeholders.

Next Meeting:

Date: [Next Meeting Date]
Location: [Next Meeting Location]

Minutes:

Meeting started at [Start Time].

[Recording of the meeting's proceedings and discussions]

Meeting adjourned at [End Time].

[Signatures of attendees]

[Meeting facilitator's signature]
[Date]
Pilot: John C. Hobery, Verona, N.D.
Time & Place: January 1, 1970, 11:00 a.m., Verona, N.D.
Aircraft: Champ 7CCM
Injuries: None
Aircraft Damage: Damaged left wing, left landing gear, prop, strut, minor fuselage.
Accident: Attempted landing on road, caught tailwheel on telephone lines, collided with powerline and pole.
Recommendations: Better inspection of intended landing site.

Pilot: Ronald D. Potsfut, Benedict, N.D.
Time & Place: January 10, 1970, 2:30 p.m., 1/2 miles east of Benedict, N.D.
Aircraft: Commercial, ASEL, 794 TT, Age 33
Injuries: None
Aircraft Damage: Propeller tips bent, left landing gear damaged, landing gear bracket on fuselage, right tailpipe extension bent, both wing tips damaged and spars broken from 4 to 10 inches from tips.
Report: After picking up a fox I had shot, I taxied to end of stubble field, made a magnetoc check, applied carburetor heat and adjusted trim tab. I then shut off carburetor heat and started my takeoff run. I was on a small hill and proceeded downward, not going sufficient speed for takeoff, I proceeded up the hill ahead of me. I became airborne on top of other hill but I was unable to clear top of willow trees at end of field. Right wing caught trees and aircraft veered to right. Aircraft then fell to ground in a level attitude. Snow was estimated at about 8 inches with some black streaks of dirt blown on top of snow.
Recommendations: I made an inspection from the air before I landed on field and felt it was long enough for safe takeoff and landing. I did not allow enough length for dirty snow, hilly terrain and obstruction at end of field.

Pilot: Walter V. Platzkow, Langdon, N.D.
Time & Place: January 9, 1970, 2:30 p.m., On farm 6 miles west of Langdon, N.D.
Aircraft: Commercial, ASEL, 9850 TT, Age 44
Injuries: None
Aircraft Damage: Shock strut and left axle, engine mount and left wing tip damaged.
Report: Local flight to warm up aircraft. On takeoff to North, with a light coating of frost on wing, aircraft after leaving ground, began to stall wing first and application of left aileron and left rudder failed to lift wing. Power was chopped and then aircraft rolled to left and settled on left gear.
Recommendations: Remove frost and watch cross wind effect.

Pilot: Eugene W. Griesel, Box 149, Minot AFB, N. Dak.
Time & Place: January 18, 1970, 1:43 p.m., Minot International Airport
Aircraft: Cessna 150
Injuries: None
Aircraft Damage: Minor damage to one side, prop and one wing tip.
Report: After takeoff from runway 26, climbed to approximately 150 ft. at best rate of climb speed, engine quit, landed straight ahead, touched on end of runway 26. Aircraft stopped when it hit snow bank 100 ft. off runway. Aircraft nosed over on nose and fell over on right wing tip then fell back on all three wheels.

Pilot: James V. Maas, Tolley, N.D.
Time & Place: January 23, 1970, 2:30 p.m., 12 miles south of Noonan.
Aircraft: Cessna 140, SEL, 1415 TT, Age 26
Injuries: None
Aircraft Damage: Everything but tail and left wing.
Report: I was flying along heading west when we saw a fox to the southwest about 3 miles away. I dove into the wind and was coming in on the fox heading southwest, opened door for gunner and was coming in on fox. Air speed was approximately 55 with about 1200 RPM on engine. Was about 200 yards from fox at about 80 feet height, letting down when felt turbulence, put on full power and put off carburetor heat but didn't have any control. Aircraft right wing dropped and then the nose. It was coming back out of it but didn't have enough altitude. Hit on wing and right gear and nose. Terrain was rolling, had seen whirlwinds and experienced extreme turbulence prior to accident.

Pilot: Duane C. Lauf, LaMour, N.D.
Time & Place: January 31, 1970, 3:30 p.m., Rott Municipal Airport
Aircraft: Cessna 172
Injuries: None
Aircraft Damage: Both wings substantially damaged, propeller and cowling bent, tail and rudder also damaged.
Report: Departed at 3:00 for a local pleasure flight, flying around locally. I returned to the airport to shoot a few touch and go landings on runway