

----- NORTH DAKOTA -----
EXPERIMENTAL AIRCRAFT ASSOCIATION AIR SHOW & AIR RACES AT MINOT - JULY 27 & 28th

The Experimental Aircraft Association is sponsoring a two-day "Fly In" of Home Builts and Aerobatic aircraft at Minot International Airport on Saturday and Sunday, July 27th and 28th.

The two-day event features a flight breakfast, air show, closed circuit pylon races, cross country races (open to all aircraft); glider flights, parachute jumps and aerobatic flights. A hangar dance will be held Saturday night. A flight breakfast is on tap for Sunday morning at 8:00 a.m.

Pilots of International fame planning to fly in include Frank Price of Waco, Texas, former National Aerobatic Champion; Lou Stolp from Riverside, California, the designer of the Star Duster I and II. Lou Stolp will fly in with a Sopwith Triplane, a World War I aircraft of British construction. Tom Nord, Pembina will be on hand with his glider.

Homebuilts and aerobatic aircraft are expected from points in Canada, Texas, California, Minnesota, Montana and North Dakota.

On Saturday, July 27th, Hangar dance at Pietsch Flying Service Hangar at 9:00 p.m.

On Sunday, July 28th - Pilot Breakfast at 8:00 a.m.

On Sunday events include closed circuit pylon races and for stock aircraft open to all comers will include a "Cross Country Economy Race". Aircraft will be scored on the basis of the best time against minimum fuel over a closed course. Also open for all aircraft will be bomb drop and spot landing contests. Trophys will be awarded to winners.

Al Pietsch of Pietsch Flying Service will highlight the air show with aerobatic maneuvers in the Star Duster II.

Tickets will be available at \$4.95 each which entitles the holder to admission to the air show, hangar dance and a chance to win a door prize, which is a Radio-TV 110 volt or battery operated.

Francis Simmers, Jamestown, President of the N.D. Flying Farmers & Ranchers announced that the "Flying Farmers" will hold a meeting the morning of July 28th on the upper floor of the Pietsch Flying Service hangar. Simmers invited all Flying Farmer members to make this meeting, since there is some important business to be discussed. (NOTE: This ties in with the Sunday morning flight breakfast at 8:00.)

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VALLEY CITY TO HOLD HOMEBUILT AND ANTIQUE FLY-IN AUGUST 17th and 18th

Myron Glandt has informed the Newsletter that starting Saturday the 17th of August, all pilots are welcome to Valley City for a weekend of fun and airplanes.

He said if you don't have a plane, to bring the family by car. A "come as you are" dance is scheduled for Saturday night at the Valley City Country Club. The Civil Air Patrol unit will sponsor a Flight Breakfast Sunday Morning from 7:00 a.m. to 12:00 noon at a \$1.00 per person. If you are a EAA or an Antique pilot you will get breakfast free.

If you are a camping enthusiast, you will be able to camp out, Glandt said. Scheduled for Sunday are Model Airplane contests, sailplane rides plus regular aircraft rides. Fly-bys plus contest and many prizes.

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UNICOM RADIOS

The North Dakota Aeronautics Commission has authorized the acquisition of 16 additional "Unicom" radios for lease to public airports in North Dakota. At present, requests have been received from eight additional cities or airport authorities.

The Unicom Radios are being purchased by the Aeronautics Commission with the units in turn being leased to airport authorities or public airports, under a five-year renewable lease. Under new proposed FCC regulations, airport authorities being licensed for a "Unicom" radio, must assure operation of the unit from a minimum period of 0900 in the morning to local sunset.

In a previous program, the Aeronautics Commission installed 19 Unicom Radios throughout the State. FCC regulations provide that Unicom Radios must transmit and receive on 122.8 Mhz at airports without FAA communication facilities. At airports with control towers or with FAA Flight Service Stations or remotd VOR's, the frequency is set at 123. Mhz for both receiving and transmitting.

The units will be equipped with 122.8; 122.9 and 121.6 crystals with 122.9 being for multi-com and 121.6 for CAP search and rescue.

