

AVIATION NEWSLETTER

NORTH DAKOTA STATE DEPOSITORY

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STATE OF NORTH DAKOTA

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AIRPORT AND HIKE BILL GETS PRESIDENTIAL VETO

President Nixon vetoed Senate Bill 3755, which would have increased federal matching funds from 50 to 75% of construction costs of both airline and general aviation airports. The bill also increased FAA participation in airport certification equipment from 50 to 82%.

The bill would have banned airline passenger boarding fees or "Head Taxes". With the bill dead, this means that airline airports may legally enact passenger "Head Taxes", if local laws and state laws permit such action.

The veto was a great disappointment to many airports in North Dakota, which were holding up FAA airport project applications until the bill met its death.

Since Congress adjourned before the President's veto, the bill now is dead. To revive it, would mean starting all over in committee, in both the House and Senate of the Congress.

The veto recommendation to the President came from John Volpe, Secretary of the Department of Transportation. Volpe wrote the president that with the exception of some possible benefit to smaller airports, there is no substantial arguments in favor of increasing federal funding and federal share in the bill.

Volpe said that changes in the federal share of airport construction should be delayed until completion of the "The Airport-Airway Cost Allocation Study" and the National Advisory Commission's report, both of which should be available in mid 1973. Volpe said that these two studies, which were ordered by Congress, will deal with some of the issues involved in the bill.

The cost allocation study deals with what percentage of the total cost of the airport-airways system should be paid by the users of the system. This study will project what share of the total aviation user taxes should be paid by airline passengers, general aviation users and the military. The U.S. Department of Transportation is making the study.

Preliminary results of this study claim that the airlines, their passengers, general aviation aircraft owners and operators and the military are getting user benefits out of the nation's airport-airway system, costing \$1.3 BILLION dollars annually.

The study also claims that the airlines and their passengers are getting user benefits somewhere between 36 and 59% of the total system costs; that "General Aviation" as a group, is getting user benefits ranging between 20 and 46% of the total costs and military user benefits between 11 and 32% of the total.

The study claims that "General Aviation" users are presently paying only 9% of the total costs of the system in taxes, while the minimum target for General Aviation is 20%.

Here is where the shock comes in. If General Aviation users were required to pay 20% of the nation's airport-airway costs, which is the minimum level called for by the study, then aviation fuel taxes on general aviation aircraft would have to be increased from 7¢ per gallon federal tax to about 28¢ per gallon on the federal level. Such a jolt would be disaster to "General Aviation" and its future.

It now appears that any new bill in the next session of Congress hiking federal aid to airports will generate considerable controversy between aviation user groups, if the allocation of user benefits becomes involved, which may mean large federal tax increases to one group or the other.

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**ANNUAL FLIGHT INSTRUCTOR REFRESHER AND CERTIFICATION SEMINAR TO BE HELD DECEMBER 12,
13 and 14, 1972 AT UND LECTURE BOWL, GRAND FORKS, ND.** -----

The annual Flight Instructor Refresher Seminar sponsored jointly by the North Dakota Aeronautics Commission, The University of North Dakota Aviation Department and with the cooperation and valuable assistance of the FAA Flight Academy and GADO #4 will be held December 12, 13 and 14th in the UND Lecture Bowl. Assisting in the registration and arrangements will be the UND Flying Club. Registration will begin Monday afternoon at 4:00 and continue to 6:00 P.M. with a social hour following.

ANNUAL FLIGHT INSTRUCTOR REFRESHER SEMINAR - continued

As an inducement to early registration, the Aviation Department of UND has made 45 hours of GAF-1 simulator time available to the attendance on a first come first serve basis on the 11th, which will be limited to one hour each.

Luncheon meetings with noted aviation experts as speakers are being planned for each of the 3 days of the seminar and the costs will be included in the registration package, which will be kept at a very reasonable price. As an additional inducement for prompt attendance, tickets for valuable prizes will be included in the registration package and drawings will be made twice a day and attendance will be necessary to claim the prize.

Instructor certificates will be revalidated on the basis of attendance and past performance records, according to officials of GADO #4. In a telephone conversation with GADO #4, we learned that an acute shortage of personnel is the reason that GADO will not be flying individual checks. At present, they have only two flight personnel available and are unable to secure borrowed talent from other GADO shops.

