

AVIATION

Vernon H. Beltzer, Editor

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July, 1969

AERONAUTICS COMMISSION

BOX "U" BISMARCK, N. DAK. 58501

MINOT E.A.A. HOSTS 3RD ANNUAL AIR SHOW AND AIR RACES AT MINOT JULY 25 THROUGH 27TH

The Minot Experimental Aircraft Association (Chapter No. 265) will host the Third Annual International Air Show, Air Races and Aerobatic competition at Minot, N.D. International Airport, July 25, 26 and 27th. James Bergo, Minot, is President of the Minot E.A.A. Chapter. Professional aerobatic pilots will fly in to participate in the aerobatic competition and air show from all over the United States and Canada.

Featured will be Frank Price of Waco, Texas with his German built "Buker Jung-meister" aircraft. Twenty aerobatic pilots are expected from the State of Texas.

Other professional aerobatic pilots have made reservations for the event from

Hawaii; Kansas City, Mo., San Antonio, Texas and Atlanta, Georgia. Retired Col.

Sam Burgess from Hawaii will be on hand with his Great Lakes 2T-1 aircraft. The "Red Knight" from Canada will be on hand to compete in the aerobatic competition and air show.

For those who plan to attend all of the events programmed for the three days, the Minot Experimental Aircraft Association, Chapter 265, Box 74, Minot, North Dakota offers a "Special Air Show Package" at a cost of \$19.95 per person. This package includes two nights lodging at the Ramada Inn Motel; for the nights of July 25th and July 26th, includes "Air Show Tickets"; admittance to the Hangar Dance and Barbecue (Sat. night); a Sunday morning breakfast and tickets to the NoDak Races Sunday night. The package is a bargain, since the two nights at the Motel usually costs about the price of the package. Those who want reservations for the three day event, should mail the attached request to the Experimental Aircraft Association, Chapter 265, Box 74, Minot, North Dakota 58701 immediately with a check attached in the amount of \$19.95. The Motel Reservations will be made for you as soon as the reservation and check is received. The E.A.A. has reserved the entire Ramada Inn Motel for this event. They guarantee Motel reservations there for all of those who purchase the air show package. The events scheduled are:

Friday, July 25th: "Get Acquainted Party" at the Ramada Inn's Poolside Friday night. Meet professional aerobatic pilots from all over the United States.

Saturday,
July 26th: Saturday morning at 6:30 a.m. briefing for aerobatic competition, for both primary and advanced aerobatic contests, followed by "Air Race" from Minot International Airport to the "Flying S Ranch Airport" (5 miles SW of Minot International Airport). Aerobatic contests follow at Flying "S" Airport. Saturday evening - Hangar Dance and Barbecue at the Pietsch Flying Service Hangar.

Sunday,
July 27th: Pilot's Fly-In Breakfast starting at 8:00 a.m. at the Pietsch Flying Service Hangar.

Sunday at 2:00 p.m. (CDT) Minot International Airshow at Minot International Airport. On Sunday there will be an air show; air races; sailplanes; helicopters and parachuting. The U.S. Air Force will make a Fly-By Sunday afternoon with eight engine B-52's and Supersonic Delta 106 aircraft.

SEE COUPON ON BACK SIDE OF THIS SHEET

FOR THREE DAY ACTIVITIES INCLUDING ALL TICKETS AND TWO NIGHTS AT RAMADA INN MOTEL, CLIP AND MAIL THIS COUPON WITH YOUR CHECK FOR THE AMOUNT OF \$19.95.

CLIP HERE

SPECIAL SHOW PACKAGE
(\$19.95 Per Person)

Includes: Two Nights Lodging at Ramada Inn* (Friday July 25th and Saturday July 26th)
Air Show - - - (Sunday Airshow)
Hangar Dance & Barbecue - (Saturday night at Pietsch Hangar)
Pancake Breakfast - - (Sunday Morning starting at 8:00 a.m. at Pietsch Hangar)
Tickets to Nodak Races Sunday night

Clip and mail this coupon with check or money order payable to EAA (Experimental Aircraft Association), Chapter 265, Box 74, Bismarck, North Dakota 58701.