The FCC has issued a warning in regard to illegal use of 122.8 Mhz "Unicom" frequency. 122.8 is not to be used for airplane to airplane communications. Airplane to airplane communications may affect ground stations for 100's of miles, since both transmitting antennas are high and effective for great distances.

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FUNDS GRANTED BY NORTH DAKOTA AERONAUTICS COMMISSION

The State Aeronautics Commission meeting at Bismarck recently acted upon several applications from North Dakota cities and airport authorities, seeking State-aid airport funds for airport improvements, according to Harold G. Vavra, director.

The Aeronautics Commission took action as follows:

- (1) Allocated \$1,155.00 in State airport funds to the Harvey Airport Authority for fifty percent of cost of installing runway lights.
 - (2) Allocated \$1,457.00 in State airport funds to the City of Ellendale for assistance in the installation of runway lights at the Ellendale Municipal Airport.
 - (3) Allocated \$435.00 in State airport funds to the Edgeley Airport Authority for fifty percent of cost of oiling runway surface at the Edgeley Municipal Airport.
 - (4) Allocated not to exceed \$4,750.00 in State airport funds to the Bowman Airport Authority for assistance in the cost of engineering, grading, culverts and runway lighting for the new Bowman Airport.
 - (5) Allocated \$8,000.00 in State airport funds to the Stanley Airport Authority for assistance in the cost of hard surfacing runway, taxiway and aprons and installation of runway lights at the Stanley Municipal Airport.
 - (6) Allocated \$2,500.00 in State airport funds to the Glen Ullin Airport Authority for assistance in the cost of improving the Northwest-Southeast runway and for runway lighting at the Glen Ullin Airport.
- In other action, the Aeronautics Commission adopted a policy of limiting State airport-aid grants to cities and airport authorities at non-airline airports until such time as more State Airport funds are available.

The Aeronautics Commission urged the commercial airline airports and cities to seek enabling legislation in the 1969 session of the North Dakota Legislature for a state-wide boarding fee or "head tax" on passengers boarding scheduled airlines, to provide financial assistance for improvement projects at the large airports served by the scheduled airlines.

A Commission spokesman said that such course of action should be pursued through the League of North Dakota Municipalities and that the Aeronautics Commission would cooperate with the League of Municipalities and interested cities.

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MINOT AND GRAND FORKS AIRPORTS IN LINE FOR ILS INSTRUMENT LANDING SYSTEM

Funds for an instrument landing system (ILS) for Minot International Airport and funds for a control tower at Grand Forks International Airport have been added to the U.S. Senate appropriations bill for the Federal Aviation Administration, in the past week, according to Senator Milton R. Young. The House-passed FAA appropriation bill did not include funds for either of these installations, therefore the actions of the Senate-House conference committee on appropriations will ultimately determine if federal funds are made available for both installations in the 1969 fiscal year.

The Federal Aviation Administration also announced plans to construct an instrument landing system at Grand Forks International Airport, which will be operational in the 1970's according to Senator Quentin N. Burdick, Washington, D.C. An FAA ILS instrument landing system costs about \$128,000, installed.

Both Minot and Grand Forks International Airports have exceeded the minimum of 700 annual instrument approaches to qualify for an ILS system.

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AERONAUTICS COMMISSION AMENDS AERIAL SPRAYING REGULATIONS

The State Aeronautics Commission amended the State aerial spraying regulations to extend the deadline for filing copies of aerial spraying reports with the Aeronautics Commission until October 1st each year. Failure to file reports will give cause for revocation of State license or cause for denial of future licenses. (Old regulation required filing reports every calendar month).

Another amendment provides that upon application and review by the Director on an individual request basis, the Director may waive the requirement for a flagman on the site in fields of less than 25 acres for the aerial spraying of weedicides.

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STATE AIRCRAFT REGISTRATIONS AT ALL TIME HIGH

In mid-July, the State Aeronautics Commission had registered 1,105 civil aircraft this year in North Dakota, which is an all time high and 17% ahead of the total registered in 1967. The 1967 figure in mid-July was 948. State pilot registrations are also at a high with a total of 2,532 pilots registered, of which 702 are student pilots in North Dakota.

