

# AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA

COMMISSIONERS:  
WARD WHITMAN, ROBINSON  
CHAIRMAN  
JACK K. DANIELS, WILLISTON  
VICE CHAIRMAN  
ALFRED C. PIETSCH, MINOT  
SECRETARY

JOHN D. ODEGARD, GRAND FORKS  
NICHOLAS F. SCHUSTER, FARGO



Harold G. Vavra  
Director

JUNE - JULY, 1975

## FARGO-MOORHEAD CENTENNIAL WEEK TO BE KICKED OFF WITH BLUE ANGELS, NAVY AND MARINE CORP. PRECISION FLYING TEAM PERFORMANCE THIS SATURDAY AND SUNDAY, JUNE 21ST AND 22ND

Fargo-Moorhead is gearing up to handle 20,000 to 30,000 people who are expected to be on hand to view one of the largest air shows in the area this Saturday and Sunday, the 21st and 22nd. A Centennial parade is to be held Saturday morning June 21st in the downtown Fargo area and the Airport is to be closed to automobile traffic with the exception of airline ticket holders. Spectators will be asked to park in designated points in the airport area and will then be transported by shuttle busses to the viewing sites in front of the National Guard Hangars.

The Blue Angels precision flying team will be arriving in Fargo on Thursday, the 19th and will make a preview flight on June 20th.

The Blue Angels first organized 29 years ago, number 14 officers and 74 enlisted personnel. Seven jet pilots and an alternating enlisted crew of 25 men will be in Fargo. They will bring 10 A-4 Skyhawks 11 aircraft, plus a Lockheed KC-130 Hercules transport plane, known affectionately as "Fat Albert".

A typical Blue Angel flight demonstration consists of six jet aircraft which perform a prescribed sequence of maneuvers. They will be seen in three components: a diamond of four aircraft, two solo aircraft that oppose each other along the line of flight and all six aircraft in a delta formation.

Commander of the Blues is Flight Leader Tony Less, a native of Salem, Ohio. He has been a member of the U.S. Navy since 1959. Less resides in Pensacola, Fla., home of the Angels.

Two other world-famous units, the Silver Eagles, a helicopter precision demonstration team; and the U.S. Army Golden Knights, a parachute jump team, also will perform during the two day event.

Delayed parachute jumps and other parachute demonstrations will be offered by the Army's Golden Knights. The Silver Eagles helicopter team also will present their low level maneuvers during the three hour program.

For the flying public, Hector Field will be closed during the hours of noon 1200 to 1250 CDST and 2:00 to 3:00 p.m. CDST on both days to air traffic, according to Derwin Hammond, the tower chief at Hector. Pilots are requested to contact Fargo approach 20NM out on 119.8 or 118.95 for any additional information and vectoring.

\* \* \* \* \*

### AVIATION MECHANIC SEMINAR WELL ATTENDED

With upwards of 70 people attending a 2½ day Mechanics Seminar in Bismarck's Holiday Inn recently, plans are already in the making for a repeat in 1976.

The seminar provided information of new products and services available, explanations of problem areas, and discussions geared toward improved services and communications.

Technical Representatives of various companies supplied the latest industry know how and were very informative and well versed in their fields. Chuck Maddox, of Van Dusen Supply was very instrumental in the securing of the speakers and representatives of the participating companies. Those in attendance overwhelmingly voiced the need to continue the seminars; and named a committee of 3 to make plans for 1976. Names were Gordon Person, Manager and part owner of Dakota Aero-Tech, Inc. of Fargo; Frank Argenziano, Chief Mechanic of the University of North Dakota Aviation Department and Vernon H. Baltzer of the North Dakota Aeronautics Commission.

March 2nd, 3rd and 4th, 1976 were selected as the dates and Bismarck was selected as the most logical location for the Seminar.

\* \* \* \* \*

### AERONAUTICS COMMISSION HAS MOVED TO NEW QUARTERS

The North Dakota Aeronautics Commission has moved into the south half of the new Bismarck Municipal Airport General Aviation terminal. The general aviation terminal also houses the Airport Manager's office plus the line refueling quarters and is one of the finest in the North Central Plains, according to Raymond W. Heinemeyer, Manager. The public is invited to drop in and inspect the new offices.