The Aviation Department of UND will be making a mailing shortly with the program brochure and pre-registration forms. If any questions arise, contact John Odegard, Chairman of the UND Aviation Department, Box 8027, University Station, Grand Forks, N.D. Telephone: 701-777-2791.

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GADO #4 has adopted overall guidelines in the interest of safe winter flying as follows: Flight checks will not be given if ceilings are below 3500' AGL with less than 7 miles visibility and temperatures below 100° F above zero, in most single engine aircraft. If the check is to be given in a Helicopter or a twin engine, no check will be given if the temperatures fall below 20° F above zero. Reasons are quite obvious in that at low temperatures, engines cool down rapidly, thereby including simulating engine out procedures and the accumulation of frost on windshields restricts visibility severely.

They also mentioned that they realized that the scheduling of flight checks was becoming a problem and asked the public indulgence until such time as more help can be secured. As mentioned in the article concerning the Flight Instructor Seminar, they presently have only two persons in the flight section.

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NORTH DAKOTA FLYING FARMERS ELECT NEW OFFICERS

The North Dakota Flying Farmers Association at its annual convention at Bismarck in October, 1972, elected Duane Rau, Medina, President; John (Jack) Banker, Mohall, Vice President; Mrs. Clell Rambough, Braddock, Treasurer and Harold G. Vavra, Bismarck, Secretary. Mrs. Betty Dahl, Cogswell was crowned Flying Farmer "Queen" for the coming year.

Directors elected for two-year terms of office include Bill Grieve, Buffalo, Leland Brand, Taylor, John (Jack) Banker, Mohall and Lee O. Genrich, Hatton. Arlyn Kraft, Mapleton was elected Director at Large.

The Flying Farmers Ladies Auxiliary elected Mrs. Beverly Grieve, Buffalo, President; Mrs. Jeanette Rau, Medina, Vice President; Mrs. Martha Kirschman, Regent, Secretary-Treasurer and Flying Farmer Newsletter Editor. National delegates are Duane Rau, Medina and Alfred Dahl, Cogswell.

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NEW IMPROVED LOW COST RUNWAY LIGHT FIXTURES AVAILABLE

The North Dakota Aeronautics Commission has brochures and fixture sample of newly manufactured low cost runway light fixtures, which use standard 115 volt screw base light bulbs (long life and easy to get replacement bulbs).

This fixture includes non-breakable plastic lens which are available in clear, green, blue and red colors. Metal angle mounting stakes are included with a breakable coupling to avoid damage to aircraft, in the event an aircraft hits the fixture. General aviation or private airports considering installation of low cost runway lights may inspect the fixture in our office.

The fixture is a great improvement over low cost runway light fixtures which use bayonet light bulbs, because of greater bulb life and the ease of getting replacements. For long bulb life, 4,000 hour traffic type light bulbs may be used in this system.

The entire system operates on 115 volt AC with parallel wiring and no transformers. Brochures and costs may be obtained by request to the North Dakota Aeronautics Commission.

DUNN COUNTY CREATES COUNTY-WIDE AIRPORT AUTHORITY

The Dunn County Board of County Commissioners created Dunn County Airport Authority. Appointed Dunn County Airport Authority Commissioners are: James C. Stroh, Pete Hutchinson, Killdeer; Ray Mittelstadt, Dunn Center; Jim Kussy, New Hradec and George Fersee, Hatfield. The first project for the Dunn County Airport Authority is to locate a new airport site near Killdeer.

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1972 AVIATION MECHANIC SAFETY AWARD COMPETITION

The FAA General Aviation District Office, Fargo, N.D. is currently accepting applications from Aviation Mechanics, who have made a contribution to air safety by improved maintenance practices; or the suggestion of a design or improvement to an aircraft or powerplant or any of its components that led to or resulted in increased reliability or safety in aviation. Also applications may be submitted by or for a mechanic who has consistently demonstrated a high level of professionalism and excellence in the performance of his duties as an aviation mechanic and resulted in increased reliability or safety in aviation.

Eligible aviation mechanics may submit their own entry forms. In addition, supervisors or other knowledgeable person may submit an entry form for an eligible aviation mechanic.