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ACCIDENTS:

The Aeronautics Commission has had numerous requests to again list all accidents and causes in the Newsletter. For the present, we have discontinued the practice because of space limitations and inadequate printing machinery. We have hopes of going to an offset press soon, which will speed up the printing considerably, considering that we are doing the entire Newsletter on a Mimeo machine, all 3,600 issues.

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AIRPORTS & BASE OPERATORS

Fixed Base Operators have a new source of A&P mechanics who are being graduated from the Kundert Aviation, Inc., Aviation Mechanic School at Hector Airport, Fargo. The next graduating class will be September 9, 1968. According to Lee Barnum, Director of the school, 18 to 23 students will be graduated with both airframe and powerplant certificates.

Here in North Dakota we should be encouraged to make use of this new source of trained aviation mechanics, especially in "General Aviation". It is suggested that all interested fixed base operators in the state, who have a need for technicians and aviation mechanics get in touch with Lee Barnum, Director of the school at Fargo.

Out of the 18 to 23 students to be graduated in September, there are at least four upcoming graduates who prefer employment as a general aviation mechanic within North Dakota.

The Kundert Aviation Mechanic School points out that the majority of their graduates are being employed by airlines in other states. It would seem that "General Aviation" industry in the state should look into the opportunity of employing graduate mechanics, especially those that are specifically interested in "General Aviation" A&P mechanic work. Those Fixed Base Operators that had a need should write to Lee Barnum, Director, Aviation Mechanic School, Kundert Aviation, Inc., Box 5534, State University Station, Fargo, N.D. or Tel: 237-5305.

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AIRPORTS & OPERATORS

BISMARCK: Maurice Birkholz of Cloud Modification, Minot, N.D. has purchased the 10-stall hangar unit from Mid-State Aviation Inc. Mr. Birkholz took over July 1, 1968 and he announced that the units will be open for rental on a yearly basis.

BISMARCK: Bids have been opened and are being reviewed by FAA before approval, for the installation of taxiway lighting on the parallel taxiway to 12-30 costing \$44,000 and for the construction of a maintenance and vehicle storage shop on the Bismarck Municipal Airport. The shop will contain 8,500 sq. ft. with a cost of \$93,000. Additional related work of access road, utilities and ramp area to the shop will be let in the near future.

BOWMAN: The Bowman Airport Authority, the City of Bowman and ardent boosters are to be commended on the trojan efforts and equal results on the new Bowman Municipal Airport. Portions of the former Wokal Field were purchased from Joe and Vic Wokal, long time aviation pioneers in Southwest North Dakota and a NW-SE of 3000' X 50' compacted and stabilized gravel base has been put down. Prior to that extensive grading, consisting of approximate 40,000 cu. yds. was carried out. Hangars have been moved and several new ones have been built on the site and the entire NW-SE runway has been lighted.

HARVEY: Hardsurfacing and realignment of the NW-SE has been completed and the lighting has been installed at the Harvey Municipal Airport. The balance of the field has been planted into flax for a good cash crop.

CAVALIER: According to word from Elmer Kuball, Chairman of the Cavalier Airport Authority, plans and specifications are being drawn and land negotiations are being carried on to secure land to realign the NW-SE runway and to hardsurface a 2600' X 50' with connecting taxiway to a ramp area.

NEW ENGLAND: Krebs Airstrip on the NE edge of New England has been deactivated and completely plowed under and planted into crop. This community has long needed an airport and it appears that before this can be accomplished, an airport authority will have to be formed.

JAMESTOWN: Work is well along the way at Jamestown on the overlaying and extension of the NW-SE runway. The NW-SE is closed while the work is in progress.

