

# NORTH DAKOTA STATE DEPOSITORY AVIATION NEWSLETTER DOCUMENT

Vernon H. Bultzer, Editor

July - August, 1971

STATE OF NORTH DAKOTA

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## AERONAUTICS COMMISSION

### 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 finalized out for final payment amounting to \$56,188. of state aid airport funds. The resources for this program comes from a 2% user tax (cost of aviation fuels) which amounts to an average of ½ 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 airport funds to eleven airport authorities for airport improvements.

Commission Director Harold G. Vavra said the Commission reviewed 16 applications for airport funds totaling nearly \$100,000. Funds allocated include:

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 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 construction of new turf airport.
9. \$800. to Richardton Airport Authority for installation of runway lights.
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.

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### 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 two-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.

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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 Melroe Melarosa Ranch near Gwinner. Thresher's breakfast from 8 to 11 A.M.; imported English taxi-cab service from airport to Melarosa Ranch. Antique farm machinery and car displays; steam threshing; chariot races and horse show at 1:00 P.M. Flying Farmers free admittance.



THE OSHKOSH INTERNATIONAL EXPERIMENTAL AVIATION ASSOCIATION CONVENTION & FLY-IN

Attending the Oshkosh, Wisconsin Whittan Field FAA, Fly-In and Convention was like old home week, in that so many North Dakotans were in attendance. To name a few and we know that we missed some, were Alfred Pietsch and son Kent, Jim McDonald, Jim Bergo, Paul Berg, Maryl Severson & wife of Minot; Virgil Olson & wife, Westhope; John Odegard, Kent Horne of Grand Forks; Dr. Warren Woodham, Mandan; Robert (Chuck) Carlson, Robert Nelson, Jack Horst & wife of Bismarck; Myron Glandt, Don Spenningsby, Bob Pritchert and Phillip Miller of Valley City.

After wearing out your feet looking at the litterly hoards of the best home-built aircraft in the world, you could then spend some time with War birds and cap it off by inspecting the antiques. Having the oldest restored antique was none other than a well known N.D. pilot Charles Klessig, who flew in his OX-5 powered 1917 Standard J-1 all the way from Tucson, Arizona via Galesburg, N.D. him home town. Charlie rebuilt the plane at Ryan Field in Tucson, after purchasing it from George Bickerdike of Fairmount, N.D. The plane has an extra sentimental value to Klessig in that his old aviation teacher, Art Sampson of the Wapeton State School of Science, had also once owned it and had sold it to Bickerdike. He casually mentioned that he would be flying back to Arizona soon, as a motion picture company wanted to sign an exclusive contract for his ship to appear in some pictures and he would be able to recoup some of the cash he had spent on the project.

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REMINDER TO GET YOUR NEW AIRMAN CERTIFICATE FOR NEW TWO-YEAR PERIOD

As of this date, the N.D. Aeronautics Commission has 1,852 private, commercial, pilots and 236 student pilots registered for the new registration period of July 1, 1971 through June 30, 1973.