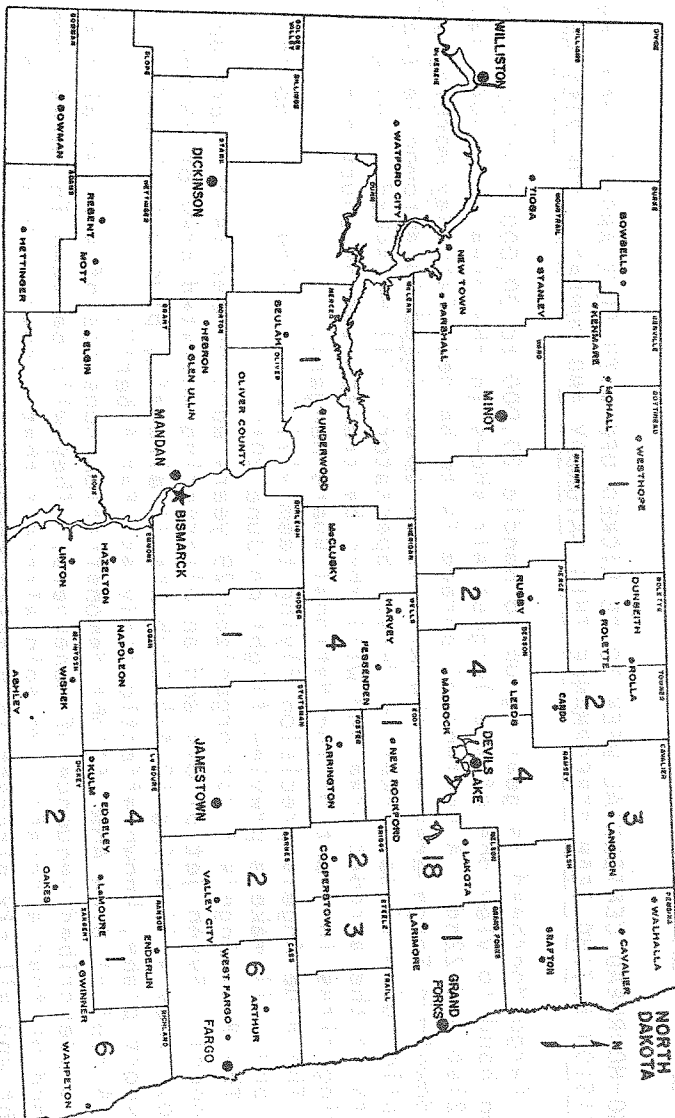
\* \* \* \* \*

| Case | Age | Gender | Occupation | Duration | Location | Outcome   |
|------|-----|--------|------------|----------|----------|-----------|
| 1    | 25  | Male   | Student    | 10 days  | Urban    | Recovered |
| 2    | 30  | Female | Teacher    | 15 days  | Rural    | Recovered |
| 3    | 35  | Male   | Engineer   | 20 days  | Urban    | Recovered |
| 4    | 40  | Female | Homemaker  | 25 days  | Rural    | Recovered |
| 5    | 45  | Male   | Farmer     | 30 days  | Rural    | Recovered |
| 6    | 50  | Female | Teacher    | 35 days  | Urban    | Recovered |
| 7    | 55  | Male   | Engineer   | 40 days  | Urban    | Recovered |
| 8    | 60  | Female | Homemaker  | 45 days  | Rural    | Recovered |
| 9    | 65  | Male   | Farmer     | 50 days  | Rural    | Recovered |
| 10   | 70  | Female | Teacher    | 55 days  | Urban    | Recovered |

is requested.

