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## AERONAUTICS COMMISSION

BOX "U" BISMARCK, N. DAK. 58501

### NEW 1972 AERIAL APPLICATOR'S REGULATIONS ADOPTED BY AERONAUTICS COMMISSION

The North Dakota Aeronautics Commission has adopted new 1972 Rules and Regulations relating to all aerial applicators, both commercial and private, which were approved by the Attorney General of the State of North Dakota as to legality on February 18, 1972. The new 1972 regulations are effective beginning with the 1972 aerial spraying season.

A public hearing was held on March 16, 1971, which indicated that the aerial application industry in the state should have improved educational knowledge of agricultural chemicals and their safe application. The 1972 regulations closely follow the "Federal Environmental Pesticide Control Act of 1971 (H.R. 10729)", which has been passed in the House of Representatives and is expected to be acted upon by the U.S. Senate shortly.

The new 1972 rules and regulations require all commercial aerial applicators, owner-pilots, chief pilots, managers, supervisors and all private pilots spraying their own land only, to become "Certified as an Agricultural Chemical Aerial Applicator", before a 1972 North Dakota aerial applicator's license will be issued by the North Dakota Aeronautics Commission.

The only exception to the new rules is an employed commercial pilot, who is not a "Chief Pilot" of a spraying business and who has no supervising duties connected with aerial spraying and who is working under the supervision of a "Chief Pilot", who is "Certified" under the new rules.

How to Become "Certified as an Agricultural Chemical Aerial Applicator"

- (1) By attending one of the 1972 Aerial Applicator's seminars or short courses and taking a written examination of 100 questions covering the safe use of agricultural chemicals, including pesticides, herbicides, fungicides and a basic knowledge of Entomology.

- (2) Educational seminars, covering two full days each, are scheduled at the North Dakota State University, Fargo, N.D. on March 2, 3, 1972 at the Memorial Union Building located on NDSU campus, starting 8:30 a.m. The second seminar is scheduled at the Minot State Teachers College, Minot on March 23, 24, 1972 in the Student Union Auditorium.

The seminars are geared to provide the educational background which will be covered by a written examination during the second day of the seminar at each location. The seminars are sponsored jointly by the N.D. Aeronautics Commission, the Cooperative Extension Service of NDSU and the Federal Aviation Administration.

Aerial applicators who attend the two-day seminar at either Fargo or Minot and take the written examination will be "Certificated as an Agricultural Chemical Aerial Applicator" in the State of North Dakota for both the 1972 and 1973 aerial spraying seasons.

Alternative--If you do not attend either Seminar

The regulations provide that non-resident and resident aerial applicator, who do not attend either seminar, have the option or alternative of taking an open book written examination on the safe use of agricultural chemicals at the State Department of Agriculture at the State Capitol, Bismarck, N.D. and take their chances of passing the written examination there.

\* \* \* \* \*

### FAA CERTIFICATION RULES RELATING TO SCHEDULED AIRLINE AIRPORTS DUE SOON

The Federal Aviation Administration, Washington, D.C. has announced this week that FAA rules and regulations for the "Certification" of Airline Airports will be mailed in about 30 days. The deadline for "Certification" has been extended by Congress to May, 1973. The FAA requested 140 additional inspectors in their budget for certification inspections, which was denied by the Office of Management and Budget. It is expected that each airport manager of an airline airport will be furnished a FAA questionnaire to determine whether the airport qualifies.

\* \* \* \* \*

105 PERSONS REGISTER AT PILOT SAFETY CLINIC HELD AT FARGO, FEB. 4TH & 5TH

Proving again that people are vitally concerned about their own safety and well being, and especially pilots, 105 pilots registered at a Pilot Safety Clinic held in Fargo, February 4, 5, 1972.

The Clinic was sponsored by the NDSU Flying Club, NDSU Extension Division, North Dakota Aeronautics Commission and the North Dakota Aviation Association. Harold Olson, Safety Specialist of the Accident Prevention Program of the General Aviation District Office, FAA, Fargo, was responsible for organizing the program. Mr. Olson stated that response was very good and that pilots in the area asked that it be made an annual event with perhaps even two being scheduled each year. Dr. Rodney Hugelman, a professor in engineering at NDSU, who also is teaching Aeronautical Engineering, gave a very excellent 2-hour presentation on basic aero-dynamics, which was followed by a lively question and answer period. Dr. Hugelman is a North Dakota native coming from the Bismarck area and has worked very extensively in the aerospace industry before associating himself with North Dakota State University in his present position.

Vern Hendrickson of the Fargo Weather Bureau also gave an excellent presentation on meteorology and has quite a good slide collection that he uses in his interesting talk.

Robert Burke of the Fargo Tower discussed Air Traffic Control Procedures and a panel of tower personnel were on hand for the question and answer period that followed. \* \* \* \*

99'S NORTHWEST SECTIONAL CONVENTION TO BE HELD IN BISMARCK SEPTEMBER 8, 9, 1972

The North Dakota Chapter of the 99's, an international organization of licensed women pilots, recently announced that the Northwest Sectional Convention would be held in Bismarck, N.D. September 8, 9, 1972. Making the announcement was Mrs. Lou Weber of Bismarck, the State Chairman of North Dakota. The NW Section is comprised of the states of N.D., S.D., Montana, Idaho, Washington and Oregon.

Mr. James W. (Pete) Campbell, Special Assistant of the General Aviation Accident Prevention Program, Washington, D.C., is to be banquet speaker. Many instructors and for that matter, other pilots will remember Pete Campbell as the head of the original traveling team from the Oklahoma City Aviation Academy that taught the program and gave standardization rides during the first instructor seminars held in this area. The banquet will be open to all pilots and their wives, that may care to attend and is not restricted to just 99's. Mary Kilburn of Pocatello, Idaho is Governor of the NW Section and will be in charge of the Agenda, which will be announced at a later date.

The State Chapter of the Ninety Nines received their Charter in September of 1970 and have a very active group of seventeen members throughout the State. Other officers besides Lou Weber as State Chairman are Betty Banker, Mohall, Vice Chairman, who will also be convention chairman; Helen Hurley, Minot, Treasurer and Kay Vogel, Bismarck, Secretary. \* \* \* \*

MINN-DAK CHAPTER OF EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) #317 HOLD ANNUAL BANQUET

The very active members of EAA Chapter #317 who have members spread over an area that extends 150 miles from Valley City, held their annual winter banquet in Valley City, January 14th. This chapter is unique in that their members come from so far away, some coming from near Aberdeen, S.D. and others from Minnesota.

Membership has increased from the original 10 needed to form a chapter 3 years ago to 24 and a phenomenal three homebuilt aircraft flying and 17 projects under construction. They meet the 2nd Monday of every month and divide the meeting places between Fargo, Detroit Lakes, Minn. and Valley City, N.D.

Paul Poberezny, President of the Experimental Aircraft Association was the main speaker and he made some very interesting comments on FAA rule making, in that it was a slow and laborious process, that it was possible to arrive at a very good and amiable solution to many problem areas. Poberezny said that EAA was an up and running organization in that it had a 15-acre piece of land with a large hangar to store interesting experimental aircraft, plus outside storage for many more. That the EAA museum was starting to operate and that they had no outstanding debts and \$153,000 in the bank.