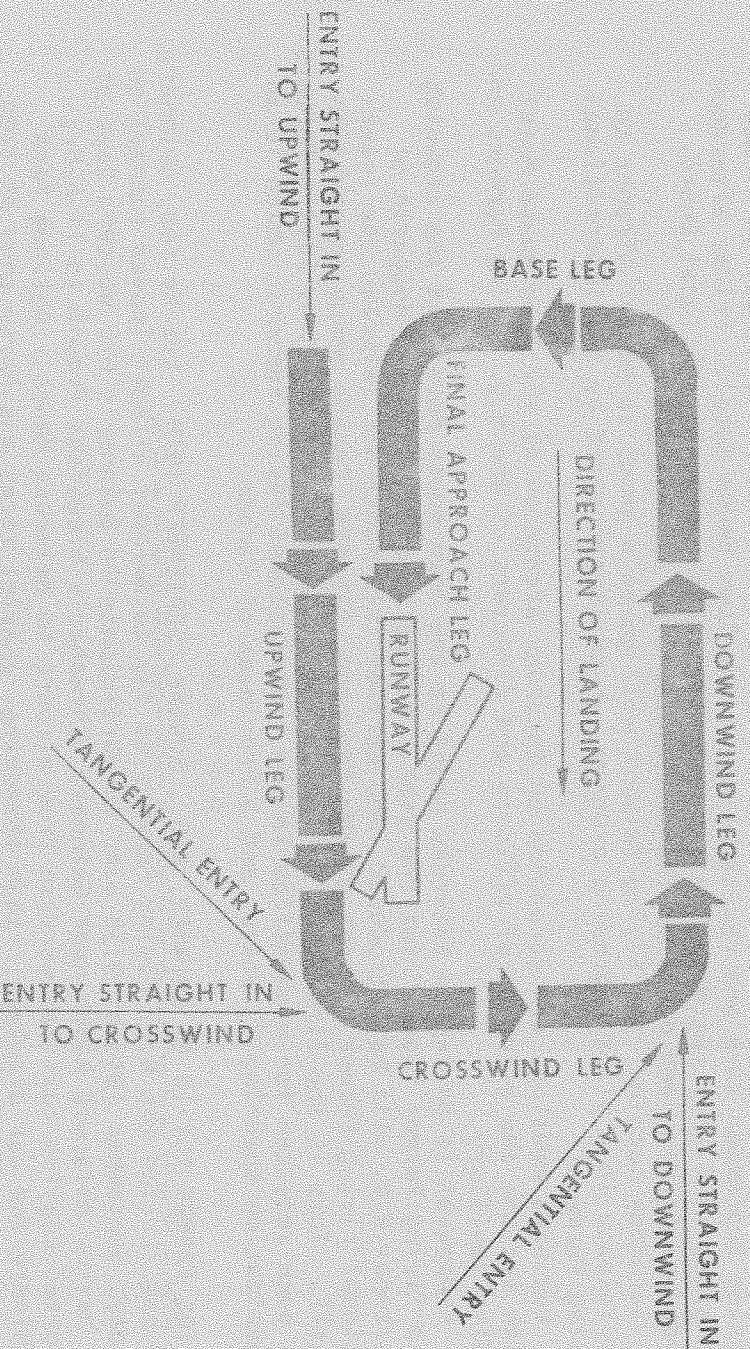
In our last registration period we had a total of 2,309 private, commercial and mechanics and 614 student pilots registered.

These certificates are due now, so mail them with your remittance of \$3.00 for private, commercial or mechanic and \$1.50 for students. Your renewal will keep you on the N.D. Aviation Newsletter mailing list.

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FAA PROPOSED RULE MAKING FOR OPERATIONS AT AIRPORTS WITHOUT CONTROL TOWERS

Under Docket T1233; Notice No. 71-20, the Federal Aviation Administration is again attempting to make a simple problem complex and then curing so called the complex problem by a massive dosage of superfluous regulations. FAA has had a good regulation on the books for years, in that all turns are to be made to the left, but of course the 45° entry required a right turn to enter the downwind leg, which made a hazardous situation, in that such a turn could blank out the pilots view of traffic. It would seem that to remedy this situation, all that needed to be done is to amend the regulations, restricting entries on the downwind, to straighten or tangential on the field side and all others to any point on the crosswind or upwind. Speed is also to be restricted to 156 knots (180 MPH) and the pattern altitude is to be 1000 ft. above field elevation. Persons interested on commenting on the proposal, should affix the Document Number and Notice Number to the correspondence and submit it in duplicate on or before the 27th of September, 1971, to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Ave. S.W., Washington, D.C. 20590.



**PROPOSED STANDARD LEFT TRAFFIC PATTERN  
AND PATTERN ENTRY PROCEDURES**



SKYMASTERS FLYING CLUB OF JAMESTOWN TO HOST A COMPETITION DAY AT JAMESTOWN  
AUGUST 28, 1971. -----

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 3, 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 airport, 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 Sherm Booen 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.

