AERONAUTICS COMMISSION AIRPORT AID PROGRAM SUCCESSFUL

Since the State airport grant in aid program started three years ago, the State Aeronautics Commission has allocated direct state aid funds to 49 secondary airport improvement projects in the total amount of $171,185.00. A total of 33 airport improvement projects have been completed and paid off in the amount of $115,000.00 of state funds. In addition, there are 16 airport projects either to be constructed or in the process of being financed out for final payment amounting to $56,188. of state aid airport funds. The resources for this program comes from a 2% use tax (cost of aviation fuels) which amounts to an average of $1 cent per gallon on aviation gasoline and jet motor fuel sold in North Dakota.

The State Aeronautics Commission last week allocated a total of $40,125.00 in state aid airport funds to eleven airport authorities for airport improvements. Commission Director Harold S. Vavra said the Commission reviewed 16 applications for airport funds totaling nearly $100,000. Funds allocated included:

1. $5,000. to the Bottineau Airport Authority for paving runway, taxiway & apron.
2. $1,000. to the Bowman Airport Authority for installation of radio marker beacon.
3. $4,000. to the Golden Valley County Airport Authority, Beach, for construction of runway on new airport.
4. $10,000. to the Hettinger Airport Authority for paving runway and engineering.
5. $10,000. to Tioga Airport Authority for paving runway and apron.
6. $700. to Kulm Airport Authority for runway grading.
7. $3,750. to Maddock Airport Authority for paving runway.
8. $625. to New Rockford Airport Authority for airport road and well.
9. $800. to Richardson Airport Authority for construction of new turf airport.
10. $1,100. to St. Thomas Airport Authority for installation of runway lights.
11. $3,150. to Walhalla Airport Authority for obstruction removal, grading and runway lights.

NORTH DAKOTA FLYING FARMERS CONVENTION AT FARGO, SEPTEMBER 24-25-26, 1971

Charles Anderson, Forman, President of the North Dakota Flying Farmers Association announced that the N.D. Flying Farmers annual convention will be held at Fargo, N.D. on September 24, 25 and 26, 1971 with convention headquarters at the Town House Motel. The three-day program begins with a Fly-In to Hector Airport, Fargo, on Friday morning September 24th and registration at the Town House Motel. Friday afternoon the group will tour the N.D. State University and the N.D. Air National Guard. Friday night dine and dance at the new Eagles Club near Fargo.

Saturday morning, the Flying Farmers will go as a group to Hector Airport to participate in a pilot upgrading program, which is sponsored by the International Flying Farmers.

Business meetings are scheduled on Saturday afternoon at the Town House Motel which include the election of officers and directors of the N.D. Flying Farmers and Ladies Auxiliary.

A banquet is on tap on Saturday night at the Town House Motel and the crowning of a Flying Farmer "Queen" for the year. At the banquet, Mrs. Pat Hoggarth of Courtenay, N.D. will be introduced, who earlier this month was selected the International Flying Farmer Duchess at the Edmonton, Alberta, Canada annual convention of IFF. This is the first time in 25 years that a member of the N.D. Flying Farmers has been selected for high office in the International Flying Farmers, which is an organization covering 33 States and 3 Provinces of Canada.

FLYING FARMER FLY-IN TO GWINNER, N.D., SUNDAY, SEPTEMBER 19TH

Les Melroe, Gwinner, N.D., has invited the N.D. Flying Farmers to fly to Gwinner Airport (paved runway) on Sunday, September 19th at 9:30 a.m. to participate in Gwinner's Old Western Days at the Helorosa Ranch near Gwinner. Thrasher's breakfast from 8 to 11 A.M.; imported English taxi-cab service from airport to Helorosa Ranch. Antique farm machinery and car displays; steam threshing; chariot races and horse show at 1:00 P.M. Flying Farmers free admission.
PROPOSED STANDARD LEFT TURF PATTERNS

**Diagram Description:**
- **Entry Straight In**
- **Entry In Crosswind**
- **Mainland Approach**
- **Runway**
- **Final Approach Leg**
- **Base Leg**
- **Downwind Leg**
- **Upwind Leg**

**Textual Description:**
- The diagram illustrates a standard left turf pattern for airfield operations.
- It includes entry straight in, entry in crosswind, mainland approach, runway, final approach leg, base leg, downwind leg, and upwind leg.

**Additional Information:**
- This pattern is designed to facilitate smooth and efficient airfield operations, ensuring a safe flying environment.
- It is essential for pilots to understand and practice these patterns to enhance their skills and ensure safety.

**Technical Details:**
- The pattern is compliant with the latest aviation standards and regulations.
- Regular training and practice are required to master these patterns.

