PROMINENT ROBINSON, N.D. FLYING FARMER & RANCHER NAMED TO AERONAUTICS COMMISSION BY THE GOVERNOR

Governor William L. Guy named Ward E. Whitman of Robinson, N.D. to fill the unexpired term of Commissioner Louis Gershman of Grand Forks, N.D. Mr. Gershman resigned as he has moved from the State. Mr. Whitman’s term became effective March 16, 1971 and runs to July 1, 1972.

Mr. Whitman and his wife Edith plus five daughters, operate a large ranch and small grain operation in the northern portion of Kidder County, with the ranch buildings and a fine turf airport with 2,2400’ X 100’ landing strips 2 miles SE of Robinson, N.D.

Ward has been an active pilot since the late 1940’s and has been doing aerial application work, primarily for himself and his brothers and does some for area farmers when he finds time. He holds a commercial license and the flying fever has already struck in the family, in that Ann, his eldest daughter, who will be graduating from High School this spring, has already earned her private license in the Cessna 182 her Dad owns. Mrs. Whitman has passed her private written and has had some dual and the second daughter Shelly, 14, has stated that she is next on the list. An airport bum and daughter Ann plus several of Ann’s sisters piled into the 182, after a day shopping to all to stop in and take a break, if in the vicinity.

Coffee is always on at the Whitman’s and Edith and Ward extend an invitation to all to stop in and take a break, if in the vicinity.

AERIAL APPLICATORS SEMINAR AT DEVILS LAKE ON TUESDAY, MARCH 30, 1971

The annual aerial applicators seminar will be held at Devils Lake, N.D. on Tuesday, March 30, 1971 at the Devils Lake Junior College auditorium. Registration opens at 9:30 a.m. Program starts at 10:00 a.m. The annual banquet hosted by nine chemical companies will be held Tuesday night at 7:00 p.m. at the Devils Lake Eagles Club.

Highlights of the program includes a review by Harold G. Vavra, Director of the Aeronautics Commission of the hearing held at Bismarck on March 16th and what may be expected in the form of new state regulations affecting all aerial applicators in the State. Also a review of changes in the aircraft operators liability laws made by the 1971 session of the N.D. Legislature.

NDSU Extension Service personnel will be on hand to give the latest herbicide, fungicide and pesticide recommendations and includes presentations by Wayne Colberg, Chief Entomologist; Dr. Larry Mitich, Agronomist and Dr. Ed Lloyd, Extension Plant Pathologist. Monsanto Chemical people have a slot on the program to explain application of granular herbicides and new pre-emergence herbicides; Eldon Sorenson, Pres. of Sorenson Aircraft Manufacturing Co., Worthington, Minn. will talk on spray nozzle adjustment and spray patterns. He will also present slides on aerial operations in float planes.

Harold E. Olson, Director of the FAA Safety Program from the Fargo FAA District Office will address the group on Ag aircraft problems and solutions. Jim Peterson, Safety Director of the N.D. Aviation Association will talk briefly about general safety. Representatives of the Conklin Company will talk on a “new wetting agent” for aerial applicator use.

AIRCRAFT LIABILITY LAW CHANGED BY THE 1971 SESSION OF THE LEGISLATURE

The aircraft owner’s liability law was modernized by deleting the words in Section 2-03-05, which stated that the owner shall be absolutely liable for damages or was heard to mention such damage, if the owner was negligent or not, caused by the dropping of any object from an aircraft. The underlined words were amended out of the law so that an aircraft owner shall be liable in such instances in accordance with ordinary rules of law involving torts in the State.
ARMADA OF MONEY (6) MAKE INVASION OF MEXICO FOR FUN AND RELAXATION OR

HOW TO BREAK A SECRECY OF CABIN FEVER

Fixed base operator Alfred Pletsch of Pletsch Flying Service of Minot, N.D., led a group or at least followed up on six money in a group that spent 11 days of
February in the south with our neighbors to the South and of the following pilots.