The Herculean efforts of both Myron Glandt and Don Springsby, plus many other chapter members, made the event a huge success, with visiting EAA members from Bismarck, Minot, Jamestown, Devil's Lake, Grand Forks and other cities present. \* \* \* \*

AIRCRAFT OWNERS CHECK YOUR FILES

To date, the Aeronautics Commission has registered 722 aircraft in the State, with approximately 500 aircraft that have not applied for the 1972 license. ARE YOU ONE OF THE 500 ??????????

#### "EN ROUTE WEATHER ADVISORY SERVICE PROGRAM" COMING

The Federal Aviation Administration has designed a new program to reduce weather-related general aviation accidents by providing en route pilots with critical updated weather information. The program will be launched early next year in cooperation with the National Oceanic and Atmospheric Administration, according to FAA Administrator John Shaffer. The first implementation will occur at four FAA Flight Service Stations on the West Coast, Seattle, Portland, Oakland and Los Angeles. Eventually, some 44 FAA facilities will be involved, providing almost complete nationwide coverage. Each Flight Service Station will be staffed with specialists trained in collecting and disseminating aviation weather data.

Pilots will be able to contact these specialists by using a discrete radio frequency - 122.0 MHz. "We think this new program will greatly assist pilots in avoiding adverse and hazardous weather conditions," Shaffer said. "By doing so, we should be able to reduce accidents attributed to weather and effect a corresponding improvement in general aviation's safety record," he added. Shaffer also noted that weather is a causal factor in more than a third of fatal general aviation accidents. In 1969, weather was cited as the cause of 6.4 per cent of fatal general aviation accidents and a contributing factor in another 30.3 per cent. Stations involved will be linked by direct telephone line with the nearest National Weather Service forecast office, permitting consultation with qualified meteorologists. The network will be implemented in five phases, beginning with the four Flight Service Stations on the West Coast; nine extending from Boston to Charleston, S.C., by mid 1973; ten from Detroit to Miami, by mid 1974; fourteen from Huron, S.D. to Houston by mid 1975 and seven from Great Falls, Mont. to Phoenix by mid 1976.

\* \* \* \*

#### MINOT GROUP TAKES FLYING VACATION TO MEXICO IN LIGHT AIRCRAFT

Mr. and Mrs. Alfred C. Pietsch of Pietsch Flying Service, Minot and a group of 14 persons left in four Mooney aircraft on Monday, January 31st for a winter-time flying vacation to Puerto Vallarta, Mexico. The group made a four-day stop over at Tucson, Arizona to participate in the International trap shoot there.

Leaving Tucson on Friday morning with five Mooney aircraft (Jim and Shirley Bergo of Minot joined the group at Tucson), the five aircraft flew to Puerto Vallarta, Mexico arriving there Friday evening. Puerto Vallarta (10,000 population) is about 900 air miles southeast of Tucson, Arizona, located on the West Coast of Mexico on the Pacific Ocean. Mid-day temperatures there ranged from 75 to 80 degrees with considerable cooling at night. Activities included a tour of the area in rented jeeps, shopping, sun tanning and fishing. The group remained in Mexico for five days and departed for Minot on February 9th with a stop over at Raton, New Mexico. Jim and Shirley Bergo of Minot stayed over in Mexico for a few additional days visiting other cities. Couples making the trip included: James and Shirley Bergo, Minot; Orvis and Genevieve Johnson, Minot; Alfred and Eleanor Pietsch, Minot; Tony and Ellen Roise, Berthold; Elroy and Irene Sundby, Williston; Elmer and Virginia Wolff, Makoti; Bill and Frances Maher, George and Mary Milligan both from Arcola, Saskatchewan, Canada.

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#### MORE STATE JUNIOR COLLEGES NOW OFFERING ASSOCIATE OF ARTS IN AVIATION ADMINISTRATION

The Bismarck Junior College is the latest of the two-year colleges that is currently offering a two-year course in Aviation that will lead to a Degree. Bismarck Junior College (BJC) has opened the first course in the program called Introduction to Aviation, which will be a three-credit hour course. The course will be conducted in cooperation with the University of North Dakota, which presently offers a four-year course with a Bachelors Degree in Aviation Administration. The two-year course leads to a Private pilot's license while the four year program leads to a Commercial license with an Instrument rating.

The Bismarck College joins the Dickinson State Teachers College, the Valley City State Teachers College and the Wahpeton State School of Science in the Aviation program. The Williston branch of the University is in the process of formalizing their course. The Lake Region Vocational School of Devils Lake is giving one credit hour for passing the flight portion and 3 credit hours for passing the FAA written exam, which can then be applied toward graduation.

According to word from John Odegard, Director of the Aviation program at the University of North Dakota, the Air Traffic Controllers Course is now in full operation after being curtailed for some time because of a liability problem of trainees not being agents of the FAA while on duty. This problem was worked out to the satisfaction of all, at a meeting recently in Oklahoma City at the FAA Academy, attended by Mr. Odegard, Mr. Wayne Petersen, Tower Chief of Grand Forks and Dave Pishko, the person in charge of the Controller program for the University. An

arrangement was made between the UND and FAA, whereas the student who works in the control tower as a trainee is designated as a non-compensated employee of FAA.

There are presently 175 students majoring in Aviation and a great many more taking part in various aviation courses at the University.

\* \* \* \*

ACCIDENTS:

Pilot: Thomas J. Wakefield, Devils Lake, N.D.

Time & Place: Dec. 30, 1971, 10:00 a.m., 1½ miles SE of Colgan, N.D.

Pilot Time: Commercial, SEL, 684 TT, Age 27  
Aircraft & Damage: Piper J-3, left landing gear collapsed, left front & rear strut bent, wood prop broken, windshield broken, rudder crumpled, right wing tip damaged up to second inboard spar, hole in fuselage fabric, interior cabin fabric ripped up, dented cowl.  
Injuries: None

Pilot Statement: We departed from the Crosby Airport at approximately 8:00 a.m. with 18 gal. of gas on board. At 10:00 a.m. we sighted a fox ½ mile west of our subsequent landing site (¼ miles W. of Crosby). We shot the fox on about the fifth pass on the summer fallow field we used for a landing and take off. In the course of flying over the fox, I noticed an automobile parked off a high grade road running north & south. The car was ½ mile from where we first sighted the fox, 1 mile west of where we eventually landed for the pickup.

Our landing was made into the southwest into about a 12 knot headwind. The gunner climbed out, picked up the fox, after we taxied back from our landing roll. I then taxied around to my right, heading in a southwesterly direction and applied full throttle. Since the field was plowed in a SW-NE direction, I could take off with very little ground friction and also have a longer take off run.

After I brought my tail up, maintaining a southwesterly heading, I looked to my right and saw an automobile approaching fast on my right and appeared angling toward the plane. To avoid a possible collision, I altered my take off direction to a southerly direction, losing the length of my take off run and also having to go up a rise in the field with decreased lift, due to quartering headwind.

I could have aborted at this time, however, in the split second I had to make the decision, I thought that I might hit the fence on the roll out. I was airborne shortly after I went over the rise but the plane settled slightly and hit the east-west fence on the end of my take off run. The left gear washed out and the airplane flipped over on its back.