**Conclusion:**
- The proposed standard left turf patterns are crucial for maintaining safe and efficient airfield operations.
- Continuous practice and adherence to these patterns are necessary for pilots to maintain proficiency and ensure the safety of all operations.
SKYMASTERS FLYING CLUB OF JAMESTOWN TO HOST A COMPETITION DAY AT JAMESTOWN

An invitation is being extended by the Jamestown Skymasters Flying Club President, Donald K. Cooper, to all members of flying clubs in the entire state and adjoining states to come to Jamestown, N.D. Saturday, August 28th and join in what is being billed as “Competition Day Fly-in”.

The day will begin with serving free breakfast from 8:00 A.M. to 10:00 A.M. then to the competition:
1. Flour Bombing
2. Spot Landing
3. Landing Over 50' Obstacle
4. Pre-Flight Race
5. Proficiency - Speed Race

While the tests are in progress, the sponsors hope to have FAA films of interest to those of your group who are (pardon the expression) non-flyers.

And to top off a wonderful day, a simple picnic on the airport green. (Sorry there will be NO alcoholic beverages served or allowed.) Participation in the events will be limited to members of Flying Clubs.

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BRECKENRIDGE-WAHPETON INTERSTATE AIRPORT TO HAVE BIG DEDICATION - FLY-IN & AIR SHOW
SUNDAY, OCTOBER 2, 1971

Plans for dedication ceremonies coupled with a fly-in breakfast and air show are being readied to celebrate completion of nearly $250,000 in facilities at one of North Dakota's and Minnesota's most novel airports, the Breckenridge-Wahpeton Airport, Sunday, October 3, 1971.

The program will include the Mayors of the two cities, the Aeronautics Commissioners of both states, the Governor of N.D. as well as other personalities; pilot competition events; new aircraft display, antique and homebuilt aircraft display; aerial aerobatics by Al Pietsch, Skydiving by the Valley Sky Divers; and other activities. The breakfast and concessions will be managed by the Wahpeton and Breckenridge Jaycees. The M.C. for the day will be Sherman Boocen of WCCO TV of the Twin Cities.

The airport was originally developed in the late 1940's as a 2-runway turf field by the City of Wahpeton with cooperation on planning and financing by the Old Civil Aeronautics Administration.

As the communities of Wahpeton and her sister city of Breckenridge, Minnesota developed, industrial activities grew during the 1960's and it became obvious (especially after the communities lost one large industry because the company pilot refused to land their twin engine plane on the grass) that improved aeronautical facilities were a necessity.

The N.D. Legislature had recently passed legislation regarding the formation of Airport Authorities and in 1967, the Minnesota legislature passed a special act to enable Breckenridge to join with Wahpeton in forming a joint airport authority, which would be eligible to receive funds to develop an airport for the City outside the State of Minnesota.

With FAA guidance and approval and financial assistance, the 75' by 3300' hard-surfaced runway, taxiway, parking ramp and new beacon were constructed in 1969.

When the project of airport development was completed with the construction of the new terminal building, the funds for this being supplied by the two communities and the State of North Dakota.

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HETTINGER TO SPONSOR A FLIGHT BREAKFAST ON SUNDAY, OCTOBER 10TH

Local pilots and CAP members are again sponsoring the annual flight breakfast which will be free to all pilots and their passengers that fly in, Sunday, October 10th at Hettinger, N.D.

The event starts at 0800 hrs. MT and J.B. Lindquist, the fixed base operator that relayed the message, didn't say when they would stop frying up pancakes and that good Merwin's sausage.

It is hoped that the new hot mix bituminous overlay will be in place on all runway, taxiway and parking areas by that time, so come on down and help Hettinger celebrate.

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INAC ANNUAL CONVENTION AT HELENA, MONTANA, SEPTEMBER 9 TO 12, 1971

Hugh Kelleher announced that the International Northwest Aviation Council will hold its annual convention at Helena, Montana September 9 through 12, 1971 with headquarters at the Colonial Hotel. INAC is represented by eight Northwest States including North Dakota and Montana and Four Canadian Provinces. The organization deals with Administrations particular to the Northwest United States and Canada. Program details are in the process of being prepared. Hugh Kelleher is Convention Chairman and also manager of the Helena Municipal Airport. Jack K. Daniels, immediate past chairman of the Aeronautics Commission and Raymond W. Heinemeyer of the Commission have represented the Commission at various meetings in the past.
ACCIDENTS:

Pilot: Lowell E. Johnson, 436 7th Ave. E., West Fargo, N.D.
Time & Place: February 24, 1971, 1:00 p.m., McClusky, N.D.
Pilot Time: Commercial, 932 TT, Age 31
Aircraft & Damage: Mooney M20C, bent left wing tip.
Injuries: None
Pilot Statement: While enroute, door opened. Precautionary landing made to secure door. After securing door, took off within 2 minutes of take off, the passenger Mr. Kirkille noticed left wing was damaged, landed again to inspect damage. Plane handled excellent and damage appeared minor. Returned to home base.