Entries should be made on FAA Form 1210-1 entitled: Entry Form - Aviation Mechanic Award. These forms may be obtained by writing and requesting copies from the FAA General Aviation District Office, Box 2128, Fargo, North Dakota 58102. The FAA, Fargo Office, will accept entries in the aviation mechanic award program until December 31, 1972. The winner of the state award competition will be selected in January, 1973.

The state award to the mechanic winning the competition, will be an FAA Certificate inscribed by the Department of Transportation and citation signed by the FAA Administrator. The North Dakota winner will be offered a resident maintenance training course of their choice (tuition free) at the FAA Academy in Oklahoma City. The North Dakota Aeronautics Commission also will award the winning mechanic an entitlement up to \$250.00 travel and living expenses, while attending such a training course.

Every active mechanic has surely made valuable safety contributions, but many may not have realized their importance.

Aircraft owners and operators are sincerely invited to submit an entry form for a maintenance technician that has done an outstanding job of maintaining aircraft or solving some maintenance problem. Also electronic maintenance technicians are equally eligible.

Phillip Miller, Valley City, President and General Manager of General Air Service, Inc., and owner of Flip's Avionics, an FAA approved aircraft radio repair station, winner of last years Aviation Mechanic Award, has accepted the award of free tuition to FAA Academy School at Oklahoma City, Oklahoma and the \$250.00 living and traveling expense allowance granted by the North Dakota State Aeronautics Commission. Miller plans to attend a three-week school at the FAA Academy starting on November 27th in the class on "Pulse Techniques and Airborne Radar Systems".

STATE AIRPORT GRANT CHECKS ISSUED

State Airport Grant checks have been presented to the following Municipal Airport Authorities for assistance in constructing general aviation airport improvements:

1. Bottineau Airport Authority - \$5,000 for assistance in paving part of the costs of bituminous paving of a 2,800 X 50 ft. runway, taxiways and apron.
2. Oakes Airport Authority - \$1,055. for 50% of the cost of installing runway lights along a 3,200 ft. runway and beacon.
3. Tioga Airport Authority - \$10,000. for assistance in bituminous overlay paving of a 3,400 X 60 ft. runway, taxiway and apron and runway painting.
4. Mott Airport Authority - \$1,769. (Check being processed) for assistance in paying part of the costs of constructing a new 4,250 ft. X 120 ft. turf runway. All of the above projects were completed in 1972.

TOWER AND FLIGHT SERVICE STATIONS WITH FREQUENCY CHANGES IN NORTH DAKOTA PRESENTLY EFFECTIVE

FARGO TOWER - 118.6 (Receive and Transmit)	Airport Advisory Enroute
BISMARCK FSS - - - 122.2	
GRAND FORKS FSS - - - 122.2	
JAMESTOWN FSS - - - 122.2	
MINOT FSS - - - 122.2	
DICKINSON FSS - - - 122.2	
	123.6 }
	123.6 }
	123.6 }
	123.6 }
	123.6 }
	Simplex (Receive & Transmit)
	123.6 }

NORTH DAKOTA AVIATION ASSOCIATION ANNUAL CONVENTION JANUARY 18, 19 & 20TH, 1973

It being a legislative year, Bismarck was again chosen as convention site for the 1973 NDAA annual convention. Registration will start at 10:00 a.m. on Thursday the 18th at the Holiday Inn, with the ever-popular poolside party and mixer that evening. Although the date conflicts with the Minnesota Aviation Trades Association annual meeting, it was impossible to change, because of being locked in on Convention site availability. Governor elect Arthur Link will be asked to make the Annual Mechanics Safety Award. The public is invited to attend the annual banquet, according to Darrol Schroeder, Davenport, President.

INDUCTION ICING - continued from previous issue of Newsletter

The GO-AROUND: A recent aviation magazine article reminds us of another point to consider concerning our discussion of induction icing. The short article in question was entitled, "Carburetor Heat vs Go-Around". We very definitely disagree with the point they attempted to make. The article indicated that all of us have been taught to use carburetor heat during the landing configuration, and must be sure to get rid of it in case of a go-around, which is sound advice. But their explanation of this need to get rid of the heat on a go-around was --"the real danger is that the application of carburetor heat increases the richness of the mixture and upon sudden application of full throttle for a go-around it would be possible to flood the engine, causing complete engine failure". This is, of course, incorrect with a standard carburetor. Although heat does make a richer mixture, it does not "flood the engine". The two basic reasons for removing heat on a go-around are: 1. Loss of power becomes critical at low altitude and low airspeed with full heat "on". 2. There is the danger of detonation and/or engine damage using full heat on go-around at takeoff or climb power on the higher performance type powerplant.