DAVIDIA HOME!  
WANTED INDICATED ARE

TOTALS FOR EACH COUNTY

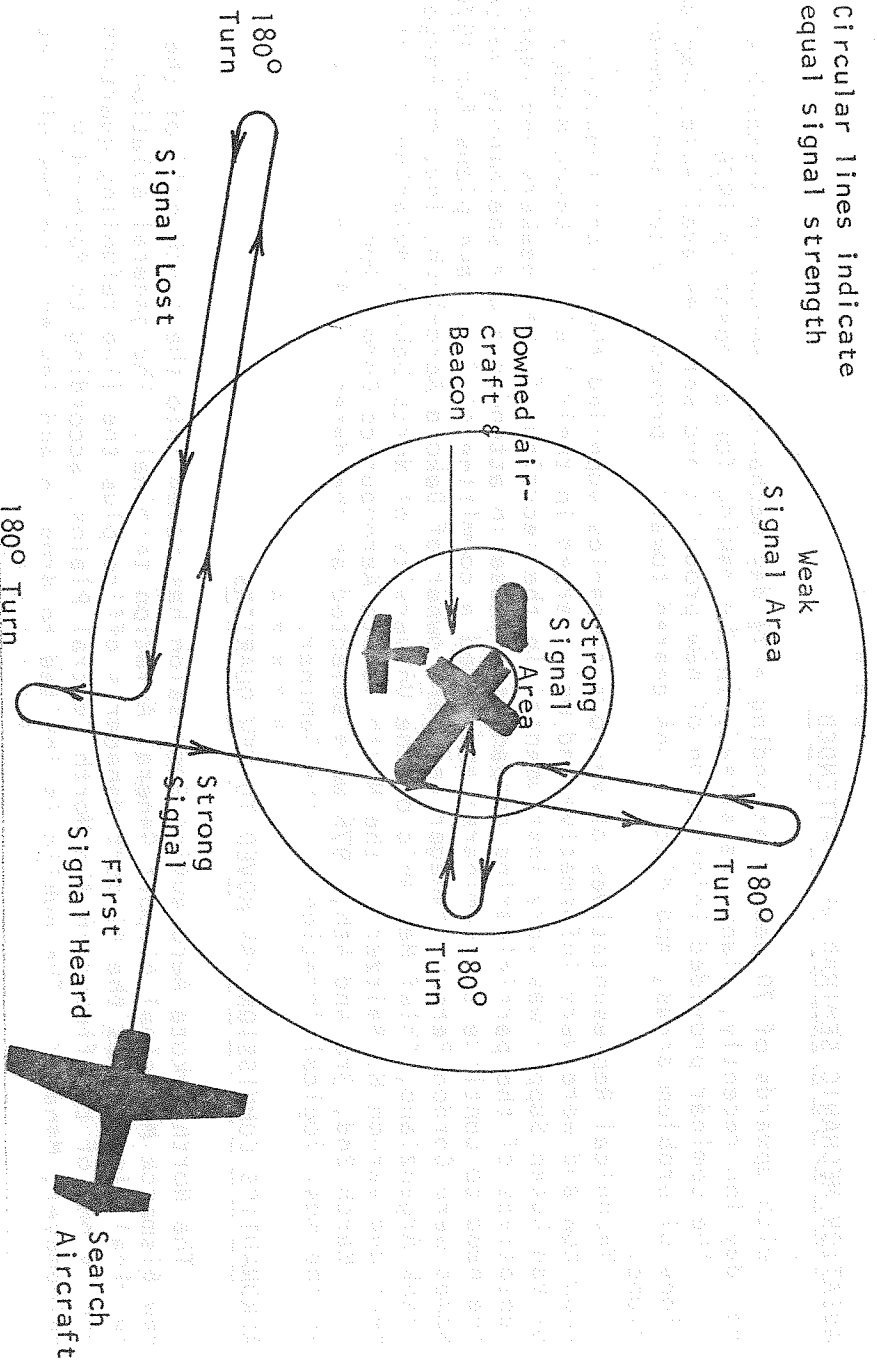


LOCATING THAT WAILING EMERGENCY LOCATOR BEACON

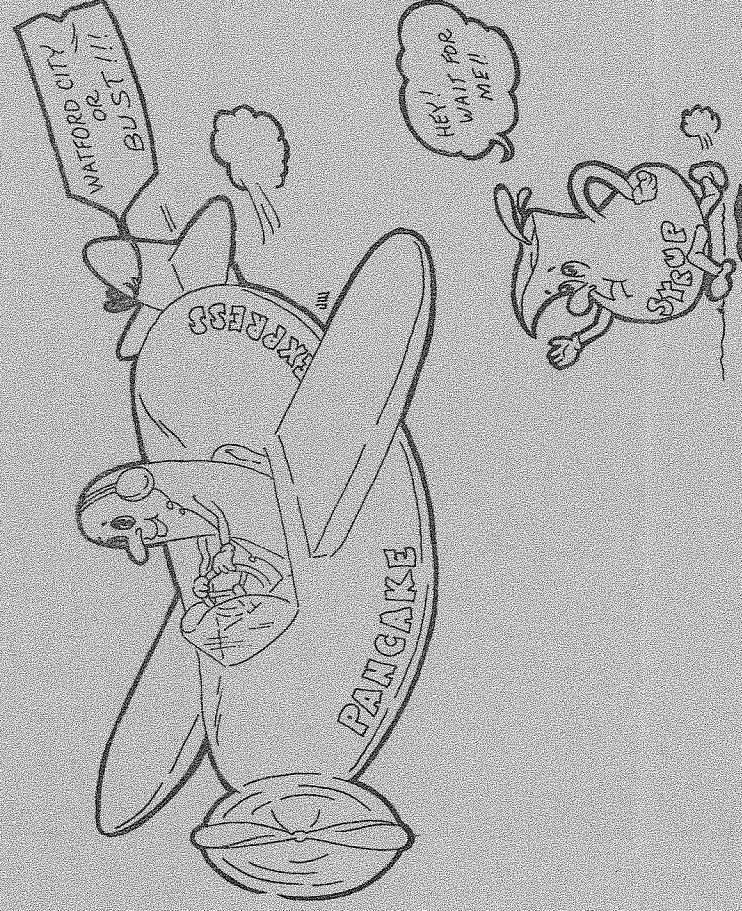
or buildup sooner.

cedure and carry it in your aircraft.

equal signal strength







### WATFORD CITY FLY-IN BREAKFAST, AIRPORT DEDICATION AND AIRSHOW

A fly-in breakfast is planned at Watford City, North Dakota Airport on June 22, 1975. Along with the breakfast, a full day of aviation events and activities is scheduled. There will also be a brief ceremony to dedicate the Watford City Municipal Airport. Guest speaker will be Jack Daniels of Williston, according to John Heggen of Watford City, Committee Chairman.

Several other events are planned and prizes will be given away. Among the events planned are a spot landing contest for all visiting pilots. The landing must be executed on the initial approach. The runway will be marked and judges will be on hand to measure. A prize will be given. A prize will also be given for the visiting pilot coming the longest distance.

Movies will be shown throughout the day. There will be an air show and a remote controlled model plane demonstration. Rides will be offered and airplane dealers will be invited to come in and display aircraft. We are also hopeful that there will be a few home built and antique aircraft to view.

Everyone is invited to come for the breakfast to be served from 6 a.m. to 1 p.m. Come by car, plane, bike, horseback or on foot. Tickets will be sold for the breakfast and a door prize will be given away in conjunction with the breakfast tickets. A special invitation is hereby issued to flying farmers and fixed base operators as well as all private and commercial pilots.

A schedule of events is as follows:

6 A.M. to 1 P. M. - - - Fly-in Breakfast (Pancakes and Sausage served by a lot of good local people)

#### Spot Landing Contest

1:30 P.M. - - - - - Dedication Ceremony (Jack K. Daniels, Speaker)  
2:00 P.M. - - - - - Airport closed and Air Show featuring Al Pietsch and his Star Duster

4:00 P.M. - - - - - Model Plane Demonstration

Rides All Day - In the event that the weather does not cooperate, the events will be held one week later on June 29, 1975.

Call John Heggen of Watford City for further information at 842-3742, 842-2311 or 842-3265.

\* \* \* \* \*

### IMPORTANT REMINDER TO AIRPORT MANAGERS AND AUTHORITY CHAIRMEN

With ample June moisture, grass is growing at a tremendous rate and within the next 5 days or preferrable sooner, it should be cut. The temptation is great, especially on the part of farmers that have leased the haying rights to obtain as much hay as possible by deferring mowing. Managers and chairmen are reminded that serious accidents can be the result of tall grass and that airports notwithstanding other thinking, are primarily designed as a facility for the safe landing of aircraft. Let's get that grass cut.

\* \* \* \* \*



LEE MILLS, GADO #7 CHIEF REVIEWS TRANSPONDER EQUIPMENT AND TESTING REQUIREMENTS

Transponders: Effective July 1, 1975, FAR 91.24(a) requires that all ATC transponder equipment used in US registered civil aircraft must meet the performance and environmental requirements of any class of TSO-C74b or any class of TSO-C74c as appropriate.

There are provisions for use of transponders meeting the requirements of TSO C74 or TSO C74a, however, this will generally be determined by the equipment manufacturers. An avionics repair facility may assist the aircraft operator if there are provisions for using some particular type of equipment.

