N. DAK. ALLOTTED $250,039 FOR GENERAL AVIATION AND $916,629 FOR AIRLINE AIRPORTS UNDER FEDERAL DEVELOPMENT ASSISTANCE PROGRAM (ADAP) INDICATIONS OF SERIOUS FINANCIAL TROUBLE ON HORIZON

The latest word is that North Dakota will have $250,039 to match with a like amount for general aviation airports for the fiscal year of 1970 - 1971. Airline airports, of which the State may have 8, will have $916,629 in matching funds, plus additional individual airport allotments under a slightly different formula of .55c per enplaned passenger, which is set aside in trust and must be used within three years or is lost to the discretionary fund. It is our prediction, that the $250,039 allotted for general aviation, will not be used in its entirety because of lack of local funding in the smaller communities. Our contention is that the Federal Government on one fell swoop has captured the entire tax base, leaving the local entities only the real estate levy.

As it is, the majority of cities that are eligible for these general aviation monies have already made improvements and have bonded themselves to the limit of their ability to repay, not from user taxes, but real estate mill levies for the next ten to twenty years.

Perhaps (ADAP) Airport Development Assistance Program should be amended to be on a 90% - 10% matching basis as is the federal Interstate road system, since the Federal Government has preempted the field of the user tax so completely. It appears that North Dakota will have 2 cities using only about $100,000 of the available funds for the fiscal year 1971, leaving $150,000 that can be recaptured by the ADAP people and re-allotted on a completely different formula.

** AERONAUTICS COMMISSION PRESENTS CHECKS **

The State Aeronautics Commission presented state airport grant checks to the Airport Authorities at Beulah, LeMoure and Mott for assistance in paying part of the costs of airport improvements completed at each city during August, according to Harold G. Vavra, Director.

$4,000, to the LaMoure Airport Authority for paying part of the cost of engineering and grading a new 3,600 ft. runway and for runway lights. LaMoure has built a new airport and paved the runway and taxiways.

$1,750, to Beulah Airport Authority for paying part of the cost of installing runway and taxiway lights along a 3,000 ft. paved runway.

$730, to the Mott Airport Authority for paying part of the costs of legal and engineering work at the Mott Airport.

The State Airport-Aid Program is financed by a two percent state-wide excise tax on aviation motor fuels.

** AERONAUTICS COMMISSION DISTRIBUTES MONIES **

The State Aeronautics Commission allocated a total of $39,800, in State airport funds to eleven airport authorities and cities for airport improvements recently. Applications submitted by the eleven airport authorities and cities requested a total of nearly $50,000. of airport aid funds. State airport funds allocated include:

1. $6,000, to the City of Beach for construction of a runway at a new airport site.
2. $5,000, to the Breckenridge-Wahpeton Interstate Airport Authority for part of the cost of a new airport terminal building.
3. $1,500, to Hazen Park Board for installation of runway lights at Hazen Airport.
4. $1,500, to Kandiyohi Airport Authority for installation of runway lights.
5. $2,500, to Kinbey Airport Authority for runway construction and runway lights.
6. $5,000, additional to LaMoure Airport Authority for assistance in paving a 3,600 ft. runway.
7. $5,300, to Mandan Airport Authority for grading and blacktop on airport apron and taxiway.
8. $5,000, to Oakes Airport Authority for runway seal coat and installation of runway lights.
**ocker throws zero, looks off.**

**in the front, the deck of rain in the corner of the shelf, the door's closed, and the windows are cleared.**

**the accounting function specialist, who will present a program for a meeting.**

**of the program office.**

**latter.**

**9/11, 2:30-5:00 to begin.**

**by the air traffic authorities.**

**Aeroport Commission District 5.—continued**
AIR FORCE THUNDERBIRDS TO MAKE ONLY APPEARANCE THIS YEAR IN NORTH DAKOTA AT JAMESTOWN AIR DAY, SEPTEMBER 27th.

Robert (Bob) Richardson of Radio Station KEYJ, Jamestown, who is also a member of the Jamestown Airport Authority and publicity director for Jamestown Air Day, has informed us that the Thunderbirds will be in Jamestown, Sunday, September 27th. He said that the day will start with a free breakfast for all those that fly in, starting 0800, but you had better plan on being on the ground by 1045 hrs. as that is when the field is closed for arrival of the famed precision flying team, who will then do their arrival maneuvers.