MOHALL: Jack Luther, the fixed base operator at Mohall, has informed us that Mohall Aircraft Services are equipped to offer complete shop services, such as annual inspections and minor and major engine and airframe. The flight department is set up to offer flight instruction for both private and commercial courses. Instrument instruction is also offered. The lights and beacon are kept on until midnight and later on request. They request you to circle town for service after hours and Sundays. Personnel besides Jack Luther, who has an A&P, IA, CFI, IPI and pilot examiner, are Marvin Thom with A&P, IA and Lloyd Alm with A&P, IA.

WATFORD CITY: Work is progressing on the Watford City Municipal Airport and the hardsurfacing should be completed by fall. Pre-construction conferences have been held with Meyers Construction of Dickinson and they will be moving their equipment on the job shortly.

FORT YATES: The proposed combined Fort Yates Airport and Industrial Park has

been cancelled by the Standing Rock Sioux Tribe upon advice of their Attorney (who resides in Washington, D.C.). Reason given was that the benefits derived therefrom were not commensurate to the expenditures. A lot of hard work, by the many agencies involved, went down the drain because of this decision, plus allocations in excess of \$80,000., which we feel will never again be available.

KENMARE: E.H. Miller of the Kenmare Airport Authority has informed us that grading has been completed on the new Kenmare Municipal Airport and the grass has been seeded. The Airport will remain closed until the turf is well established which should be sometime next spring. He asks that pilots continue to use the airport 4 miles north of Kenmare.

WALHALLA-HASKETT BORDER LANDING STRIP CUSTOMS CLEARANCE

The Walhalla-Haskett Border landing strip is located 6 miles due north of Walhalla, N.D. The strip is 5,000 ft. X 100 ft. East-West along the international boundary. The entire landing strip is in Canada with the edge of the strip bordering the boundary line. The east end of the strip is about 300 feet from both U.S. and Canadian Highway Customs offices.

The runway is marked and has wind sock. Hours of operation of both U.S. and Canadian Customs offices is from 9 A.M. to 10 P.M. Central Daylight Saving Time.

No advance notification is required to either U.S. or Canadian Customs offices on the highway for the following reasons: (1) Strip is entirely in Canada, therefore if you are in Canada flying to the U.S., you may land without advanced notice to U.S. Customs and merely walk up to the U.S. Customs Station.

In the event you are flying from North Dakota to Canada, you may land there without notifying Canadian Customs (special Canadian ruling for this strip only), since Canadian Customs have good visibility of the airstrip and can see aircraft landing there.

This strip is maintained by the Canadians including mowing and other minor maintenance. Inspected on May 27th and it appears to be in good condition.

IMPORTANT NOTICE: The question of sharing expenses with passengers when clearing through this point is considered a "Commercial Venture" and will require special permits from Ottawa, which was explained in the May, 1968 N.D. Newsletter. If all passengers are guests and the pilot so declares, then clearance through this point requires no advance permit from Ottawa.

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ADDITIONAL INFORMATION ON PRIOR CLEARANCES INTO CANADA

The following letter is a response to an application, to secure a prior clearance on a fishing trip to Pelican Narrows over the Memorial Day long weekend. The letter is from the Secretary of the Department of Transportation, Air Transport Committee. The trip consisted of a group of 4 persons renting an aircraft from a fixed Base Operator and one of their members flying the aircraft. From prior information received from the Air Transport Committee, it appeared that a Prior Clearance would be required even if expenses were shared on a rental or in a club. This is not the case as clarified by the letter, which follows:

Please be advised that prior clearance at the Canadian Border is not needed from this Committee in the following cases:

- (a) if the passengers carried in no way pay for any part of the transportation;
- (b) if three or four persons jointly own or rent an aircraft without air crew and one of them flies it, or they hire a pilot from a different source than that of the aircraft and use it for their own health and pleasure but do not under any circumstances charge any member of the general public for any part of any transportation provided.

In the event that any charges are made in either (a) or (b) above, this would constitute a commercial operation and as it does not appear that you are licensed to operate a commercial air service by your own government, no prior permission can be granted by ours.