The preamble of Part 91 discusses the new transponder requirements of FAR 91. 24(a) it says that after July 1, 1975, transponders not shown to be in compliance need not be removed from the aircraft, but may not be used in any U.S. airspace, regardless of installation date.

Additional requirements are that transponders used in aircraft operated under Part 135 of the Federal Aviation Regulations must meet the requirements of any class of TSO-C74b or class 1A or 1B of TSO C74c.

Transponders operated above 15,000 feet in flight operations conducted under Part 91 or 135 must meet the requirements of TSO-C74b or Class 1A or 2A of TSO C74c.

Automatic Pressure Altitude Reporting Equipment: FAR 91.24 has required this equipment in Group 1 Terminal Control Areas since January 1, 1975. FAR 91.24 requires altitude reporting equipment for operations above 12,500 feet after July 1, 1975; however, FAR 91.90 has been amended so altitude reporting equipment will not be required in Group 1 Terminal Control Areas.

Aircraft operators with altitude reporting equipment installed or anticipating installation of this equipment should assure that equipment has been or will be installed in accordance with Advisory Circular 43-6 dated 9/19/74 or subsequent issues.

Testing: Effective January 1, 1976, no person may use a transponder unless that transponder had been tested within the preceding 24 calendar months in accordance with FAR 43, Appendix F. An appropriately rated repair station may perform this inspection.

\* \* \* \* \*

PIETSCH FLYING SERVICE AVIONICS DEPARTMENT ANNOUNCES TRANSPONDER AND DME CERTIFIED

Harold Wengel, service man of the Pietsch Flying Service Avionics Department has informed the Aeronautics Commission that they are certified to service and install transponder and DME equipment, also to install and service and certify encoding altimeters. The repair station Certificate #3469 also does altimeter testing and will certify testing after installation of encoding altimeters.

\* \* \* \* \*

GAMA TO DONATE \$40,000 AIRPLANE

In a recent announcement, Edward Stimpson, president of the General Aviation Manufacturers' Association, revealed that GAMA will donate a \$40,000 airplane of the winner's choice, for the new National Safe Pilot Sweepstakes 11. Other prizes will include two \$1,000 certificates to be used to advance pilot ratings or certificates; a 14-day European vacation for two; and a trip for two to the 1976 AOPA Plantation Party to be held in San Antonio, Texas. To be eligible, entrants must attend an FAA Safety Seminar between April 1, 1975 and March 31, 1976. These seminars concentrate on the common causes of General Aviation accidents, on preventive measures, and on a review of proper flying techniques. That the program works is attested to by a review of the previous "First Safe Pilot Sweepstakes" in 1972-73. That year, more than 200,000 persons attended 1600 FAA Safety Seminars throughout the country, and it was noted that accidents declined some 12 percent while flying activity increased by about the same amount. Pilots and prospective pilots wishing to participate in the Safe Pilot Sweepstakes should contact their local FAA office for times and locations of the seminars. For Sweepstakes rules, write to GAMA, Safe Pilot Program, Suite 1215, 1025 Connecticut Avenue, N.W., Washington, D.C. 20036.

\* \* \* \* \*

AERONAUTICS COMMISSION MAILS 3000 AIRMAN RENEWALS

Over 3,000 airman renewal application forms were mailed recently by the N.D. Aeronautics Commission to present holders of N.D. Airman certificates for the biennial renewal of the certificate, which requires a \$3.00 fee for private, commercial, mechanic, \$1.50 for students. To expedite the process, everyone is asked to return the application with their remittance as soon as possible to preclude forgetting and thus requiring a reminder.

\* \* \* \* \*

VALLEY AVIATION GROUP ELECTS

Lynn Larson of Argusville, N.D. was named president of the Red River Valley Agricultural Aviation Association at a meeting in Grand Forks recently. Ron Deck of Hillsboro was named vice president and Bob Wood of Grand Forks, Secretary, Treasurer. Elected to the board of directors were David Yaggie of Breckenridge and Merrill Pulkrabek of Warren, Minnesota; Arlyn Kraft of Mapleton and Jim Montgomery of Grand Forks, N.D.