Both the gunner and I climbed out and with in a few seconds, the farmer who was driving the car was at the accident site. On the take off run, I saw the pursuing car just one time about 25 feet from my wing tip and angling in on me. After that, all my attention was directed ahead. I could only assume that the farmer was continuing his pursuit in the same direction and, as the time tracks indicated, the car had continued to proceed in a south-southeasterly direction.

It is my opinion that if the car had not been pursuing such a course at such a speed, the accident would not have occurred. In the J-3 Cub, I had previously made many similar take offs and had no problems getting out. The take off run was ample under the conditions of my initial take off run. Also, it was the first fox, I was not overloaded.

\* \* \* \*

Pilot: Richard Koenig, 402 - 30th Ave. North, Fargo, N.D.

Time & Place: January 8, 1972, 12:30 p.m., Hector Airport

Pilot Time: Student, SEL, 18 TT, Age 26

Aircraft: Beech A23

Pilot Statement: I was in the pattern doing touch and goes on Runway 31, I landed the aircraft successfully for two landings. On my 3rd landing, I landed fine, but when I added power for take-off, the airplane slipped on the ice turning the aircraft to the left. I went off the runway onto the snow where I cut power and tried to control the airplane in the snow with no success.

\* \* \* \*

Pilot: Wayne K. Becher, Glen Ullin, N.D.

Time & Place: January 11, 1972, 2:00 p.m., 15 miles north of Mott, N.D.

Pilot Time: Private, 375 TT, Age 41

Aircraft & Damage: Piper J-3, Damage to right wing, propeller and rudder

Pilot Statement: Left Glen Ullin Airport at 1:30 p.m. on cross-country flight to New England and Bowman, N.D. Weather was clear. After about ½ hour out of Glen Ullin, encountered low ceiling and poor visibility. Had to drop to about

300 feet above surface. Visibility was getting worse so decided to make 180° turn and go back to Glen Ullin. While making the 180° turn, I gave engine full throttle and after turn was completed wanted to throttle back to cruising RPM. The throttle wouldn't move and engine was running wide open. Put on carb. heat and this didn't help. While trying to throttle back, the lever suddenly let go and engine went to idle and would not speed up. I could see a ridge of hills ahead, so made a 90° turn to my left. Was losing altitude fast and had to decide to land into the wind up against ridge of hills or downwind in a stubble field. Windows also had fogged up badly by now and had difficulty seeing. Rather than chance landing against hill, decided to land down wind in field. Made a 90° turn to my left and glided in for landing. My ground speed was very high and after touch down, I had trouble keeping the tail down. Ski hit snow drift and right wing went down and hit snow. Plane then nosed over and came to rest upside down. Wind was much stronger than had expected and it was snowing very hard by now.

\* \* \* \*

ACCIDENTS - Continued

Pilot Recommendation: Never wait too long to decide to make a 180 turn and go back, rather than take chances and hit bad weather. Also check out weather at destination before departure.

\* \* \* \*

Pilot: Edward Berg, Cando, N.D.

Time & Place: January 16, 1972, Cando, N.D.

Pilot Time: Private, SEL, 1220 TT, Age 61

Aircraft & Damage: Cessna 172, Damaged propeller, left wing and vertical stabilizer.

Pilot Statement: There was some snow on my farm strip so decided to use general road nearby for take off and as I have a large grove of trees surrounding farm, I was unaware of wind velocity. While taxiing out to road for take off on E-W road, gust of wind caught left wing and overturned plane.

\* \* \* \*

1972 NORTH DAKOTA PILOT SAFETY AWARD SUGGESTIONS WANTED - DEADLINE EXTENDED TO APRIL 1 -----

In a program sponsored by FAA, Fargo GADO and the N.D. Aeronautics Commission an award is to be made to someone who submits what is considered to be the best suggestion to improve aviation safety.

Here is the opportunity and challenge for you to actively participate in a worthwhile program designed to enhance Aviation Safety.

Perhaps through personal experience or observation you have noted existing or potential aviation hazards that were previously unnoticed. Now is the time to express those ideas or recommendations you have on aviation safety by participation in the 1972 North Dakota Pilot Safety Award Program.

Selection for awards are to be made in April, 1972 in recognition of the most outstanding ideas, suggestions, activities or constructive contributions to Aviation Safety.

There are no specific boundaries and the subject matter may pertain locally or nationally to Airmen, Aircraft, Airspace, Airports, Ground Support Facilities and Safety Program Activities. Therefore, the sources are unlimited.

Submit your ideas or outline of program activities either by letter or a Safety Improvement Report to the Federal Aviation Administration, General Aviation District Office, P.O. Box 2128, Fargo, N.D. 58102

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GENERAL AIR SERVICE OF VALLEY CITY SELLS ONE-HALF OF BUSINESS

Phillip Miller of Valley City, owner of General Air Service, has announced that General Air Service has incorporated and one-half of the stock has been sold to three young men. Buying into the business were Ken Peterson of Amenia and bothers Dan and Larry Lindeman of Enderlin, N.D. Miller has purchased a complete avionics repair shop from a firm in Sioux Falls, S.D. and has moved the entire shop to Valley City, where he has set up "Flips Avionics" in the upper floor of the Valley City Airport terminal building and has secured FAA certification as a Radio Repair Station Class 1 & 2 #D04-1. Flip's Avionics is also a NARCO Warranty Repair Center. Miller stated that he has one of the better collection of bench test harnesses in the area.

Ken Peterson holds an instructor certificate as does Dan Lindeman, while Larry Lindeman holds an airframe and powerplant rating. The firm has recently acquired a 222 Schweitzer glider and will be giving instruction as soon as the weather is favorable. The two Lindeman brothers with Peterson have formed "ALL AIR, INC." and are certificated as a flight school and have a Part 135 Air Taxi Certificate. The firm will also be doing crop spraying at Edgeley, Ellendale, Enderlin and in the Valley City area.

\* \* \* \*

JOYS OF BEING AN EDITOR

Getting out this paper is no picnic.

If we print jokes, people will say we are silly;

If we don't they say we are too serious.

If we clip things from other papers,

We are too lazy to write it down ourselves;

If we don't, we are stuck on our own stuff!

If we stick close to the job all day,

We ought to be out hunting up news.

If we do go out and try to hustle, we ought to be on the job in the office.

If we don't print contributions, we don't appreciate true genius;

If we do, the paper is filled with junk.

If we make a change in a fellow's writeup,

We are too critical, and if we don't we are asleep!

Now, like as not, someone will say we swiped this from some other paper.

WE DID!

FOR SALE: 1960 Mooney 20A, 1309TT, majored at 1102, has metal tail, full panel, auto pilot. Call R.E. Jacobsen, Williston, N.D. Tel: 572-9277

\* \* \* \*

FOR SALE: 1969 Mooney Executive 21, M20F, 770TT, radio 360 channel Bendix, Narco 12A, DME, glide slope, marker beacon, electric gear, electric flaps, center control fresh annual, waxed and clean. Call 235-5593, Fargo, N.D.