In 1971, 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 Motel. INAC is represented by eight Northwest States including North Dakota and Montana and four Canadian Provinces. The organization deals with aviation matters 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.



CAUTIONS LOW FLYING AIRCRAFT NEAR VALLEY CITY AND DAWSON, N.D. TURKEY FARMS

Mrs. G.R. Brodal has opened a 20,000 turkey farm 200 ft. south of Interstate 94 about 5 miles southeast of the Valley City Airport. Mrs. Brodal has written the Editor and wants all pilots warned because she is concerned about low flying aircraft below 500 ft. may spook her turkeys.

The turkey farm is located 200 ft. south of Interstate 94 in about the center of Victor Airway #2 between Jamestown and Fargo, N.D. Aircraft flying along this route should be careful to remain 500 ft. above ground while near the turkey farm.

Several large turkey raising operations are in the vicinity of 1½ miles South and west of Dawson, N.D. These farms are nearly on a direct route between Jamestown and the Bismarck omni stations, so stay at altitude in this area.

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UNIVERSITY OF NORTH DAKOTA FACILITIES TO BE USED AGAIN FOR FLIGHT INSTRUCTOR REFRESHER COURSE, DECEMBER 12 through 14, 1971

The unsurpassed facilities that are available at the University of Grand Forks will again be used for the presentation of the annual Flight Instructor Refresher Course here in North Dakota.

The 3-day presentation by top rated instructors of the FAA Academy of Oklahama City is being sponsored by the University and the North Dakota Aeronautics Commission and has become an annual event. The completed agenda and registration details will be published in future newsletters.

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NATIONAL PILOTS ASSOCIATION TO HOLD FALL HOLIDAY FLY-IN CONVENTION AT SUN VALLEY, IDAHO, OCTOBER 1 - 3, 1971

William H. Ottley, Executive Director of the National Pilots Association, in behalf of his Officers and Directors, has extended an invitation to all North Dakota pilots to join NPA people at Sun Valley, October 1st to the 3rd, which is a weekend. His letter in part also states, "John Baker, FAA's recently appointed Associate Administrator for General Aviation Affairs -- the government's top man in these matters -- will be with us as guest of honor and principal speaker at the Saturday night's windup Grand Banquet. John and members of his staff will be flying from Washington to meet with pilots from all over the Northwest, gathered for this NPA-sponsored weekend of fun and hangar flying.

In a repeat of last year's most successful event at this same beautiful resort, there again will be a special no-extra-charge flight and ground training program on Wilderness and Bush Flying Techniques. For those participating this will include breakfast flights into some of Idaho's most magnificent primitive areas. NPA would like to invite all pilots, non-members as well as members, to attend this Fly-In; and those interested in more information or reservations, should write to NPA, 806 - 15th Street, N.W., Washington, D.C. 20005."

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REDUCTION OF AIRCRAFT USE TAX

An amendment to exempt the first 2500 lbs. from the 2 cents per pound use tax, was introduced into Congress by Senator Howard Cannon of Nevada. The amendment passed both chambers and became effective as of July 1, 1971. Under the new amendment, all aircraft of 2,500 lbs or less will be taxed \$25.00 only. Anything heavier will pay \$25.00 plus two cents per lb. of maximum take off weight over 2,500 lbs.

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FAA TO MOVE AIRPORTS DISTRICT OFFICE TO BISMARCK, N.D.

In keeping with the National plan to move Federal Regional offices to one City in the region instead of having them scattered in several and in the ensuing reshuffle, North and South Dakota have been placed in the Rocky Mountain Region. Each of the 3 northern states will have a District FAA Airports Branch Office, located at the Capitol city, that is Bismarck, Pierre and Helena.

The Bismarck office will be in a new building that is to be erected next to the newly built Airport Facility Maintenance Building, immediately to the west of the airport.

Moving here as the Chief who will head up the new office from Minneapolis will be Roy Cunningham and his wife JoAnn and one son who will be a senior in High School. The Cunninghams have 2 other sons; one being a senior in college and another who is married. Cunningham is originally from Louisiana, Missouri and has been State FAA Airport Engineer for N.D. the past two years.