STANDARDIZATION OF USE OF HEAT: It is necessary to carefully differentiate between the methods of applying heat to the various flat opposed piston engines in induction icing conditions. Most light airplanes with float type carburetors do not have a carburetor air temperature gauge, and therefore must use the heat position only in the full on, or full off positions, and with the mixture leaned to compensate for the richer fuel/air mixture ratio with carburetor heat.

Because flight instructors fly various models of manufacturers' airplanes and engines, it would be helpful to standardize the instruction on the use of heat in the landing configuration on aircraft using the float type carburetor. Avco Lycoming has no objection to the consistent standardized use of carburetor heat in the landing configuration.

OTHER TYPES OF INDUCTION ICING: Thus far, our discussion has limited itself to the float type carburetor which can incur ice in VFR flight conditions if there is the right combination of moisture, temperature and fuel mixture. In the case of fuel injection and pressure carburetors, it is the IFR type flight condition which generally causes induction system icing for the most part. The fuel injected engine does not have the threat of icing at the venturi; but other parts of the induction system can gather ice such as bends in the system, the impact tubes, or on the air filter. The pilot of a turbocharged powerplant should not be too concerned with induction system icing except in extreme conditions because of the high temperature of the induction air when the compressor is running. However, slush/snow can be a blockage threat to the air filter area if there is not easy availability to alternate air. Impact ice at high altitude with some turbocharged engines may cause a loss of 4 to 6 inches of MP when going to the automatic alternate air source.

The pressure carburetor is similar to the fuel injector in that it is not very vulnerable to icing, other than that outlined in the previous paragraph. When a float type carburetor is placed next to a pressure carburetor for a visual inspection and comparison, note that the float carburetor fuel jet is ahead of or below the venturi and throttle butterfly which means the fuel is being squirted into the worst possible place for icing--the carburetor venturi. On the other hand, the pressure carburetor jets are squirting fuel farther downstream beyond the venturi refrigeration chamber, which accounts for the less likelihood of icing in this type of system.

Most pressure carburetors have automatic mixture controls. On the ground, any application of heat will affect the AMC unit so as to make it temporarily unpredictable in its effect on the carburetor in flight immediately. If for some reason the pilot used heat on the ground (i.e. checking the heat system), he must wait at least two minutes before takeoff in order to avoid an erratic fuel flow because of the effect of the heat on the AMC unit.

CONCLUSION: Now that the operator understands how ice forms in the fuel metering device, and how the engine reacts when heat is applied, he can cope with an icing problem without panic because he knows what is happening.

CANADIAN OVERTIME CUSTOMS CHARGES - LETTER TO NEWSLETTER EDITOR

John (Jack) Bunker, Vice President of the N.D. Flying Farmers Association in a letter to the editor reports: "****It so happened that just after the N.D. Aviation News Letter arrived, I had to fly to Regina, Canada and made a point of leaving Mohall early enough to get there before 5 P.M. As a matter of fact, I arrived there at 3:50 p.m. Regina time and found that if we had arrived 10 minutes later, we would have had to pay \$20. overtime Customs fee.

You might mention in the "NewsLetter" that the charge is not necessarily on before

9 A.M. and after 5 P.M., but is on when the Canadian Customs man would not be normally on duty. At Regina Airport, his tour of duty was 8 A.M. to 4 P.M., so anyone arriving after 4 P.M. would be charged the \$20. Apparently duty hours vary from place to place in Canada and may be from 9 to 5 or 8 to 4, or possibly something else.

Trying to tie down the ground rules on this is like Alice in Wonderland. At any rate, I will be checking a little more carefully in planning Canadian flights *****.

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SEVENTEEN PILOTS ELECTED TO THE NORTH DAKOTA LEGISLATURE ON NOVEMBER 7TH

At least 17 pilots were elected to the North Dakota Legislature on November 7th. The majority of these legislators elected are active pilots. A few are not now active, but hold a pilot's license.