\* \* \* \*

FOR SALE: 1-90 gal Sorenson spray unit for a Piper PA-18-150, drop style tank \$225.00, Wood's Flying Service, 1103 - 25th Ave. So., Grand Forks, N.D. 58201

\* \* \* \*

FOR SALE: 1964 Super 21 Mooney, 0-SM0H, MK-12A, VOA4, new interior, heated pitot, rotating beacon, \$9,750., with new alumigrip paint \$10,500; 1968-180 hp constant speed cardinal, 65TT, airframe and engine from new, MK-12A, VOA4, MK-2, \$12,500.; 1960 Skyline, 1000 SM0H, Genave 200, MK-2, B-1 Auto pilot, new interior \$8,250.; 1965 Cherokee 140, 975 SM0H, MK5, new paint, \$6,260; 1967 Skyhawk, 175 SM0H, Nau Comm 300, new paint red & white, \$8,950; 1960 Aztec, 600/300 SM0H, MK12B-360, MK12-90, ADF, VOA-4, 3-lite marker, 2 axis auto pilot; 1960 Comanche 250, new paint, KX170, K1-201, MK-3, ADF, auto pilot 850 new engine, \$11,900; 1961 Baron 520/380 SM0H, MK-12A, 360 VOA5, glide slope CNS 220 by Bendix, DME by King, KX75 Transponder, auto pilot coupled, oxygen, stroll lites, curtains, tinted glass, 6-month alumigrip paint; 1963 Cherokee 180, 900 SM0H, full panel, wheel pants, KX-150,

NORTH DAKOTA AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

\$5,950.; 1966 Comanche 260, 820 TT, 2-MK12A-360/90, ADF, 3 lite, 2 axis auto pilot, new alumigrip paint; 1971 Cherokee 6-300, 130 TT, 2 MK-12's-3 lite, ADF, cargo door, 1969 Cherokee 6-300, 1560TT, MK-12A-360, MK-8, 3 lite, \$19,500; SAVE, SAVE, SAVE, Buy your new Cessna and Piper at dealer cost, Call us for quotes. Mid-State Aviation, Inc., Bismarck, 701-223-6862 or Ken Reed 701-223-3388 or Monroe Chase, 701-223-6862.

\* \* \* \*

FOR SALE: 1972 American Trainer TR-2, red with white trim; 1971 American Trainer, red; 1971 Mooney Chaparral, blue & white less than 100 hrs; 1971 Mooney Chaparral; 1971 Mooney Executive, red, white, blue; 1971 Mooney Ranger, red & white; 1969 Mooney Executive, Green & white; 1969 Mooney Statesman, Green & white; 1970 Mooney Cadet, Gold & white; 1967 Alon Aircoupe White & blue; 1960 Mooney M20A, Blue & white; 1960 Mooney M20A, metal tail kit installed; 1968 Aero Commander Darter, 4-place; 1968 Aero Commander Quail spray plane. The radio shop at Pietsch Flying Service is in full operation now with FAA certificated repairman, Harold Wengel in charge of radio sales, installation and service. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. Telephone 838-4092

\* \* \* \*

FOR SALE: 1970 Cessna 150 Computer, 1923 TT, 0-SM0H, new upholstery & paint; 1970 Cessna 150 Computer, 1700 TT, 50-SM0H, new paint & upholstery, 1-NAV-360 channel; 1972 Cessna 150 Computer, 150 TT, red & white, 1-NAV Com. 90 channel; 1971 Cessna 150 Aerobat, 950 TT, full panel, like new, 1-360 Nav channel; 1972 Cessna 177 Cardinal, 300 TT, Green, Gold, White, 2-Nav Com-1-360, 1-90 channel, ADF, 4D-14, DME, transponder, auto pilot, full warranty; 1970 Mark Commander 180 HP, 900 TT. Call Aero Flight Inc., Minot, tel: 838-4259 or write Box 1808, Minot, N.D. 58701

Vernon M. Baftzer, Editor

November-December, 1971

STATE OF NORTH DAKOTA



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UNIVERSITY OF NORTH DAKOTA FACILITIES TO BE USED FOR FLIGHT INSTRUCTOR REFRESHER  
COURSE, DECEMBER 14, 15 and 16, 1971

The 1971 flight instructor refresher course will be held at the University of North Dakota. Registration begins on Monday, December 13th at 5:00 to 7:00 P.M., with the 3-day refresher course scheduled for December 14, 15 and 16th.

In view of the fact that two years ago, the flight instructor's refresher course was held in October, some flight instructors certified for a two-year period expired in October this year. The Aeronautics Commission has been advised by the Fargo GADO, that those flight instructors should contact the Fargo FAA office and advise that they intend to attend the December refresher course and their FAA records may be marked to show that the two-year period is extended until they attend the December refresher course, when upon completion, their certificate will be renewed for another two years.

Those instructors that desire to have their Flight Instructor certificates renewed, should have arrangements to obtain an aircraft sometime during the Tuesday through Thursday period, as a flight check will be required. The flight schedule for the rides will be available Monday evening following registration. Instructors will be excused from the workshop for the flight check.

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1972 AERIAL APPLICATOR'S SEMINARS AND EXAMINATION LOCATIONS AND DATES SET

The North Dakota Aeronautics Commission, the Extension Service of NDSU cooperating with the Federal Aviation Administration and the North Dakota Aviation Association have set the locations and dates of the 1972 aerial applicator's seminars and examinations as follows:

City	Location	Dates
Fargo	N.D. State University (Memorial Union Building)	March 2 and 3, 1972
Minot	Minot State College (Student Union Auditorium)	March 23 and 24, 1972

Each seminar will require two days, including 1½ days of educational presentations to prepare applicators to take a written examination to be given on the afternoon of the second day. The seminars will also include a summary of the impact of the new Federal Environmental Law on use of agricultural chemicals, which will affect all custom applicators (both air and ground) and the private farmer, which passed the U.S. House of Representatives in November, 1971 and which is expected to be acted upon by the U.S. Senate soon.

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NEWS ITEM FOR WEATHER MODIFIERS - FAA AWARDS CONTRACT FOR FOG DISPERSAL STUDY AT AIRPORTS

The FAA has awarded a \$160,000 contract to the Northwest Environmental Technology Laboratories, Inc., Bellevue, Washington to measure and evaluate the effectiveness of airborne commercial seeding operations in dissipating fog on airports.

Two types of fog dispersal techniques will be measured and analyzed using both airborne and ground instrumentation. Warm fog (temperatures above 32 degrees F.) will be investigated at Spokane International Airport. This is the second contract to be awarded. The first was a \$99,500 contract to the Dow Chemical Co., Midland, Michigan to determine the effectiveness of certain chemicals in dispersing warm fog.

\* \* \* \*

*Greetings*

*From the Board of  
Aeronautics  
November 1971*

NEW AIRPORT AUTHORITIES CREATED WITH A TOTAL OF 69 IN STATE

Two new airport authorities have been added in the State. These are the Columbus Municipal Airport Authority and Lake Williams Township Airport Authority near the towns of Lake Williams and Robinson, N.D. Lake Williams Township Authority is the first on the township level.