As stated, the field will be closed from 1045 to 1200 hr and then open until 1500 hours when it will again be closed for the main event until 1630 hours.

The main event of course is 1/2 hours of some of the best precision flying done anywhere in the world by the famed Air Force Thunderbirds. If you haven't caught this show, now is your chance and if you have seen it, come again. It is a show worth seeing.

On hand will be static displays and a period of flying of radio controlled model aircraft between noon and 3:00 P.M.

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FLY-IN BREAKFAST AT HETTINGER AIRPORT, SUNDAY, SEPTEMBER 27th.

J. B. Lindquist, the fixed base operator at Hettinger, has informed us that a Fly-In Breakfast has been scheduled for Sunday, September 27th. It is billed as just a plain get together with no one selling you anything if you fly-in. In fact, they will even give you and your passengers a free breakfast, all others $1.50 each. The event is being sponsored by the Hettinger area pilots. They say everybody is welcome and break it down to the following reasons or excuses if you so prefer:

STUDENT PILOTS - A good reason to get some solo cross country time.
PRIVATE PILOTS - A good reason to give the wife a ride.
COMMERCIAL PILOTS - A good reason to fly where you want to for a change (Better known as a busman's holiday).
INSTRUCTOR PILOTS - A good reason to give some dual cross country.

A rain date has been set as October 4th, 1970 which will only be if the weather is not VFR by 08:00 local time. You are cautioned to bring your own tie downs. As an after thought, a few prizes will be given away, Lindquist said and he again emphasized that nothing spectacular like the Blue Angels would be on the Agenda, just a low key get-together.

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NORTH DAKOTA 99'S TO SEEK CHAPTER

A North Dakota chapter of The Ninety Nines, Inc., International Association of Women Pilots is being formed and it is expected that the charter will be issued sometime in September. All licensed women pilots in the State of North Dakota are invited to attend our first meeting to be held at Dickinson, N.D. Municipal Airport, 11:00 A.M. MST, September 26, 1970. This invitation extends also to all women student pilots.

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2,003 REGISTERED PILOTS PLUS 532 REGISTERED STUDENTS IN STATE

The State Aeronautics Commission, in compiling their records, find that as of Sept. 1, 1970, North Dakota has 2,003 pilots and 532 Student pilots registered with approximately 158 holders of some type of mechanic certificate. The names of all currently registered pilots, including students and mechanics, are placed on the mailing list of the North Dakota Aviation Newsletter. At the present time, we also have the names of approximately 550 pilots that have failed to register and these names will be removed from the mailing list, as of this issue of the Newsletter, unless a renewal is made. The 550 have been delinquent for over one year and a special mailing of registration forms will be made very shortly to these people. If you receive one of these registration forms, you can safely assume that you are not registered.

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NEW PERSONNEL AT FAA GADO DISTRICT SAFETY OFFICE AT FARGO

Lloyd A. Adams formerly of Grand Rapids, Michigan has replaced Everett Dunkin as Chief of the General Aviation Maintenance Unit at GADO #7. Mr. Dunkin has transferred to the Kansas City Regional Office and while here in N.D., he made many friends and we do regret to see him transferred out. Mr. Adams originally came from Montana, big sky country, so he should feel partly at home. Assisting Mr. Adams will be Mn. (Bill) Craven, who transferred in some time ago from Sioux Falls, S.D. and Robert Glasscock, who came from Denver. An Aircraft Avionics inspector has also been added to the staff, he is Weston Edwards, formerly with Northern Airmotive of Minneapolis. His area of responsibility will be avionics and instruments.

In the operations end are Bernard Lockert who has been with GADO #7 for some time and who originally came from Rapid City and a new man in is Charles Bagby, who hail's from Columbus, Miss. Round out the operations end are Robert Broadbent and Harold Olson, who have been there a few years, along with Lester Severance, the Chief.

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ACCIDENTS - continued

PILOT: John P. Jenson, Grand Forks, N. D.
Time & Place: June 1, 1970, 9:45 p.m., Detroit Lakes, Minnesota
Pilot Time: Commercial, ASWEL, Flight Instructor, Instrument, 1125 TT - Age 25
Aircraft & Damage: Beech 18, Substantial damage
Injuries: None
Pilot Statement: On departure from Detroit Lakes at 100 MPH and less than 50 ft., the
left engine failed completely and I dropped the nose to pick up airspeed and the
engine cam in just momentarily, by that time we were down below the surrounding terrain
and I felt it was safer to make a forced landing than to have a stall spin accident, I
had complete control of the airplane upon ground contact.
Pilot Recommendation: Due to the nature of mail contracts and its airports we operate out of,
I feel the Postoffice Department should have a load limit to coincide with the
airports that we operate out of.