Legislative District

State House of Representatives

1	Charles Scofield, Williston (Part of Williams County)
1	Dean Winkjer, Williston (Part of Williams County)
3	Richard Backes, Glenburn (Renville and part of Ward County)
5	Roy Rued, Minot (Part of Ward County)
5	Michael Timm, Minot (Part of Ward County)
7	Robert D. Hartl, Rugby (Pierce and part of McHenry County)
12	Byron Langley, Marwick (Benson and Eddy Counties)
18	Charles Orange, Grand Forks (Part of Grand Forks County)
19	Oben Gunderson, Jr., McCanna (Part of Grand Forks County)
20	Malcom Tweten, Buxton (Trail and part of Cass County)
21	Charles Herman, Fargo (Part of Cass County)
22	Floyd Poyer, Amenia (Part of Cass County)
26	LeRoy Erickson, Delamere (Dickey and Sargent Counties)
27	Lawrence Dick, Engle Vale (Ransom and Part of Richland County)
29	Robert Reimers, Melville (Stutsman County)
29	Duane Rau, Medina (Stutsman County)

3
25

Lee Christensen, Kenmare (Renville and part of Ward County)
Russell T. Thane, Wahpeton (Part of Richland County) Elected in 1970

Representative elect Duane Rau, Medina is President of the North Dakota Flying Farmers Association. Other members of the Flying Farmers include Rep. elect Malcom Tweten, Buxton; Floyd Poyer, Amenia; LeRoy Erickson, Delamere; Robert Reimers, Melville and Oben Gunderson, Jr., McCanna, N.D.
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NORTH DAKOTA AIRCRAFT REGISTRATIONS AT ALL-TIME HIGH IN 1972

Up until mid-November, 1972, a total of 1,229 general aviation aircraft registrations have been issued by the State Aeronautics Commission, which is a all-time high compared with 858 ten years ago, an increase of 55% in the ten-year period.

The 1972 total divides into 962 aircraft used for transportation and 267 specialized aircraft used in aerial agriculture.

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PILOT FLIGHT SAFETY CLINICS SCHEDULED THROUGHOUT STATE

Pilot Flight Safety Clinics are being held throughout North Dakota, conducted by Harold E. Olson, Director of Safety Programs for the Federal Aviation Administration, Fargo District Office.

The clinics will be held from 7:00 p.m. to 9:30 p.m. Fridays and 9:00 a.m. to 4:30 p.m. on Saturdays at each location scheduled. There is no admission charge.

Subjects to be covered include: Aerodynamics; Aircraft icing; Flight Planning; Mountain Flying; Radio Communications; Vertigo and Disorientation; FAA Regulations; Pilot Briefing; Meteorology; Aircraft Accidents and Aeromedical.

Clinics have already been held in October and early November at Williston and Dickinson. Here are the locations and dates for additional clinics:

<u>City</u>	<u>Dates</u>	<u>Location of Clinic</u>	<u>Time</u>
Fargo	Nov. 24, 25	NDSU Memorial Union Ballroom	Friday - 7:00 to 9:30 p.m. Saturday - 9:00 a.m. to 4:30
Bismarck	Jan. 12, 13	N.D. State Highway Bldg. (West entrance, just east of Capitol Building)	Same as above
Grand Forks	Jan. 26, 27	University of North Dakota University Center Bldg.	Same as above
Wahpeton	Feb. 9, 10	Prairie Ballroom	Same as above
Minot	Feb. 23, 24	Wahpeton State School of Science	Same as above
Grafton	Mar. 9, 10	Place to be announced in coming issue	
James town	Mar. 23, 24	Place to be announced in coming issue	
Devil's Lake	Ap. 6, 7	Place to be announced in coming issue	
Fargo	Ap. 20, 21	NDSU Memorial Union Ballroom (Instrument & Multiengine rating)	

Interested persons are encouraged to bring the family. Also REGISTER FOR THE GENERAL AVIATION MANUFACTURERS ASSOCIATION SAFE PILOT AWARD PROGRAM, which includes a \$30,000 airplane, if you are the LUCKY WINNER.