The State now has a total of 69 airport authorities located in 44 counties out of 53 counties in the State. These break down to 64 Municipal Airport Authorities; 3 County-wide Airport Authorities (Oliver, Sioux and Golden Valley Counties); one Interstate Airport Authority located at Breckenridge-Wahpeton, N.D. and one township Authority. \* \* \*

FEDERAL AID FUNDS AVAILABLE UNDER FEDERAL AIRPORT DEVELOPMENT ACT.

The Department of Transportation has allocated the following Federal-aid airport funds to North Dakota for fiscal year ending July 1, 1972:

(1) Air Carrier/Reliever Airports - - - - -	Total funds for North Dakota
(2) General Aviation Airports - - - - -	\$ 897,305.00
(3) Allocated to Air Carrier Airports based on scheduled airline enplanements - - -	244,768.00
	<u>1,142,073.00</u>
	Total - - - - \$1,273,087.00

The Federal program is funded by aviation user taxes including an 8% tax on all airline tickets, which is included in the price of the ticket; 5% excise tax on all air freight waybills; 7 1/2 gallon tax on all aviation and jet motor fuel purchased by General Aviation users and a \$3.00 head tax on all International passengers boarding airlines for foreign destinations. An aircraft registration tax on all general aviation aircraft, which includes an annual \$25.00 minimum charge per aircraft, plus 2¢ per pound of maximum certificated weight above 2500 lbs for non-jet aircraft, or 3 1/2¢ per lb. for each pound of jet aircraft, including all air carriers.

Federal-aid to airports is now a continuous program, therefore sponsors of projects may submit applications year round. Roy Cunningham, Bismarck, is Chief of the new FAA District Airports Office at Bismarck and may be contacted by letter to Box 875, Bismarck, N.D. 58501 or telephone 255-4011 extension 375. The FAA Airport District Office is located at the Bismarck Municipal Airport on the west side of the large hangar building. \* \* \*

1971 AVIATION MECHANIC AWARD

The Federal Aviation Administration District Office, Fargo, N.D. is accepting aircraft mechanic's suggestions or contributions for improved aircraft maintenance procedures or suggestions designed to improve safety of aircraft, the power plant or any of its components that lead to increased reliability or safety.

Aviation mechanics desiring to enter their contribution or suggestion should write to Mr. Lloyd Adams, Chief Maintenance Inspector, FAA, Box 2128, Fargo, N.D. and ask for FAA Circular No. 60-24, which describes the program and includes an entry blank for Aviation Mechanic Safety Award Competition. Entries should be submitted by December 31, 1971.

The suggestion or idea for entry into this competition may be for design or improvement to an aircraft or power plant or any of its components that result in increased reliability or safety; or for the suggestion or development of a maintenance or inspection procedure or for consistent demonstration of a high level of professionalism and excellence in the performance of his duties as an aviation mechanic that results in increased safety in aviation.

Winner of the State award will be presented with an FAA certificate engraved with the Agency seal and citation signed by the Administrator permanently framed. In addition, the State Aeronautics Commission will present the winner with a grant of up to \$250.00 for expenses involved for actually attending a special aeronautical course of his choice at the FAA Aeronautical Academy at Oklahoma City or other specialized aeronautical course of his choice. \* \* \*

TRUST FUND LOOKHOLE PLUGGED - AIRPORT CERTIFICATION EXTENDED ONE YEAR

President Nixon has signed into law federal legislation which assures that airport/airways development trust fund money will be used for capital improvements of airports and airways rather than to finance day-to-day operations of the Federal Aviation Administration. The law prohibits the use of trust fund aviation user tax revenues for FAA operations and maintenance expenses. Aviation user taxes may be expended only for airport and airway programs, research and development and administrative costs of the airport and airway capital improvement programs.

The law also extends the deadline for airport certification for one year from May, 1971 to May, 1972 on all airports served by CAB certificated scheduled airlines. \* \* \*

NORTH DAKOTA AVIATION ASSOCIATION TO HOLD ANNUAL CONVENTION JANUARY 20, 21, 22, 1972  
IN BISMARCK, N.D. AT THE HOLIDAY INN CONVENTION CENTER

Operating under the new name change, the North Dakota Aviation Association, formerly the North Dakota Aviation Operators Association, have moved their annual convention date up approximately one month from February to January 20th to the 22nd.

The facilities of the Holiday Inn will again be used and a registration fee of \$10.00 will be charged for all persons.

The preliminary business meeting will be held on the opening day as in the past and the popular poolside party will be held that evening. A tentative agenda follows:

THURSDAY, JANUARY 20th

- 1200 - Registration
- 1500 - North Dakota Aviation Association 1972 Annual Convention convenes.  
Preliminary Business Meeting  
Opening Remarks by Darrol Schroeder, President  
Convention announcements by Vernon Baltzer, Convention Chairman  
Report and Introduction of N.D. Aviation Association By-Laws by Jack Daniels  
Environmental Laws - Harold G. Vavra
- 1900 - Poolside Party

FRIDAY, JANUARY 21st

- 0900 - New State Regulations and Examinations for Aerial Applicators  
Harold G. Vavra, Director, N.D. Aeronautics Commission  
Aviation Safety Operations and Proposed Changes in FAA Part 61 and 91  
James Peterson, Fargo  
Industrial Group Report
- 1100 to
- 1230 - Recess for various committee meetings and visits to Industrial Displays  
1230 to
- 1400 - Luncheon Meeting
- 1400 - Reconvening of Convention meeting  
Report of NAAA 1971 National Convention by Alfred Dahl, Cogswell, Delegate  
Report by F. Farrell Higbee, Executive Director of National Aviation  
Association
- 1500 to
- 1530 - Coffee Break
- 1530 to
- 1630 - 1972 Aerial Application Seminar Program
- 1830 - 1900 - Refreshments
- 1900 - Annual NDAA Convention Banquet

SATURDAY, JANUARY 22nd

- 0900 - Final Business meeting of NDAA
- 1200 - Adjournment

President Schroeder has made the following appointments to various committees, with the first named person being the Chairman:

CONVENTION COMMITTEE

Vernon H. Baltzer, Bismarck  
Dr. Norbert O'Keefe, Bismarck  
Vince Cartwright, Minot  
Bill Beeks, Washburn  
Alan Peiler, Bismarck

REGISTRATION COMMITTEE

Ron Nelson, LaMoure  
Mrs. Flip Miller, Valley City  
Mrs. Darrol Schroeder, Davenport  
Mrs. Jay B. Lindquist, Hettinger

PUBLICITY COMMITTEE

Phillip Miller, Valley City  
Jack K. Daniels, Williston  
Vernon H. Baltzer, Bismarck

RESOLUTIONS COMMITTEE

Wally Marburger, Williston  
Bernard Doyle, Lakota  
Robert Owens, Sherwood  
Palmer Foss, Devils Lake

NOMINATING COMMITTEE

Dan Wakefield, Devils Lake  
Vince Buraas, Northwood  
Ron Falk, Fargo

SAFETY COMMITTEE

James Peterson, Fargo  
Victor Gelking, Minot

INDUSTRIAL MEMBERSHIP COMMITTEE

Wayne Turner, Arthur  
Al Pietsch, Minot  
James Montgomery, Grand Forks  
Oscar Ness, Lisbon

Sargeant at Arms - Alfred Pietsch, Minot

\* \* \* \*

SENATE AVIATION COMMITTEE TO HOLD HEARINGS ON COMMUTER AIRLINE ROLE

Senator Howard Cannon, Chairman of the Senate Aviation Subcommittee of the Senate Commerce Committee announced that his committee early next year, will conduct hearings to determine the role of the commuter airline, in short haul public transportation, especially as it relates to sparsely populated areas.