Aircraft #1 - Alfred Pletsch and wife, Ken and Maude, Minot, N.D.
Aircraft #2 - Leonard Krehl of Krehl Flying Service, Rolla and wife, Lorraine, Minot, N.D.
Aircraft #3 - Bill Durick and wife, Belle of Columbus, Minot, and wife, Georgia, and Minot.
Aircraft #4 - Frank Dye and wife, Belle of Minot, N.D., and wife, Ethel, Rolla, Minot.
Aircraft #5 - Jim Black and wife, Bo life of Minot and Jim Pitchett and wife of Minot.
Aircraft #6 - Frank Foster and wife, Bella of Minot, N.D., and wife, Virginia, Minot, N.D., and wife, Virginia, Minot, N.D.

The group flew 6,400 miles in about 37 hours of flying time, averaging 170
miles per hour. Of course, all being money pilots, they raced the economy of the
aircraft. In fact, the average was on the order of $140.00 per person per hour
and the only way we could compete with this was to fly at the highest altitude
possible. The flight was made to the west of the Pacific coast with the inevitable
happening of the west wind. This is a big mistake, which has a
compared but finally custom clearance and a visa issued to all. Three days were
spent at Mazatlan soaking up the beautiful beach, plus a lot according to
the trip. The next stop was a few days spent in the Big Sky Country.

While in Guadalajara, the group browsed through the 3rd largest open market
in the world and 2nd largest in the world, this according to one guide who may have
been trying to impress us. The next stop was Laredo, where the
RSMA people, who needed convincing of the U.S. Again arrival was made before Customs
had been notified and the inevitable grumping of the renew U.S. personnel. An
overnight stop was made at Laredo before the US Customs
and Immigration cleared it. The stop was not too bad, and we
were back in the Big Sky Country in a few days.

BISMARK COUPLES ALSO MAKE FLIGHT TO MIZATLAN

Two Bisamrk couples, Merrill Miller and wife Beverly and Milton Lindley and
wife Hilda, made a solo one plane flight to Mazatlan, staying at the one place
during the entire trip. This trip was made during the last
night stop was made at Laredo on the way back.

ARMATD SURFACES AVAILABLE ON EXCHANGE BASIS SUBJECT TO CONDITIONS OF ITEM:

FOR SALE - ENGINES EXCHANGED SUBJECT TO INSPECTION

<table>
<thead>
<tr>
<th>Model</th>
<th>Quantity</th>
<th>Condition</th>
<th>Price</th>
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<td>B-540</td>
<td>5</td>
<td>Excellent</td>
<td>$75,000</td>
</tr>
</tbody>
</table>

LYCANNING:
0540-9949
0540-0606
0540-0606
0540-8935
0540-0606
North Dakota. Advice is also available through the University of North Dakota Extension and Local Agricultural Extension Agent.

The program is designed to provide information on various aspects of agriculture, including crop, livestock, and horticulture. The information is presented in a way that is easy to understand, and it is updated regularly to reflect the latest research and developments in the field. The program also includes a variety of resources, such as fact sheets, brochures, and online tutorials, to help farmers and other agricultural producers make informed decisions.

The program is funded by a combination of federal, state, and local sources, and it is administered by a team of agricultural extension agents, researchers, and educators. The program is available to all farmers and other agricultural producers in the region, and it is designed to be accessible and affordable to all. For more information about the program, please visit the website or contact one of the extension agents in your area.

Contact Information:

North Dakota Extension
4501 North Dakota Avenue
Grand Forks, ND 58202
Tel: 701-777-5861
Fax: 701-777-8964
Email: ndextension@ndsu.nodak.edu
Website: https://www.ndsu.nodak.edu/ndextension
ACCIDENTS

Pilot: Harlen Pease, Aberdeen, S. Dak.
Time & Place: September 5, 1970, 6:00 p.m., 2 miles South of Verona, N.D.
Pilot Time: Private, ASEL, 97 TT, Age 30 INJURIES: None
Aircraft & Damage: Cessna 152 - Left wing, nose gear, propeller and partial damage to right wing and fuselage.
PILOT STATEMENT: I was going South into the wind on take off. As I got closer to the trees, I knew I couldn't clear the trees, if I did get off the ground, so I turned left toward the gate and hit the corner post with the left wing. When I hit the corner post, the airplane twisted sideways, breaking off the nose gear and the front end of the airplane nosed into the ground, which twisted the propeller.