William (Bill) Moore, who hails from Faulkton, S.D. also moving from the Minneapolis Office will be Chief in charge of engineering. Bill has been the Paving Engineer for North & South Dakota the past four years and he and his wife Beverly are the parents of a son who will be a first grader and a daughter of pre-school age.

Kenneth Whitney formerly of the Minneapolis Area Office will be Programming Chief. He and his wife Joyce are parents of a boy and a girl both grade schoolers.

Rounding out the staff will be David Rask, Planning Chief, who will be moving from the Helena, Montana office, where he was formerly the Montana Project Engineer. He and his wife Helen have a boy and a girl both in the grades and Bill is from Rochester, Minnesota originally.



# 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. Kirkilie 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 Grayden, 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.

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.  
Time & Place: May 6, 1971, 14:25 P.M., Williston Municipal Airport.  
Pilot Time: Student, 45 TT, Age 28

Aircraft & Damage: Cessna 170B, Damaged right wing, right gear and right door came off.

Pilot Statement: I left Watford City at 14:00 CDT, after preflighting for Williston. There was moderate turbulence enroute. On 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, SCMEI, 1445 TT, Age 30

Aircraft & Damage: Piper PA-25, Damaged engine mount, tubing at firewall, bottom cowl, 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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ACCIDENTS - continued

Pilot: Palmer T. Foss, Devils Lake, N.D.  
Time & Place: June 1, 1971, 9:00 a.m., Devils Lake, N.D.  
Pilot Time: Commercial, S&MEL, 11,000 TT, Age 53  
Aircraft & Damage: Piper PA-25, Damaged left wing, engine, prop and fuselage.  
Injuries: Serious  
History of flight: Spray pass parallel to power line and aircraft wing contacted guy wire.  
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Pilot: Hans Wangen, Petersburg, N.D.  
Time & Place: June 3, 1971, 9:00 a.m., Petersburg, N.D.  
Pilot Time: Private, 310 TT, Age 53  
Aircraft & Damage: Left landing gear broken, prop bent, fuselage buckled, 2 rear wing struts bent, sprayer demolished.  
Injuries: Minor  
Pilot Statement: Filled spray tank with chemical and water, departed landing strip to continue aerial spraying. Made two runs over grain field and on final bank to come in on third run, engine ran out of gasoline. Unable to regain control of plane, due to downwind. Banked plane sharply to avoid deep drainage ditch.  
Pilot Recommendation: Should have filled on fuel previous to final departure.  
\* \* \* \* \*

Pilot: Myron R. Good, Rolla, N.D.  
Time & Place: June 22, 1971 on private field  
Pilot Time: Commercial, 2500 TT, AGE 45  
Aircraft & Damage: Piper PA-18, Damaged prop, right landing gear, wing struts, tail assembly.  
Injuries: None  
Pilot Statement: When taking off with a load of chemical on a soft strip, the airplane settled down past the end of the runway and hit a rock in a slough.  
\* \* \* \* \*