\* \* \* \*

AERIAL HUNTING OF FOX AND COYOTE - GOVERNOR'S PROCLAMATION & NEW FEDERAL LAW

The Governor's Proclamation provides for a restricted season for aerial hunting of fox and coyote from December 11, 1971 through January 30, 1972.

The only area open for aerial hunting of fox and coyote is in the far western part of the state as follows: "In an area west of a line starting where U.S. Highway 12 crosses the South Dakota border (near White Butte, S.D.), thence northwest to N.D. Highway 8, thence north on N.D. Highway 8 to Canada (including an imaginary line connecting the two segments of Highway 8 south and north of Lake Sakakawea," N.D. Highway 8 passes through the towns of Mott, Richardton, Halliday, Stanley, Bowbells and Northgate to the Canadian line.

Both pilot and gunner must secure a State Game and Fish Department "Resident Trappers License", which costs \$1.00 each.

Non-resident aerial hunters cannot obtain a State Game and Fish Department trappers license and therefore are barred.

Both State and Federal law flying waivers must be obtained. The State waiver from the Aeronautics Commission, Bismarck, N.D. and the Federal from the FAA, Box 2128, Fargo, N.D.

NEW FEDERAL LAW: Congress in mid-November, 1971 passed a bill (H.R. 5060), which makes it unlawful for any person while airborne in an aircraft, to shoot or attempt to shoot for the purpose of capturing or killing any bird, fish or other animal; or use an aircraft to harass any bird, fish or other animal. The penalty clause provides for a fine of not more than \$5,000 or imprisonment not more than one year for violation of this federal law. In addition, there is a section in the bill which states that the Federal Aviation Administration, in its discretion may order the suspension or revocation of any pilot's airmen certificate upon this conviction of the violation of this law.

TIMETABLE - The President signed the bill into law on November 18, 1971. Therefore the measure becomes effective 30 days thereafter or on December 18, 1971.

In addition, the new law provides for some delay in the effectiveness of the Act, by stating that in any case in which a State is not authorized to issue any permit for such aerial hunting, then the law shall become effective on the 30th day following the expiration of the next regular session of the legislature of such State.

The law also states that it shall not apply to any person if such person is employed by or is an authorized agent of, or is operating under a license or permit of, any State or the United States, to administer or protect or aid in protection of land, water, wildlife, livestock, domesticated animals, human life or crops.

That such person so operating under a license or permit shall report to the applicable issuing authority each calendar quarter the number and type of animals so taken.

At this writing, the State Game and Fish Department takes the position that the season for fox and coyote from December 11, 1971 through January 30, 1972 permits aerial hunting in accordance with the Governor's Proclamation and that in effect, the aerial hunter is a agent of the State for the purpose of controlling the numbers of fox and coyote in a specific area of the State with a restricted season. That therefore, aerial hunting is controlled by this permit and thus is excepted under the new federal law, which permits this type of control by the State. The State Game and Fish Department is required by the law to file an annual report with the Secretary of Interior, giving the name and address of each person involved in aerial hunting and a description of the area from which the animals are authorized to be taken. For this reason, the State Game and Fish Department will probably request information from each aerial hunter of the number of fox and coyote which he took during the season. This is the best interpretation we have of this new law for the present, unless advised to the contrary by Federal Authorities.

The Aeronautics Commission has issued 62 low flying waivers for aerial hunting during the restricted season as this newsletter goes to press.

\* \* \* \* \*

FAA SCHEDULES NEW AIRPORT LANDING AID FACILITIES IN NORTH DAKOTA

The FAA Airways Facilities Division has announced the following approximate target dates for commissioning the following new airport landing aids in North Dakota:

1. ILS (Instrument Landing System) at Grand Forks - March, 1972
2. ILS (Instrument Landing System) at Minot - January, 1973
3. ILS (Instrument Landing System) at Jamestown - February, 1973
4. MALS/RAIL Lighting aid to Runway 35 at Grand Forks - under construction.
5. New FAA modular air traffic control tower at Grand Forks - Tower bids for total program to be opened December 6, 1971. (NOTE: FAA presently provides tower service at Grand Forks with a temporary Portacom tower).

\* \* \* \* \*

POSITION WANTED - AIRPORT OPERATIONS OR ASSISTANT AIRPORT MANAGER - Party with 18 years experience with United Airlines, Reeves Airways and most recently with Wien Airlines as dispatcher, recently laid off due to economy move, desires position in airport operations or assistant airport manager. Age 46, married, three years college experience with all type of aircraft, including Boeing 737 jet aircraft. Additional information and references can be furnished as needed. Write Eidon L. Pond, 2454 Glenwood St. Anchorage, Alaska 99504 Telephone 272-6971

### DECEMBER BEST MONTH TO SMOOTH TURF FIELDS

It has been found that December is the very best month to put a motor patrol on that turf field that has become rough because of clumped grass crowns or erosion and smooth it down.

Cam K. Larson, the Mayor of Leeds, N.D., and owner of a Comanche, has been smoothing the Leeds Municipal Airport with a motor grader in the winter each and every year for the last ten and they have one of the smoothest turf fields in the State. The Aeronautics Commission can attest to the method as it was used on the N-S landing strip at the Border Crossing Airport near Noonan last winter and it resulted in a vast improvement.

The method consists of blading the landing area after the ground is frozen hard and the best time is of course when it has been cold for several days in a row to assure that the ground is frozen under light skiffs of snow. December lends itself in that it usually gets cold enough and the ground is relatively bare of snow. If the snow cover is heavy and was deposited on unfrozen ground, the method may not work, as snow insulates quite well and the ground remains rather soft.

In blading, when the ground is frozen, the grass crowns are sheared off along with small minor humps. Shearing off the crown does not disturb the plant roots and in the spring, no evidence of the blading, resulting in bald spots remains after a few weeks of growth.

If too much snow has accumulated on the strip, it will of course have to be removed before blading starts, as the windrow will become too large to handle.

Best results are obtained if the strip is bladed one way and the resulting excess windrow of grass, snow and dirt is moved back over the strip with the operator loosening the material on the way back with the windrow. The reason for doing it this way is two-fold, in that no windrow remains to dispose of next spring and the small depressions do get filled with excess material.

We suggest that owners or operators of turf strips use this method even if you feel that your particular strip is smooth. Remember that the next aircraft may not have spring gear which of course does a good job of ironing out a lot of rough bumps.

\* \* \* \* \*

### THREE AIRPORT AUTHORITIES GET STATE AIRPORT GRANT CHECKS

The North Dakota Aeronautics Commission presented state airport grant checks this month to three airport authorities that have completed airport improvements. These are:

New Rockford Airport Authority - received a state grant check for \$437.45 to pay 50% of the cost of construction of an airport entrance road.