PILOT FLIGHT SAFETY CLINICS - continued

The Clinics are sponsored at each city by the local fixed base operator; N.D. Chapter of 99's; North Dakota Aviation Association; State Aeronautics Commission; University of North Dakota; North Dakota State University; Flying Clubs; and General Aviation Manufacturers Association. * * * * *

EMERGENCY LOCATOR TRANSMITTERS - (ELT)

All U.S. registered aircraft manufactured or imported after December 30, 1971 must have an ELT attached (with certain exceptions). All other U.S. registered aircraft must be equipped with an ELT after December 30, 1973 (with exceptions).

Exceptions include (a) Turbojet powered aircraft; (b) Scheduled domestic or air carrier flights certificated under FAR 121, other than charter flights (c) Training flights with a 20-mile radius of the airport from which the flight originated; (d) Agricultural aircraft operations; and the ELT requirement applies to fixed wing aircraft, not to helicopters.

In the meantime, the FAA has found a flaw in some Emergency Locator Transmitters installed in new aircraft and is expected to publish soon a regulation requiring modification of emergency locator transmitters in general aviation aircraft to permit deactivation from the cockpit. Inadvertent activation of some units blocks receiving capability of an aircraft's navigation and communications receivers.

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CANCELLATION OF FAA AIRCRAFT REGISTRATION BY OWNER - WHEN AND WHY

Lee C. Mills, Chief General Aviation District Office, Fargo, points out that FAR 47.41 requires that the FAA Certificate of Aircraft Registration with the reverse side completed by the registered owner, must be returned to the FAA Aircraft Registry by the holder of the certificate when any of the following situations arise:

1. When the ownership of the aircraft is transferred.
2. When the aircraft is totally destroyed.
3. When the registration is cancelled by the owner.
4. When the aircraft is registered in a foreign country.
5. When the holder loses his U.S. Citizenship
6. Must be returned by the Administrator or Executor of the estate within 60 days after the owner's death.

FAA Inspectors, while traveling around North Dakota and inspecting various aircraft, have been finding old aircraft registration certificates still included in the aircraft records.

GADQ Inspectors have been reminding and counseling owners to fulfill these requirements for the past year or so, without taking strict enforcement action, according to Mills.

FIRST TURBO POWERED BUSINESS HELICOPTER IN NORTH DAKOTA

Minnkota Power Cooperative, Grand Forks, have purchased a new Bell Jet Ranger Helicopter, powered with a 400 HP Allison Turbo engine. The machine has a rated cruise of 140 MPH and is being flown by James Morten of Larimore, N.D., who has recently been hired as the pilot-mechanic for the copter.

Minnkota officials said the new machine will be used throughout the firm's service area in Northeastern N.D. and Northwestern Minnesota. It will be used for power line inspection and for flights between Grand Forks and its lignite generating plant near Center, N.D.

SKYMASTERS FLYING CLUB TOUR GARRISON DIVERSION MCCLUSKY CANAL

Twenty four pilots and flying enthusiasts attended the October 21st Fly-In breakfast at Top's Restaurant in Sterling, N.D. (airstrip next to restaurant). After the breakfast, the group of seven planes flew in formation over the Garrison Diversion Canal. Vernon Cooper, Chief of the Garrison Diversion Conservancy District spoke to the group at Sterling and explained the entire canal irrigation program. The flight tour continued to Carrington, where a bus transported the group to the Garrison Diversion new Headquarters Building and from there the N.D. Experiment Farm was toured, under the direction of Howard Olson, Superintendent. After a lunch at the Chieftain Motel at Carrington, the group flew home.

The tour was sponsored by the Skymasters Flying Club, Jamestown, N.D. This report was submitted by Mrs. Darold Anderson, Publicity Chairman, Skymasters Flying Club.

99'S TO HOLD THEIR 3RD ANNUAL CHRISTMAS DINNER-DANCE

Just a reminder to anyone interested that the 99's are having their 3rd annual Christmas Dinner-Dance at the Ramada Inn at Minot, N.D. on December 2, 1972. \$7.50 will get you to the dinner and dance.

For tickets contact Helen Hurley, Minot; Audrey Baird, Dickinson, Beth Lucy, James town; Lou Weber and Kay Vogel, Bismarck or any other 99 member.

ACCIDENTS:

Pilot: Gerald M. Williams, Richfield, Minnesota

Time & Place: September 23, 1972, 2015 P.M., 6 miles west of Lawton, N.D.