Very truly yours,
J.P. Lalonde, Secretary
Air Transport Committee

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HUNTING IN THE PROVINCE OF ONTARIO, CANADA

Last year the Department of Lands and Forests of Ontario made a new ruling that before a 1968 big game hunting license would be issued to anyone (Proof of Prior Hunting Experience) would be required. This ruling may also hold for other provinces although at this time, we have no knowledge of it being the case. This proof can be in the form of a prior big game permit or hunting license issued by any State, Province or Country. In talking to a few hunters, we find that our Canadian friends are quite sticky about this ruling and an actual copy must be shown in evidence. Better remember to take along a copy of an old hunting license and be spared the inconvenience of not being able to secure a license.

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AERONAUTICS COMMISSION HAS A NEW TELEPHONE NUMBER

If you are calling long distance and have the operator look up the number of the Aeronautics Commission, you probably will have no trouble getting us on the phone. The number as given on our stationery and other forms is no longer in use and we are now listed under North Dakota State Offices. The new number is 224-2748.

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FLIGHT OPERATIONS NEAR AIRPORTS (FAA ADVISORY CIRCULAR)

This circular is issued to emphasize to pilots the necessity of adhering to good operating practices and procedures, particularly when operating at or near airports.

The historic seasonal fluctuations in student flight training, pleasure flying, and business operations are being supplanted by continuous year-round high levels of flight activity. This increased activity necessitates added attention to compliance with good operating practices and greater operational discipline, especially when flying in the vicinity of airports. Flight safety, traffic pattern capacity, and improved runway "in use" utilization can be achieved by greater in-flight courtesy demonstrated by diligent adherence to good operating practices.

The cooperative effort of all pilots, professional flight crews, operators, flight instructors, airport managers, and military base commanders is needed to emphasize awareness of potential traffic conflicts near airports and to initiate appropriate training and educational programs to improve operational discipline during this phase of flight.

1. Pilots.

- (a) Contact the tower at about 15 miles; don't wait until you are close in.
- (b) Be particularly alert when near an airport -- zig and zag a little when changing altitude.
- (c) Radio, radar, and control personnel are there to serve you -- Use them without worrying about "exactness."
- (d) Tell other occupants in the cockpit to "ride shotgun" and point out traffic.
- (e) Eliminate any question of marginal visibility or cloud clearance by alternative actions.
- (f) Navigation lights and rotating beacons enhance sightings - Use them.
- (g) Review, understand, and follow the "good operating practices" described in the Airmen's Information Manual.

2. Flight Instructors.

- (a) Place special training emphasis on radio communications, traffic patterns, lookout procedures, clearing maneuvers, and the need for "alertness".
- (b) Demonstrate traffic pattern entry and traffic flow aircraft spacing techniques.
- (c) Visit the control tower, flight service station, and GADO with your students.
- (d) Emphasize maximum use of available radio and radar services.

3. Fixed Base Operators/Airport Managers.

- (a) Meet with your local GADO inspector and air traffic personnel-- review local traffic patterns and procedures.
- (b) Update the posting of traffic pattern visual displays for nearby airports.
- (c) Emphasize the need for "alertness" and operational discipline during flight operations near airports.

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NASA REPORTS ON FLIGHT LOADS, OPERATING PRACTICES OF LIGHTPLANES

It is not unusual for general aviation aircraft to encounter loads in excess of design limits during the course of normal operations, but the factor of safety in the design of such aircraft seems to be sufficient to prevent structural failure.

This is the preliminary conclusion reached by the National Aeronautics and Space Administration as the result of a study of operational experiences of light aircraft. An initial report on the study was given by Joseph W. Jewel Jr., of NASA's Langley Research Center at the recent Society of Automotive Engineers business aircraft meeting.