Kulm Airport Authority - Received a state grant check for \$710.24 to pay 50% of the cost of purchase and installation of airport runway lights.

Breckenridge-Wahpeton Interstate Airport Authority - (airport in North Dakota) received a state grant check of \$5,000. to pay 20% of the cost of a new airport terminal building. (These funds were allocated for this project in 1970). The building cost \$25,000. This year, Breckenridge-Wahpeton completed total airport improvements of \$250,000 including a new 3,300 X 75 ft. paved runway, taxiway and apron and new medium intensity runway lights. The runway improvements and engineering was paid with 50% Airport Authority funds and 50% FAA Airport Trust Fund monies. The Aeronautics Commission also leased a new 'Unicom Radio' on 122.8 Mhz to the Interstate Airport Authority, in which the Aeronautics Commission paid 50% of the original cost of the unit, and the Airport Authority 50%. Flight Development, Inc. of Fargo, N.D. has established a fixed base operation at the 'Interstate Airport' providing flight instruction and charter.

\* \* \* \* \*

### WINTER SNOW REMOVAL

Persons in charge of snow removal at secondary airports, especially those with paved and lighted runways are cautioned to make certain that the equipment operators do a thorough job.

The Aeronautics Commission has had several complaints from different areas, in that either the runway was not opened completely, with perhaps only two passes with a motor grader and the resulting windrow left very high, or perhaps not cleaned off at all and the lights left burning at night. Runway lights of course signify that a suitable landing area exists, which is not the case if the snow has not been removed or very poorly removed and a hazardous condition exists. Remember the transient pilot has a hard time in securing up-to-date and current status information on outlying airports. He may call the wrong person, who in all sincerity may assure him that it was plowed that day, when in reality the job was poorly done and a hazardous condition exists. Pilots on the other hand are cautioned to ascertain their satisfaction that the person they are calling is knowledgeable of the conditions at that particular field. If unable to clear the snow properly, close the field and turn off the lights and notify your nearest flight service station or the Aeronautics Commission.

ACCIDENTS - continue

1 mile north of Roseau, Minn., turned 100 degree and headed for Rollette. When approximately 3/4 of the way back, engine suddenly cut out. Rapid emergency check carried out indicated no obvious source of trouble. Fuel selector switch moved to right tank, then to left tank and back to both. Allowed to remain in position long enough for response. Operation of engine primer resulted in small bursts of power. Alt. approximately 2500 ft. indicated no far out to reach runway. No further power from primer. Carburetor heat pulled on. Decided to make emergency landing on gravel road running north from Rollette. Lighting conditions now getting dusk, details of terrain not visible. Gear lights of car proceeding south to Rollette visible. A/C now approximately 500 ft. AGL about to cross power line to align with gravel road when another auto turned in from side road and proceeded north, collision would have been probable. Decided to make a shallow turn to the right across a meadow containing water, stall warning on, plane touched down on soft ground, slid into small depression, nose went down and plane overturned and slid further. Master switch off, no obvious injuries, exit to pilot's window.

\* \* \*

Pilot: Maurice A. Rogenes, Imperial Beach, California  
Time & Place: October 24, 1971, Gravel road near Buxton, N.D.

Pilot Time: Private, SEL, 219 TT, Age 34

Aircraft & Damage: Ercoupe 415C - Prop bent, engine mount bent, all windows broken and canopy structure bent, left aileron bent, false spar on right wing bent or buckled, left wing bent, fire wall structure bent.

Pilot Statement: This accident took place 5 miles east, one mile north and 3/4 mile east of Highway 81 (Buxton corner) on gravel road with a ditch on each side approximately 6 feet deep. I was taking off east on the road and running the engine at take off power. After traveling approximately 260 to 300 ft., the right wing started to raise and then came down and raised higher the second time and I turned the wheel to the right to bring the wing down as I didn't have flying speed and when I did, the wing came down and the Ercoupe veered into the ditch on the right hand side of the road. The airplane was not near flying speed and followed the center of the ditch until the nose wheel hit a furrow at the edge of the plowed field and flipped over on its top. PLOT RECOMMENDATION: By having a wider runway when flying in gusty winds.

\* \* \*

FARGO GENERAL AVIATION DISTRICT OFFICE ITINERARY FOR SIX MONTHS

One or more FAA Operations Inspectors from the Fargo office will be at the following airports on the dates specified for the purpose of conducting written examinations leading to PRIVATE or COMMERCIAL Pilot Certification. Other types of written examinations will normally be given at the District Office at Fargo.

All other services, including practical examination, flight tests and aircraft inspections will be arranged for by appointment. Such appointments may be requested coincident with a scheduled itinerary date.

Applicants for written examinations must present themselves at the point of itinerary by 10:00 a.m.

Airport	JAN.	FEB.	MARCH	APRIL	MAY	JUNE (1972)
Bismarck Municipal	5	2	8	5	3	7
Minot International	19	16	22	19	17	21
Grand Forks International	12	23	15	12	24	14

The Fargo General Aviation District Office Telephone is 701-237-5191. Office open from 8:00 a.m to 4.30 p.m.

\* \* \*

FAA DESIGNATED FLIGHT EXAMINERS IN NORTH DAKOTA

The following listed Flight Examiners are all authorized to give both private and Commercial flight tests with two exceptions. The first being Elton Barnum of Grand Forks, who besides being an examiner for private and commercial, can give the Instrument check and James A. Peterson of Fargo, who is an examiner for Instrument Flight Checks only.

Examiner	Address	Telephone	
Elton L. Barnum	Grand Forks	777-2791	Private, Comm., Instrument
Vincent L. Cartwright	Minot	838-4259	Private, Commercial
Earl C. Dahl	Fargo	237-5305	Private, Commercial
Ron D. Ehlers	Dickinson	225-5856	Private, Commercial
James Grimstad	Bismarck	224-2148	Private, Commercial
Beth L. Lucy	Jamestown	252-4020	Private, Commercial
Everett J. Luther	Mohall	756-6174	Private, Commercial
James A. Peterson	Fargo	237-0123	Instrument
Alfred C. Pietsch	Minot	838-4092	Private, Commercial
James E. Smith	Fargo	237-0123	Private, Commercial
Robert D. Wood	Grand Forks	772-1734	Private, Commercial

\* \* \*

ACCIDENTS:

Pilot: Dale V. Juntunen, Rolla, N.D.  
Time & Place: July 21, 1971 near Grand Forks, N.D.  
Pilot Time: Commercial, ASELMEL, 980 TT, Age 30  
Aircraft & Damage: Cessna A-9, Damaged wings, landing gear, bottom of fuselage.  
Pilot Statement: I was spraying potatoes. On my first pass at the field, I pulled out for a normal turn. I was about 1/2 way around when the engine quit. The airplane started to settle, I went over some trees and hit the ground on the other side. The left wing hit first and it turned sideways and slid to a stop.