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Pilot: Charley Graydon, Langdon, N.D.
Time & Place: March 30, 1971, 5:30 p.m., Langdon Municipal Airport.
Pilot Time: Student, 13 TT
Aircraft & Damage: Piper PA-18, Damaged wing tip, prop, nose gear, windshield, cabin area.
Injuries: None
Pilot Statement: I landed and right wheel caught in small snow drifts that were sticking out in runway about 6 feet. I tried to get airborne but couldn't and overturned.

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Pilot: Elmer Heupel, Watford City, N.D.
Pilot Time: Student, 45 TT, Age 28
Aircraft & Damage: Cessna 170B, Damaged right wing, right gear and right door came off.
Injuries: None
Pilot Statement: I left Watford City at 14:00 CDT, after preflighting for Williston. There was moderate turbulence enroute. Upon landing, I did a 3-pt landing on runway 29. Just at the time I thought I had the plane on the ground in a 3 pt position, it started to veer to the left and there just wasn't enough rudder and brake to stop it. My only explanation is a sudden gust of wind or a whirlwind, as I noticed several in the area afterwards.

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Pilot: Lewis F. Penwell, Billings, Montana
Time & Place: May 6, 1971, 10:45 a.m., 12 miles north, 1 mile West of Bucyrus, N.D.
Pilot Time: Private, SEL, 209 TT, Age 41
Aircraft & Damage: Cessna 172, Nose wheel torn off, prop bent back cockpit dented and glass broken. Tail section slightly damaged, wings extensively damaged.
Injuries: None
Pilot Statement: Departed Miles City, Montana at 9:30 a.m for Ed Engraf farm 14 miles NNE of Reeder, N.D., for business appointment. Upon arrival, I circled the area twice, wind was very slight and out of the south. The landing area runs uphill rather steep and to the south. The landing location did not look attractive but I allowed the pressure of a business appointment to influence my judgement and decided to try it. Set 30° flaps on final (flaps are electric and 40° in full). When about 15 feet off the ground, I decided to go around, gave it full throttle, the stall warning sounded and I touched down hard with all three wheels. The nose wheel dug into the turf and sheered off and the plane flipped over on its back. Removed shoulder harness and seat belt, turned off motor and ignition and exit from right door. Left door would not open.

Pilot Recommendation: 1. Avoid the pressure of business influencing flying decisions. 2. Decision to go around was made when too slow and too low. 3. Additional short field landing training and experience needed. Incidentally, I am sure the shoulder harness helped prevent serious injury.

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Pilot: David A. Klopp, Thief River Falls, Minnesota.
Time & Place: May 17, 1971, 3:30 p.m., 3 miles north and 1 mile west of Mountain, ND
Pilot Time: Commercial, SCHEL, 1445 TT, Age 30
Aircraft & Damage: Piper PA-25, Damaged engine mount, tubing at firewall, bottom cowling, landing gear and mounting lugs, rear of left wing.
Injuries: None
Pilot Statement: We were using two airplanes to fertilize a field with nitrogen. Our runway was a north-south cow pasture ½ mile long and 500 ft. wide. The operator took the first load and I was to take the second. We loaded my aircraft and proceeded to take off. I had some difficulty getting airborne but seemed to manage it OK. When I tried to gain altitude to make my turn, the plane started to stall. I lowered the nose of the airplane and turned left towards an open field because there was a coulee in front of me. The airplane stalled three or four feet up. I then cut the throttle. The gear collapsed on impact and the airplane nosed up slightly. I failed to use the dump to get rid of my load.

Pilot Recommendation: Downdrafts caused by gusty winds coming from coulee area to the north was a major factor plus the fact that the plane had too heavy a load.

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Pilot: Gary Georgeason, Sheyenne, N.D.  
Time & Place: June 23, 1971, 8:20 a.m., 1½ miles north, 1 mile west of Bremen, ND  
Pilot Time: Commercial, 3405 TT, Age 36  
Aircraft & Damage: Piper PA-18, Aircraft demolished.  
Injuries: Serious  
Pilot Statement: Stalled aircraft during the first turn following a .5 mile spray run. I pushed hard left rudder to bring right wing up, left wing then went down and hit a power line, tried to hold nose so as not to hit too hard on nose down attitude. Aircraft was heavily loaded with approximately 90 gallons of spray mixture and 36 gallons of fuel in this area is hilly and rolling.  
Pilot Recommendation: Should have sprayed one way into wind until aircraft was tighter. Should have quick dump method.  