\* \* \* \* \*



# NATIONAL TRANSPORTATION SAFETY BOARD RELEASES REPORT ON FATAL MIDAIR COLLISION

A recent released report on a fatal midair collision between a New Jersey National Guard F-106 jet interceptor aircraft and a Piper PA-24-250 Comanche, which occurred near Saxis, Virginia at 2023 EDT on October 11, 1974 by the Safety Board follows:

The National Transportation Safety Board today released its report that the four occupants of the Piper were killed and the aircraft destroyed; the F-106 returned to its base at Atlantic City, New Jersey without further difficulty.

The Safety Board determined that the probable cause of this collision accident was "the failure of the interceptor pilot to see and avoid a civil aircraft during a high-speed, low altitude, intercept training flight conducted in an area which included major north-south airways. Also contributing to this accident, "the Board said, "was the system which permitted an incompatible mix of traffic in controlled airspace which resulted in the probability of an inadvertent radar lock-on to a civil aircraft."

The privately owned Piper was on a visual flight plan from White Plains, New York to Georgetown, South Carolina. The pilot was receiving "radar following" from the en route Federal Aviation Administration air traffic control centers and contacted the FAA Washington Center while over Salisbury, Maryland at 2010:29.

At 2022:12 the Washington Center advised the Piper pilot "...you have traffic in your six o'clock position and five to seven miles southeast bound, indicated VFR below ten; he's slowly overtaking you" and the Piper pilot acknowledged and said "we'll be looking over our shoulder here." At 2023:07 Washington Center told the Piper pilot "he's in your eight o'clock position now and about five miles; he looks like he's gonna be off your left wing." There was no reply or further contact with the Piper and its radar return disappeared from the Washington radarscope.

The two F-106 military aircraft, Echo Lima 10 and Echo Lima 08, the latter involved in the collision, were both from the 177th Fighter Interceptor Group based at Atlantic City, New Jersey. They were conducting a low-level intercept training mission under control of the North American Air Defense Command (NORAD) facility at Fort Lee, Va.

EL 08 was being vectored fro a stern attack on its target aircraft EL 10, which was at 3,000 feet on a heading of 190 degrees. The NORAD controller was aware of the conflicting traffic (the Piper) and advised EL 10 and EL 08 of its location three times. "However," the Board said, "neither he nor the pilots suspended the intercept operation," and "the NORAD controller cleared EL 08 for an attack with the conflicting traffic in the area."

Finally, the NORAD controller called the conflicting traffic at 250 degrees 4 miles from EL 08 and EL 10 when actually the F-106's were 2 miles apart and EL 08 was closing within 1 miles of the conflicting traffic. EL 10 acknowledged that he saw the traffic and apparently assessed it as no threat to him. However, EL 08 either did not see the Piper or saw it, returned to his intracombat duties, and inadvertently locked on the civil aircraft rather than EL 10. This probability is substantiated by the fact that EL 08 climbed from the initial intercept altitude of 6,000 feet to the collision altitude of 8,500 feet, the cruising altitude of the Piper on Victor 1 airway.

A witness on the ground in Saxis, Virginia saw the jet aircraft approach and strike the small aircraft from the rear. After the collision, he saw the Piper fall straight down with its light on. The jet aircraft flew south-southeast, rolling and descending, and then proceeded back to its Atlantic City base.

The Safety Board pointed out that the conduct of low altitude radar intercept training in areas other than those designated constitutes an unwarranted risk to aviation safety because (1) airways are used heavily by IFR and VFR traffic; (2) high-speed flight maneuvers are involved in intercept operations; (3) interceptor pilots have a heavy cockpit workload when tracking a target; and (4) apparently NORAD is unable to identify all aircraft in the area sufficiently to insure that their interceptors are separated from them.

As a result of this accident, the Safety Board on November 4, 1974, recommended that the Federal Aviation Administration, in coordination with the Department of Defense, "take positive action to assure that such low-level military intercept training operations are confined to designated restricted airspace."

## POINTERS TO USE TO CONSERVE FUEL

The following 7 means to conserve fuel were recently pointed out to all known Beechcraft owners on record, in a letter by the Beech Aircraft Corporation. Since fuel continues to be a critical item, everyone should plan and operate in accordance with the best known procedures for fuel conservation and to this end, we are reprinting the points that Beech makes.

1. Plan your trip (climb-cruise-descent) carefully to conserve fuel.
2. Use R-NAV for direct flights where possible.
3. Obtain your clearance prior to taxiing to point of departure.
4. Optimize scheduling & consolidate flights where possible (increase load factor).
5. Use simulators for training or conduct proficiency training on dead-head flights.
6. Make sure your aircraft is clean & in optimum operating condition.
7. Check FSS and choose altitudes to get best wind benefits on extended trips.