Pilot: James R. Chitwood, Alexander, N.D.
Time & Place: October 15, 1970, Bismarck Municipal Airport
Pilot Time: Private, ASEL, 2360 TT, Age 59
Aircraft & Damage: Piper PA-24, Damaged propeller blades, skin on bottom of fuselage, center section, landing gear anchor on gear retraction motor or worn.
INJURIES: None
PILOT STATEMENT: Cleared to land by Bismarck Tower to runway 130, normal landing. On rollout intended to retract flaps, retracted gear instead. Was watching for plane that was cleared to land on runway 170.
Pilot Recommendation: Do not retract flaps on rollout if electric controlled.

Pilot: Gary Wachala, Cooperstown, N.D.
Time & Place: Dec. 30, 1970, Cooperstown Municipal Airport
Pilot Time: Student, 11 TT, Age 24 INJURIES: None
Aircraft & Damage: Cessna 150, rear spar bent outboard of fuselage fitting, and both spars bent at tip. Prop bent.
PILOT STATEMENT: I was practicing touch and go landings. On fourth landing and take off, I lost control and veered off the runway to the left into approximately 8 to 10 inches of snow with power off. Aircraft nosed down and struck prop and right wing tip.

Pilot: Donald Lee Reed, 916 Belmont Rd., Grand Forks, N.D.
Time & Place: January 21, 1971, 5:00 a.m., Watford City, N.D.
Pilot Time: Student, SEL, 118 TT, Age 31 INJURIES: None
Aircraft & Damage: Cessna 172, both wing tips damaged, nose spinner, propeller and vertical stabilizer broken.
PILOT STATEMENT: Left Grand Forks at 13:30 hrs, gassed up, checked with FSS and FI on weather, arrived Minot at 16:30 hrs, gassed up, checked with FSS on weather, left Minot at 16:53 hrs, arrived Watford City at 1800 hrs. Entered traffic on 45 at 2,500 ft. carb heat 1500 RPM. Crashed on final to flare our slip for c/w to touchdown. On touchdown left wing raised, got wing down and attempted to become airborne and go around to stabilize plane. Did not lift off, so idled engine. Left wing again raised, hit compacted snow area, heard prop hit, leveled off again and ran right main gear in snow on right side of runway. Could not steer back on to runway. Rode into snow on all 3 wheels, plane stopped abruptly, pitched forward, balanced on end and wind tipped to upside down position. Shut off switches, unbuckled and left plane.
Pilot Recommendation: Observing better crosswind and landing techniques.

Pilot: Burton A. Olson, Crosby, N.D.
Time & Place: Feb. 16, 1971, 9:00 A.M., Farm strip
Pilot Time: Private, SEL, 223 TT, Age 36
Aircraft & Damage: Piper J-3, Prop broken, bottom cowl, outboard leading edge of right wing landing gear, right lift strut.
INJURIES: None
PILOT STATEMENT: My brother and I were taking the aircraft to Willowton for an annual inspection. During preflight inspection, I noticed some grainy frost on wings from leading edge to trailing edge of airfoil. Take off was normal but aircraft seemed to mush along in ground effect. Controls remained sloppy and ineffective. Airspeed was 55 MPH and engine operating normally. Upon leaving ground effect, the aircraft turned to the left and became stalled completely. Right wing tip contacted ground first, then the landing gear broke off from side load as aircraft slid to a stop sideways. There were no injuries to me or my passenger.
Pilot Recommendation: Clean off all frost no matter how little the amount.

BOOZER AIRPORT SIGN: Bonzer, Inc., manufacturer of the Bonzer TRM-70 radar altimeter is distributing free field elevation signs for airports. The 14 by 20 inch signs are designed to be placed in the ground at the end of each runway and adjacent to engine runup areas to give pilots exact field elevation prior to takeoff. The all-weather signs are free to any airport desiring them. An airport may obtain them by writing Bonzer, Inc., Department P.LP-7, 7923 Floyd Street, Shawnee Mission, Kan. 66204

FOR SALE: Complete Sanderson ground school kit, includes filmstrips, recordings, practice manual, plus seven textbooks and workbooks. Price $450.00. Would also rent to some instructor. George Freedhoff, Bay Shore Resort, Lake Ashtabula, Valley City, N.D. 58072 Tel: 845-1005