For the study, NASA instrumented airplanes ranging from twinjets to two-place trainers at various locations around the U.S. Five types of operations were investigated: Twin-engine executive, including turboprop and jet; single-engine executive; personal; instructional, and survey. Results of this study, as reported by Jewel:

- 1) In general, the overall inflight acceleration data . . . were contained within the flight envelope. However, exceedances of the design flight envelope from gust and maneuver inputs were recorded by aircraft in twin-engine executive and instructional operations. 2) Limited data from aerobatic operations show significant exceedances of the minimum negative limit load factor required by FAR-23.
- 3) The margin between actual and design gust and maneuver limit load factor was generally less for general aviation aircraft than for commercial transports. 4) Aircraft used for pipeline patrol work in commercial survey operations are subjected to a more severe gust and maneuver loading than those in any other category. 5) The percentage of time flown in rough air by general aviation aircraft ranged from 21% to 97% of the total flight time, compared with a maximum of 12% in commercial transport operations. 6) Design cruise speeds were exceeded by aircraft in all operations, with airplanes flown in instructional and personal operations most often being flown above the design cruise speed. 7) All general aviation aircraft experienced higher landing accelerations than short-haul transport aircraft.

FOR SALE: Beech Model 35, spar modification complete, new engine major, chrome cylinders, Mark V transceiver, RDF Bird Dog, Narco omnigators, new interior, K model paint scheme, yellow-brown-white, only three owners, \$8000. no trades. Contact Jack Daniels, Box 612, Williston, N.D. or telephone 572-3773

FOR SALE: 1967 Cessna 150 Commuter, full panel, Nav 300, full paint; Beech Bonanza K Model, IFR panel, 2 1/2 Nav com., ADF & Auto pilot. Low time chrome major, Will finance. First American Bank & Trust Co, Bismarck, N.D. phone 223-2453.

FOR SALE: Stearman, 450 hp, 185 gal combination transland with full electrical system including landing lights, new tires, fresh annual; 1955 Cessna 180; Stearman 450 hp, 200 gal combination tank, stainless steel, extended wings, 90 hrs SMOH, fresh annual. Contact Thomas Roman, Manvel, N.D. telephone 696-2263.

FOR SALE: 1952 Cessna Model 170A, 1,000 TT, 200 hrs. since top overhaul, has VOR and Narco VC27A. Contact A.J. Engelhardt, Wimbledon, N.D.

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
BOX U
BISMARCK, NORTH DAKOTA 58501



FIRST CLASS

Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak. 58501

FOR SALE: 1966 Cessna 150 with Mark 3, primary panel, dual controls, ammeter, 35 amp generator, rotating beacon, landing light, 6.00X6 main gear tires, individually adjustable seats. Priced to Sell. See and Fly the NEW CARDINAL. See us for your instrument or multi-engine rating. Fully FAA and VA approved school. Contact Capital Aviation Corporation, Box 1471, Bismarck, N.D. Telephone 223-0260.

FOR SALE: 1963 Skylane, KX100 VHT-2; 1952 Bonanza Model C., Full G Conversion, new hydraulic prop, 225 cont. square tips, 500 SMOH, 3500 TT A&E, new paint, KX120 360 large oil cooler; 3 Cherokee 140's to choose from; 1 G Model Bonanza KX190; 1 Cessna 140, new engine. Contact Mid-State Aviation, Inc., Box 1014, Bismarck, Tel: 223-6862.

FOR SALE: 1968 Mooney Statesman, 511 TT, MK12A-360, VOA-8, ADF 31, headset and curtains. Like new; 1957 Piper PA-18, 150, 834 TT, Comb unit, like new. Contact Gene Engel, Agrichemical Aviation, Bismarck, N.D. telephone 223-2332.

IMPROPER FUEL SELECTOR VALVE HANDLING CAUSES 3 ACCIDENTS IN STATE

Since the first of the year, 3 aircraft have been severely damaged with no injuries because the pilots were unfamiliar with the fuel selector valves. The problem arises when pilots trained in Beech's switch to Piper Cherokee's or could possibly happen when Piper Cherokee pilots switch to Beech's. In the Beech product, the tank selector handle has a small red tip opposite of the handle which points to the tank being used. In the Piper product, the handle itself is the indicator. What is happening is that Beech trained pilots, when switching inadvertently, turn the fuel off when flying pipers, because of the difference.