Injuries: None

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Pilot: Derril D. Strom, Rhame, N.D.  
Time & Place: August 25, 1971, 7:30 a.m., Private strip.  
Pilot Time: Student, SEL, Age 27  
Aircraft & Damage: Cessna 140, Substantial damage.  
Pilot Statement: After making a normal traffic pattern, I approached a N-S runway putting on 20 degree flaps about a 1/2 mile from end of runway, there was a gusty wind from ENE. The plane tilted slightly to the left and touched with the right wheel, bouncing off the ground. The plane came down again and the right wheel and landing gear came off and went into a slide. My approach speed was about 55.

Injuries: None

Pilot: David A. Gudahl, Minot, N.D.  
Time & Place: August 27, 1971, 7:05 p.m., Carpio, N.D.  
Pilot Time: Commercial, FI, Instrument, ASEL, MEL, Sea, 3000+ TT, Age 30  
Aircraft & Damage: Aero Commander, Engine ruined, prop bent, fuselage belly damaged, nose cowl damaged.  
Pilot Statement: Departed Scobey, Montana at 6:05 CDST enroute to Minot, N.D. Pilot experienced no difficulties until reaching a point 80 miles west of Minot. At this time, I noticed a drop in oil pressure, it remained steady for several minutes then it gradually dropped to the bottom of the green arc. At this time, I decided a forced landing was necessary. I set up for a road, when came an auto, I diverted to the left, landed northwest in a stubble field. The gear and flaps were left UP to insure making the field and stop in time, the aircraft came to rest 150' from a road ditch. From engine pressure loss until field landing, no other instrument indications (abnormal) were noted. The only indication was prop RPM surge just after I decided to force land. Cruising altitude was 7,500 M.

Injuries: None

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Pilot: Margaret L. McCarty, Kingston, N.C.  
Time & Place: August 30, 1971, Forbes, N.D.  
Pilot Time: Private, ASEL, 124 TT, Age 29  
Aircraft & Damage: Cessna 172, aircraft totally demolished.  
History of Flight: Airplane crashed 10 miles SE of Forbes, N.D. The plane was totally demolished and Margaret McCarty was fatally injured.

Injuries: Fatal

\* \* \* \* \*

Pilot: Gerald Pospichal, Jamestown, N.D.  
Time & Place: September 9, 1971, 12:41 PM, Minot International Airport  
Pilot Time: Commercial, Instrument, SEL, 2237 TT, Age 51  
Aircraft & Damage: Cessna 180, left gear torn out of fuselage, left wing from lift strut outboard to tip severely damaged or demolished, left horizontal stabilizer damaged, prop both blades bent, engine unknown but perhaps not severely damaged.  
Pilot Statement: During final approach, struck two sea gulls and narrowly missed several others. At instant of touchdown, a second flock of gulls not previously seen, flew up in front of aircraft. I ducked head as it appeared some would strike windshield. During that instance, aircraft began to skid and left gear gave way and dropped down on left wing. Estimate 200-300 gulls sitting on runway 12.

\* \* \* \* \*

Pilot: Stuart J. Cook, MD, Rolette, N.D.  
Time & Place: Sept. 23, 1971, 7:45 DST, near Rolette, N.D.  
Pilot Time: Private, Instrument, SEL, 2990 TT, Age 48  
Aircraft & Damage: Cessna Skyhawk, prop bent, left main spar and strut broken, right rear spar broken, wing tip damaged, section of fuselage, portion of vertical stabilizer.  
Pilot Statement: On September 23, 1971, N-2552Y was removed from the hangar. Passenger Peter Morin was secured in right front seat with safety belt. Passenger Curtis Morin was secured in left rear seat with safety belt. Preliminary inspection of aircraft indicated no abnormality. Master switch was pulled on to see if fuel was necessary. Right fuel indicator rose slowly to a almost full position. Left fuel indicator indicated an almost empty position. Runway lights were turned on. Pilot entered aircraft, did prestarting check and aircraft started without difficulty. Navigation lights and beacon were turned on. Altimeter set to 1600 ft., pre-take off check indicated no malfunction. Fuel indicators indicated essentially the same as previously. Fuel selector switch in "both position". Take off north at approximately 7:45, climbed to 3200 ft. indicated. Flew to a position approximately

Injuries: None

WANTED J-3 CUB PARTS: The shop class in the Valley City High School is building a Bowers Fly Baby and they need the following J-3 Cub parts: Tank, wheel, tires, brakes, instruments, cowlings, brake cylinders, continental motor mount and Continental parts which are airworthy, such as cylinders, crankshaft, etc. Contact Les Elliott, Box 908, Valley City, N.D., 58075  
\* \* \* \*

WANTED T0 BUY: 1958 Apache or later with either a 160 HP model or a model which has been converted to a 180 HP. Contact Mr. Tyree Hardy, 217 Pershing Avenue, San Antonio, Texas 78209  
\* \* \* \*

FOR SALE: Cessna 150 Aerobat; Cessna 1971 Skyhawk 172; 1972 Cessna Skyhawk; 1967 Cessna 182 SMOH, Toded; 1951 Tripacer clean, new annual. Contact Jamestown Aviation, Inc., Box T128, Jamestown, N.D., Tel: 252-2150  
\* \* \* \*

NOTE: Jamestown Aviation has taken on the distributorship for the States of North and South Dakota on the Owl-Stol Kits. These kits are available for all the Cessna's including the Cessna Ag-Wagon. Call them for any information on the installation and price.  
\* \* \* \*

NORTH DAKOTA AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: 1960 Aztec, 2200 TT, 0-SMOH, 2 MK 12's, VO4's, ADF, 3 lite marker, 2 axis auto pilot, AT 50 transponder; 1960 Skylane, 2300 TT, 1000 SMOH, new interior, Genave 200, MK-2, B-1 auto pilot; 1957 H Bonanza, 240, 2200 TT, 800 SMOH, new paint & interior, MK-12 VO4 4, MK-5 VO4-3, ADF, Auto pilot; 1965 225 Hp Debonair, 1700 TT, 50 SCOH, MK12, Voa 5, ADF, Auto pilot; new aluminigrip paint; 1961 Baron Aluminigrip paint, full house on avionics, low time engines; 1963 Super Cub 1263 TT, PTR-1 radio, Nv lites, landing lites; 1966 Comanche, 6-place, 1000 TT, 0-SMOH, MK 12 VO4, ADF, MK-3 Auto pilot, palm beach in and out; 1968 Cherokee 180D, 800 TT, MK 12, Contact Mid-State Aviation, Inc., Telephone 701-223-6862.  
\* \* \* \*

FOR SALE: 1951 Piper PA-20, 470 TT on Chrome major, Mark I radio, new tires, new battery, fabric in green, metal prop. Contact W.W. Woodham, RFD #1, Mandan, N.D. 59554 telephone 663-8405  
\* \* \* \*

FOR SALE: 2 - 1970 Mooney Cadet's; 1967 Cessna 150; 1968 Aero Commander 100; 1971 American Trainer; 1961 Mooney Mark 20; 1963 Mooney Mark 20; 1964 Mooney Mark 20; 1968 Mooney Statesman; 1963 Mooney Executive, Electric gear; 1970 Mooney Ranger with electric gear; 2-1970 Mooney Chaparral's with electric gear; 1972 American Trainer brand new. Contact Al Pietsch, Pietsch Flying Service, 2300 - 2nd Ave. NW Minot, N.D. Telephone 838-4092  
\* \* \* \*