\* \* \* \* \*



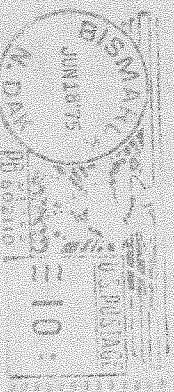
FOR SALE: 1975 Skyhawk II with Nav Pac, 550 TT, gold & white; 1975 Skyhawk II, 300 TT, nutmeg and white, 300 Nav Com 720 Ch Comm, transponder. Contact OK Aviation for full line of new and used Cessna aircraft. OK Aviation now has an instrument examiner. OK Aviation, Bismarck Municipal Airport, Telephone 258-5610

\* \* \* \*

FOR SALE: 1969 260C Comanche, 400 SMOH, full IFR with 2 axis A/P, 1974 Super Viking 300, FTO, Narco Pkg, 3 blade, Century II coupled; 1975 Turbo Booted Seneca II, FTO, complete King pkg, 3 Axis coupled, encoding alt, loaded; 1969 Deluxe Super Cub, 1101 SMOH, Alpha 200, never been a sprayer; 1966 Comanche 260, only 300 SMOH, full IFR, 3 axis A/P, double sharp; 1966 Cessna Skylane only 250 SMOH, very nice radio pkg, Owl Stoi Kit, recent paint, 75 Thrush Commanders 600 & 800 HP to choose from. Compare our specs and performance and you'll agree. "Toughest Bird in the Bush and does the most work!" 1975 Cessna Skyhawk II's, eighteen to choose from with assorted options and colors; 1975 Cessna 180, FTO, King rado pkg, float kit, LRF, ready to work; 59 Travel Air, 920 SMOH, full IFR w/3 axis a/p, recent paint & interior, clean; 64 Debonair 650 SMOH, tip tanks, full IFR radios, two year paint; 75 Booted Aztec E, 100 TT, King Silver Crown pkg, 3 axis coupled, loaded; 75 Citabria's, Scouts & C Packages to choose from. In stock for immediate delivery; 1965 66 and 68 Pawnee 235's, in ready condition to work. If you don't see what you are looking for, call, our inventory changes daily, always a good selection of new and used aircraft to choose from. Contact Commander Aviation Corp., P.O. Box 1014, Bismarck, N.D. Call 701-223-6862.

\* \* \* \*

NORTH DAKOTA AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA 58505



FIRST CLASS

Margaret Ross  
Historical Society  
Liberty Memorial Bldg.  
Bismarck, N.D. 58501

FOR SALE: 1971 American Trainer AA-1A, 2000 TT on engine & airframe; 1972 American Trainer AA-1B, 1900 TT on aircraft & engine; 1974 Trainer AA-1B, 40 TT on aircraft & engine; 1975 American Traveler, AA-5, 150 TT; 1975 Bellanca Champ 7KCAB, 20 TT on Aircraft & engine; 1975 Bellanca Champ 7GCBC, 40 TT; 1968 Mooney M20F, 116 SMOH on engine, 6,000 TT on frame; 1968 Mooney M20G, 700 SMOH, 4,000 TT on frame; 1970 Mooney M20E, 450 SMOH on engine, 1400 TT on frame; 1969 Mooney M20C, 600 SMOH on engine, 2700 TT on frame; 1975 Mooney M20C, 13 TT on engine & frame, ferry time only. Contact Pietsch Flying Service, Minot International Airport, Tel: 701-838-4092, Minot, N.D.

\* \* \* \*

DEVILS LAKE: Lake Region Aviation Inc. of Devils Lake, Certified Repair Station D-4-5 announces that they now have the capability to certify altimeters for IFR, as required by FAR 91.170, in or out of the aircraft. The firm says that a large saving can be realized in the cost of the test by the elimination of down time, also the transportation over the previous method of exchanging altimeters with an instrument shop. In addition to altimeter testing, they offer certification testing after installation of the encoding altimeters, blind encoders (digitizers) and transponders as will be required later this year.

The firm is also carrying several makes and models of altimeters and encoders in stock in their parts department, according to Harold Parkin, Manager and part owner of the firm.

\* \* \* \*