PILOT: Donald Barth, Campbell, Minnesota
Time & Place: June 5, 1970, 4:00 p.m., Tyler, N. D.
Pilot Time: Commercial, SEL, Sea, 5000 TT, Age 44
Aircraft & Damage: Pawnee 235, Broken gear, pumps damaged, propeller bent, rudder and
canopy damaged.
Injuries: None
Pilot Statement: I was spraying and ran out of gas. Tried to make a road and couldn't.
Made a bad landing, hit a drainage ditch, gear gave way and rolled over on its back.
Pilot Recommendation: Manufacturer could put in a reserve gas tank for a 20,000.

Time & Place: June 6, 1970, Crary, N. D.
Pilot Time: Commercial, Instrument, ASWEL, 2000 TT, Age 28
Aircraft & Damage: Cessna 120 - Damage to prop, both wings, vertical stabilizer, rudder.
Injuries: None
Pilot Statement: Landing on road to west, NW wind caused aircraft to weather vane to
right, went into ditch and hit an embankment, causing aircraft to turn over on its back.
Location 5 miles north of Crary, N. D.

PILOT: Daniel L. Wakefield, Devils Lake, N. D.
Time & Place: June 20, 1970, 8:00 p.m., Warwick, N. D.
Pilot Time: Commercial, Instructor, ASWEL, 20,000 TT - Age 26
Aircraft & Damage: Weatherly Fairchild M62,
Injuries: None
Pilot Statement: During cake off on road, aircraft wandered slightly to left on soft
gress covered to shoulder of roadside about 1 ft. off speed. Settled and struck
approach to highway, knocking gear off aircraft and nosing up aircraft.

PILOT: M. H. Maroney, 643 E. Main, West Fargo, N. D.
Time & Place: July, 1970, Casselton, N. D.
Pilot Time: Commercial, AMSEL, 1150 TT, Age 48
Aircraft & Damage: Piper Pawnee. Substantial damage to left wing, gear, entire tail
assembly. Top of fuselage, some nose damage, propeller, possible engine damage.
Injuries: None
Pilot Statement: Because of the extremely wet spring here, my runway was not usable.
Operations were then moved to the service road parallel to Interstate 94 west of
Casselton. Just before touch down on my landing approach, a pickup truck pulled out
from approach in front of me. I hit the throttle and pulled up to miss him and struck
the power line and 9/16' cable crossing Interstate 94. The airplane came down on the
west bound lane of the interstate and skidded into the median.
Pilot Recommendation: By using flagman at all possible entrances to portion of road
being used.

FREAK PARACHUTE ACCIDENT AT PEMBINA, N. D.: While on a training mission with Student
Jumpers, June 18th over Pembina, a freak parachute accident happened that could have been
very serious, but fortunately wasn't.

Lee Schumacher of Pembina was the pilot of a Cessna 180 owned and operated by Tom
Nord of Nord Aviation, Pembina. On board were 2 student jumpers and Bill Smith, a
Jumpmaster of a Winnipeg, Manitoba Parachute Club. Students were jumping on a static
line and when the last student left the ship, his static line accidentally looped over
Smith's emergency chest pack rip cord handle, snapping it out. The sudden ejection of the
chute and its subsequent filling with air from the slip stream of the 180, jerked
Smith, the Jumpmaster, from the rear seat. His body acting as a battering ram, did
substantial damage to the right rear door post, ripping it loose, rupturing the gas line,
tearing out the flap cable and stretching the aileron cables. He was momentarily stunned
by being jerked out but when he regained consciousness, he was descending with his chest
pack, which fortunately was not damaged, and believe it or not, he hit target area. He
sustained severe bruises and a small cut on his chin but no broken bones, happily.
The pilot Schumacher, after regaining his composure, discovered that the aircraft was flying
normally, but was spewing gas from the ruptured line. He then elected to shut every-
thing down and made a dead stick landing on the road.

JAMESTOWN: Starting Sept. 1, 1970, Jamestown Aviation, Inc., will be giving twin
engine ratings and will have VA approval for twin engine training.