Pilot Time: Private, ASEL, 73 TT, Age 32

Aircraft & Damage: Piper PA-28R, Aircraft Total Loss

Injuries: Fatal to pilot and passenger

Investigation Revealed: Mr. Williams was dispatched on 9-21-72. He returned to Flying Cloud Airport the morning of 9-22-72 but did not turn the aircraft in, stating he was departing for North Dakota in a few hours. He left Flying Cloud early 9-23-72.

Pilot: Ann K. Hunt, Cavalier, N.D.

Time & Place: Oct. 13, 1972, 3:20 p.m., Cavalier Airport

Pilot Time: Student, 20 TT, Age 34

Aircraft & Damage: Cessna 150, propeller damaged, nose wheel mounting broken, together with engine mount, firewall dented, substantial damage to underneath structure adjacent to firewall.

Pilot Statement: Previous to this day, I had two hours of solo time, all spent in the traffic pattern shooting landings, under near ideal conditions. In preparation for cross country work, we had started working on slight crosswind and stronger wind landings. The wind this day was stronger than I was used to, but I made 3 satisfactory landings dual and 3 satisfactory landings solo. On my next (last) landing, was lined up OK with runway, but had some trouble with smooth glide, due to wind and was using some power 1500 to 1600 RPM, then thought glide was OK and cut back throttle, noted airspeed 65, but then was suddenly down low bit sooner than anticipated. Here I should have added power, heard no stall warning; thought could land OK at end of runway, but did not get enough flare out. Nose wheel plus other two wheels appear to have touched in beyond threshold lines and just before asphalt (landing still felt normal, with no strong jolt or bounce). Then aircraft slid to rest on collapsed nose gear. Shut off switches and got out of plane as help arrived.

Pilot Recommendation: As owner & Instructor, I could have stopped the flight before the last landing, as the wind had increased somewhat.

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Preliminary Report:

Pilot: Freddie Mutschler, Age 41, Wimbleton, N.D.

Time & Place: November 11, 1972, Late Saturday night about 45 miles north of Globe,

Arizona on the Fort Apache Indian Reservation near Seneca Lake.

Sheriff's Report: According to Gila County Sheriff's Office in Globe, Arizona.

Mutschler, the pilot, forced landed the twin engine Cessna 310 in a mountain meadow near U.S. Highway 60. Officials believe the forced landing was caused by severe icing on the aircraft's wings. The three were enroute from North Dakota to Phoenix, Arizona, when the Cessna 310 they were flying was caught in a severe winter snow storm with heavy icing in the clouds. Terrain in this general area varies from 4,400 to 8,500 ft. above sea level.

Local officers said that Freddie Mutschler's clothing caught on fire after he brought the aircraft down. Mutschler's wife extinguished the flames. According to local officials, Freddie Mutschler sustained burns on his face, but is reported uninjured and in good condition. The three, except for Mutschler's minor facial burns were reported uninjured in the crash, as far as is known.

Sheriff's deputies reported that the three made their way from the crash site to U.S. Highway 60, where they were picked up by a passing automobile and driven to the Sheriff's office at Globe, Arizona.

Mutschler holds a commercial pilots license, instrument rating, both SE and MEL and has over 4,000 hours total flying time. Freddie has also piloted commercial aerial applicator aircraft during the past five years. The Mutschler's operate a 3,000 acre farm located 17 miles NE of Jamestown, N.D. The Mutschler's are members of the N.D. Flying Farmers Association.

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COMMANDER AVIATION CORP. BISMARCK, TAKE DELIVERY OF NEW AERO COMMANDER 112

Taking delivery recently of the forerunner of a newly designed family of aircraft, Commander Aviation Corp. of Bismarck became an active authorized dealer, when they accepted an Aero Commander Super Sport 112. The aircraft has two doors and the 200 Lycoming engine has a balanced crankshaft. The cabin is large, having leg room, found only in some twins. A novel innovation is the non-siphoning gas caps which will prevent fuel from siphoning off, in the event of a gas cap being inadvertently left off.