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Pilot: Warren Herrington, Ponca City, Oklahoma  
Time & Place: June 25, 1971, 6:45 a.m., 12 miles west of Langdon, N.D.  
Pilot Time: Commercial, 2000 TT, Age 51  
Aircraft & Damage: Piper PA-18, Substantial damage.  
Injuries: None  
Pilot Statement: First load of herbicides of the day, I made twenty miles ferry to field to be sprayed. On the fifth swath near the start of the field, the engine stopped. I made a successful landing in the field carrying seventy gallons of chemical. Checked to make sure fuel selector was on proper tank (OK) checked for fuel contamination (neg.) tried engine, got it started, power seemed to be right, let down or reduced for unknown reason, aircraft settled back into field. Another spray pilot in area reported carburetor ice at or near the same time of morning.  
Pilot Recommendation: Do not move aircraft after malfunction of any kind until checked by A&P.  

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Pilot: Gary A. Kopp, Des Lacs, N.D.  
Time & Place: July 11, 1971, 7:10 p.m. Rural Des Lacs, N.D.  
Pilot Time: Private, SEL, 56TT, Age 20  
Aircraft & Damage: Cessna 172, Damaged wing tips, tail section, nose, nose wheel broken off. Propeller bent. Damage to landing gear.  
Pilot Statement: I planned to fly over some farm land of people I know. I also landed in a .5 mile hay field that had just been cut. The field was a little soft. I attempted to take off on same field and reaching end of field, failed to clear a fence which the gear was caught by and the plane was pulled to the ground, breaking off the nose wheel and denting up both wing tips. The tail section and the prop and nose were also dented. The plane remained upright, did not start afire and all passengers escaped unharmed.  
Pilot Recommendation: I should not have attempted a take off on this field.  

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Pilot: James H. Morton, Larimore, N.D.  
Time & Place: July 11, 1971, Ellendale Airport  
Pilot Time: Commercial, 4405 TT, Age 38  
Aircraft & Damage: Bell 47G-2, Helicopter. Damage throughout the entire copter.  
Pilot Statement: I have a trailer which I haul my helicopter on distance over 50 miles rather than to ferry. Both helicopter and trailer were left at the Ellendale, N.D. airport Friday eve. Sunday afternoon I came to load it to move. I preflight and started it for warmup, then lowered to trailer for loading. Hooked a skid heel, pulled pitch to get lose and flipped it over the side. Both blades struck the ground and pilled mast out of trans. coming through the cabin. Helicopter sat beside trailer with left skid gear collapsed.  
Pilot Recommendation: To me there were several ways this could have been prevented even though it is a freak accident. First when I became hooked, should not have pulled pitch. Bolts through skids should have been turned so they would not hook, trailer should have been corrected so there was no possible to hook or could ferry instead of hauling.  

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FOR SALE: Cherokee Arrow 180, full panel, fresh annual, Mark 12 radio, 154 hrs TT on AG since new. Contact Wade McCurry, 731 - 5th Ave. N.W., Valley City, N.D. 58072 Tel: 845-1999 or 845-4431  

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FOR SALE: 0320-A28 Lycoming 150 HP engine, 496 TT - O-SMOH. Contact Jack Womack 1711 N. 19th, Bismarck, N.D. 58501, Tel: 223-6358  

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FOR SALE: 1947 415 C D Aerocoupe, 329 TT airframe & engine, roll pleated interior. Tel: 839-7055 Minot, N.D.  

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WANTED TO BUY: Light aircraft, preferably a Luscombe. Call Phil Anderson, 1701 E. Bowen, Bismarck, N.D. 58501 at Tel: 255-2539  

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MARVIN T. SKOJDE, a flying consultant Civil Engineer. From Fargo writes: When I was a youngster in Fargo, I recall getting a free ride on occasion from Ole Anderson, a local barnstormer in his gliding stinson. Mr. Anderson later went with NWA and recently retired. I was classified as ballast. Many kids today are rejecting adults, but every adult who has been a pilot are loved persons. Arousing an interest in flying can go a long way in guiding a young person towards personal achievement. Maybe we should form T.A.K.A. (Take A Kid Along). Anyone interested, especially in the Fargo area, should contact me. Mechanics of how this would work, could then be worked out so that kids and pilots could be brought together.