Pilot: Ronald D. Ehlers, Dickinson, N.D.  
Time & Place: June 30, 1971, 7:45 p.m., Sec. 27,32,98 Adams County, N.D.  
Pilot Time: 4650 TT, Commercial, Age 29  
Aircraft & Damage: Callair A-9, Damaged left wind and gear, engine, prop, left horizontal stabilizer & elevator, left window.  
Injuries: None  
Pilot Statement: Departed Hettinger at approximately 1900 MST, ferry trip to field, site uneventful, several swath runs had been made flying tandem with another Callair. Terrain was rolling, swath runs east and west, after last pass, turn was started to left, kept shallow to allow flagmen to move to new field, turn was completed to the right, aircraft was descending into field lining up with flagmen, notch of flaps was released, aircraft right wing dropped, brought it back up, possibly over controlled. Left wing dropped and was unable to bring it back up. Circumstances were like entering vortices or a dust devil. Dust devil had not been sighted or encountered that day. Wind was ranging from calm to 10-12 mph, not gusty from NW.  
Pilot Recommendation: Wear helmet and shoulder harness. Would have been problems without them.  
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Pilot: Dean E. Lange, Fairmount, N.D.  
Time & Place: May 28, 1971, 10:00 a.m., Fairmount, N.D.  
Pilot Time: Commercial, 5000 TT,  
Aircraft & Damage: Piper Pawnee, Damaged both wings to struts, tail section, gear, crankshaft bent.  
Injuries: None  
Pilot Statement: Took off from gravel road near Fairmount and turned approximately 30° right above wires. Aircraft seemed to los power and settled/mushed into ground. Had planned to spray crop west of Wahpeton, N.D.  
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Pilot: A.D. Davis, Roanoke, Texas  
Time & Place: June 8, 1971, 0600 a.m., Minot International Airport  
Pilot Time: Commercial, 376 TT, Age 32  
Aircraft & Damage: Mooney Mark 20c, Bent prop, cowlng bent, wing damaged.  
Pilot Statement: Entered plane at 0550 local and found battery dead. Set brakes and checked throttle. Propped engine and engine started. While returning to board aircraft, engine RPM increased noticeably and aircraft started to move. Tried to stop aircraft but was unable and aircraft ran through a board sign and continued across airport until coming to rest in irrigation ditch.  
Pilot Recommendation: Keep sign obstruction off airport. Tie down aircraft prior to propping.  
\* \* \* \* \*

Pilot: Delane J. Ihli, Minot, N.D.  
Time & Place: June 26, 1971, 9:30 a.m., 15 miles SE of Alexander, N.D.  
Pilot Time: Private, SEL, 117 TT, Age 25  
Aircraft & Damage: Cessna 172, Substantial damage.  
Injuries: Minor  
Pilot Statement: I was taking off going east, I pulled nose wheel at 60 I.A.S. and the plane lifted off at about 40 ft. I rose it over to gain airspeed. The plane began to fall. I note my passenger recall hearing the stall warning. I landed rear wheels first then nose wheel touched and collapsed, causing the plane to flip over. No fire.  
\* \* \* \*



Pilot: Gary Georgeson, Sheyenne, N.D.

Time & Place: June 23, 1971, 8:20 a.m., 1 1/2 miles north, 1 mile west of Bremen, ND

Pilot Time: Commercial, 3495 TT, Age 36

Aircraft & Damage: Piper PA-18, Aircraft demolished.

Pilot Statement: Stalled aircraft during the first turn following a 1/2 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. Terrain 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.

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, prop bent, possible engine damage.

Pilot Statement: I planned to fly over some farm land of people I know. I also landed in a 1/2 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. Morten, 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 are 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 place 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 A&E since new, Contact Wade McCurley, 731 - 5th Ave. N.W., Valley City, N.D. 58072 Tel: 845-1909 or 845-4431

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FOR SALE: 0320-A2B Lycoming 150 HP engine, 496 TT - 0-SMOH. Contact Jack Womack 1711 N. 19th, Bismarck, N.D. 58501, Tel: 223-6358

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FOR SALE: 1947 415 CD Aerocoupe, 329 TT airframe & engine, roll pleated interior. Tel: 839-7093 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. SKODJE, a flying consulting 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 gullwing stinson. Mr. Anderson later went with NWA and recently retired. I was classified as ballast. Many kids today are rejecting adults, the establishment, and are lost 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.