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FOR SALE: 1973 American Trainer; 1973 American Traveler; 1960 Mooney M-20B, 180 HP; 1971 1972 American Trainer TR-2, red with white trim; 1971 American Trainer, red; 1971 Mooney Chaparral, blue & white; 1971 Mooney Ranger, red & white; 1971 Mooney Executive, red, white, blue; 1971 Mooney Ranger, red & white; 1971 Mooney Chaparral, 1971 Mooney Executive, red, white, blue; 1971 Mooney Statesman, green & white; 1969 Mooney Statesman, green & white; 1968 Aero Commander Executive, green & white; 1969 Mooney Statesman, green & white; 1968 Aero Commander QuaiT spray plane; 1972 American Traveler 4-place; 1968 Aero Commander QuaiT spray plane; 1972 American Traveler 4-place; 1968 Mooney Ranger, blue & white; 1972 Champion Citabria; 1972 American Traveler 4-place; 1968 Mooney Ranger, blue & white; 1972 Champion Citabria; 1972 American Traveler 4-place; 1968 Mooney Executive red & white. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701 at telephone 701-838-4092.

FOR SALE: 5- Cessna 150's to choose from also 1970 Lark Commander for \$7,000. Contact Aero Flight Inc., Box 1808, Minot, N.D., Tel: 701-838-4259.

The revolutionary Rallye 220 STOL airplane will be sold by Rallye Aircraft Sales, Russell Eckre, Sheldon, N.D. for both North and South Dakota. The base price is about \$27,000. Interested persons can write or call 701-882-4565 for more information or to see and fly the airplane.

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FOR SALE: 1970 150 Trainer with Mark 12B, 360ch w/NOR/LOC, turn and bank, heated pitot, individual bucket seats, red & white; 1972 Cessna Skyhawk, 499 TT, complete 360 channel, NAV-COM 300, ADF dual controls, NAV-Tights detectors, ground service plug, new annual. Contact Capital Aviation Corp., Box 1471, Bismarck, N.D. Tel: 223-0260

NORTH DAKOTA AERONAUTICS COMMISSION
BOX U-1000, BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: 1973 Aero Commander 112, ferry time only, King 170 radio with 201C omni, full panel, super sport paint with chrome spinner, reclining seats, headrests, 35 amp battery, full flow oil filter, quick drain, strobe, \$32,040.; 1957 H. Bonanza, 2200 TT, 800 SMOH, new overhauled prop, MK 12-90 VOA-4 MK 5, VOA-4 Lear ADF, B-1 constant co-pilot, new interior, fresh license \$13,500.; 1970 Cherokee 140-4, 1015 TT, MK-12-B-90-VOA 40, full panel, four place, new paint, \$8,950.; 1966 Super 21 Mooney, 1750 TT since new, 352 SMOH by repair station, King 150 radio with omni, positive control, heated pitot, head rests, beacon, no damage, \$12,900.; 1971 Cherokee 180, 650 TT since new, MK 12B-VOA 40 omni, Narco transponder, auto control III, \$15,900.; 1968 Cherokee 140-4, only 1700 TT since new, 600 SMOH, MK III radio with omni, 300 ADF auto fite auto pilot, \$7,950.; 1972 Arrow II, 100 TT, alternate static, heated auto fite auto pilot, EGT, five seats, \$17,900.; 1970 Skyhawk, 800 TT since new, Nav Comm pitot, 35 amp battery, two head rests external power, electric trim, overhead vents, King 170 with 201 omni, three lite marker, audio selectro panel, auto control III, \$26,500.; 1971 Waco, 200 TT since new, MK12A, 360 channel with VOA-4 omni, wing leveler, auto pilot, EGTR, five seats, \$17,900.; 1970 Skyhawk, 800 TT since new, Nav Comm 300-360 channel with omni, 300 Cessna ADF glide slope, 300 Transponder, 3 lite marker, \$11,900.; 1973 Piper Seneca, 7th seat, Dual King 170's with glide slope, \$71,803.; 1971 American Trainer, 742 TT since new, Genave 360 channel radio with omni, MK II, \$8,450.; 1969 Arrow 200, 1725 TT, 520 SMOH with AD 71-5-2 compiled, Dual MK 12A'S, 360-90 channel, VOA4-VOA4OM with three lite marker ADF 31A, auto control III \$16,900.00. For these and many more contact Commander Aviation Corp., Box 1014, Bismarck, N.D. 58501. Tel: 701-223-6862 or after hours 223-3388.