FOR SALE: 1965 Cessna 150, Engine 14TT SMOH, 2500 TT, new battery, fresh major,  
Contact Les Nesvig, 2003 St. Joseph Drive, Bismarck, N.D. Tel: 223-1650  
\* \* \* \*

FOR SALE: 1966 Cessna Skylane, like new condition inside and out, Mark 12-90, Mark  
2 Narco ADF, 1000 TT aircraft & engine. Always hangared, red, black, white. Contact  
M.E. Gibson, 5301 - 44th St., Lubbock, Texas, 79414, Tel: 806-795-1526  
\* \* \* \*

FOR SALE: 1961 Cessna Skyhawk, 928 TT, fresh annual, no damage, good panel, Narco  
Superhomer VHT3 radio. Contact Gordon Anderson, Lisbon, N.D. 58054, 701-683-4436 or  
683-4136  
\* \* \* \*

FOR SALE: 1961 182 Cessna Skylane, full panel, fresh annual, clean. Contact  
Darrol Schroeder, Davenport, N.D. 58021, Tel: 535-2256 or 535-2218  
\* \* \* \*

FOR SALE: 1955 Cessna 180, VHF Lear Omni and LF, Lear ADF, cross wind gear, all  
painted red and white; Stearman 450 HP, 200 gal stainless tank, metal fuselage,  
upper wings extended and squared, lower wings squared, center section filled in.  
BT brakes and wheels, 92 hrs. SMOH, 4 hrs. since prop OH. Contact Tom Ronan, Manvel,  
N.D. 58256, tel: 701-696-2263  
\* \* \* \*

FOR SALE: 1949 Piper Clipper 4 place, fabric, airframe, engine all in good shape.  
Sell for best cash offer or take champ in trade. Contact John Peters, Kulm, N.D.  
58456 at telephone 701-647-2411  
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NORTH DAKOTA AERONAUTICS COMMISSION  
BISMARCK MUNICIPAL AIRPORT  
BOX U  
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: Two VC-12 simplexer transceivers for sale. Work good, includes several  
crystals such as 122.8 and 122.9. Used for aerial spraying, mounted in pickups.  
Complete with mikes and speakers, all wiring included. Contact Gerald S. Rice,  
Maddock, N.D. 58348 Tel: 701-438-2451

FOR SALE: 1970 Cessna Aerobat; 1967 Cessna Skylane; 1966 Pawnee 235 HP; 1968 Cessna  
Ag Wagon 300 HP; 1971 Cessna 172 Skyhawk; 1-60 gal Sorensen spray rig; 1-90 HP  
continental engine 0-SMOH. Contact Jamestown Aviation, Inc., Jamestown, N.D. 58401  
Tel: 701-252-2150  
\* \* \* \*

FOR SALE: 1959 680E Aero Commander, 3000 TT, 80/80 SRMAF, full de-ice; 1965 Debonair  
225 hp, 1625 SMOH, 50 SCOH, Mk 12-360 Voa4; ADF, magic hand gear; 1957 H Bonanza,  
2200TT, 800 SMOH, Mk 12-360 Voa4, Mk-5, Voa3, ADF, b-2 auto pilot; 1965 Cessna 150,  
2500 TT, 100 SMOH, new radio; 1968 Computer 150, 1400 TT, 150 SMOH, Nav 300-90 with  
Vor head, Nav 300 ADF; 1960 Cessna 182, 2000 TT, 1000 SMOH, Genave 200, Mk-2; 1968  
Cherokee 180D, 800 TT, Mk-12-90 Voa4, auto pilot; 1963 Super Cub, 1200 TT, PTR-1  
radio; 1965 Aztec C, 300 SMOH 1" valves, 2-Mk-12-360, Voa4 & Voa5 with G/S, 2 axis auto  
pilot, three light, ADF, AT6A Transponder, Boots, windshield and props with alcohol;  
1961 Barron, new in and out, Alumigrip pant, DME, Transponder, low time engines, heavy  
cylinders; 1968 Beechbaron, 600 TT, Alcohol props, 2-Mk-12-360/90, Voa4 & Voa5 with  
G/S, DME, Transponder, 3 axis autopilot coupled; 1966 Comanche 260 on consignment,  
970 TT, 0-SMOH, Mk-360-Voa4, Mk-3 ADF, 2 axis auto pilot coupled; Twin Bonanza 700  
SMOH, Full IFR-Collins, new paint and interior, Contact Mid-State Aviation, Inc.  
Box 1014, Bismarck, N.D. 58501, Tel: 223-6862