Enclosed find Check _____ or Money Order _____ in the amount of \$ _____

Name _____

Address _____

NOTE: Package \$19.95 Per Person, if more than one person, remit at rate of \$19.95 per person and give names of additional persons.

NOTE: * - Ramada Inn Filled First - - First Mailed - - First Served..

CLIP HERE

MINOT EXPERIMENTAL AIRCRAFT ASSOCIATION BUILD A WEIRD FLYING MACHINE

The Minot, N.D. Chapter of the EAA (Experimental Aircraft Association) is working feverishly to complete a machine that looks like an antique but is not, in time to have it flying for their big Experimental Aircraft Fly-in, the 25, 26 and 27th of July at Minot. The design is called the "Breezeie", because it is just that nothing separates you from the elements and for the airborne daredevils, who want to feel the freedom of the open spaces, this fits the bill. According to Jim Bergo, Pres. of the Minot EAA Chapter, the machine will be flying for the big event. He was even willing to make a good sized wager to this end with the Editor of the Newsletter and he (the Editor) very nearly took him up on the proposition two weeks ago. After surveying all the different components scattered and lying in disarray about the shop. Fortunately, discession prevailed because last week after another visit, tremendous progress had been made by Bergo's cohorts, who don't respect the clock, and wives to some extent and are working constantly. To mention a few, who are on the project and we know that we are missing some are: Harold Wengel, Sec. Treas.; Al Pietsch, Chairman of the Fly-in; Jim McDonald who is alternately called head engineer or head flunky. Meryl Severson; Joe Casper, Tony Roise; the Pietsch Bros. Ken and Gary; Dick Rosenberg; Don Wade; Don Dagwell; Mike Haugen; Gary Johnson; Dean Johnson; Lawrence Pfau; John Farmer and Doug Hjermstad. Design of the machine usually calls for wings and tail assembly for a Piper PA-12 and the Minot EAA's will use a Lycoming 100 hp engine, which will give the craft a 65-70 MPH cruise with about 100 MPH top speed. The completed ship will weight in at about 720 lbs. It has a wing span of 33 ft and is 23 ft. long. Take-off roll is about 200 ft. and it can land shorter than that. The Breezeie climbs at 800 ft. per minute with a top of 15,000 ft. The craft has a four-foot range and costs about \$2,500. if you don't count the hours and hours of tender loving care type of work that goes with a project of this sort.

HAVE YOU MAILED IN YOUR RESERVATION FOR THE MINOT FLY-IN? DO IT NOW.....

STATE AIRPORT AID PROGRAM TO CITIES AND AIRPORT AUTHORITIES

Since January 1, 1969, the North Dakota Aeronautics Commission has presented State airport grant checks to the following cities or airport authorities:

1. City of Williston for Sjoulin International Airport, \$3,203.00 in payment of 50% of the cost of installation of visual approach indicator lights and runway lights on runway extension and for strobe indicator lights.
2. Cavalier Municipal Airport Authority - a check for \$6,000.00 for State aid in paving 2,750 ft. runway, taxiway and apron and installation of runway lights.
3. Glen Ullin Municipal Airport Authority - a check in the amount of \$2,500.00 for 50% of the cost of grading runway and installation of runway lights.
4. Gwinner Municipal Airport Authority - a check in the amount of \$10,000.00 for assistance in paving a 3,400 ft. X 75 ft. runway, taxiway and apron and installation of medium intensity runway lights, taxiway lights and beacon. Total airport construction cost about \$160,000.00 in which the FAA is granting \$18,000.00 for half of the land and clear zone costs.
5. Watford City Municipal Airport Authority - a check for \$1,500.00 is in process for paying 50% of the cost of runway lights.

In all of these airport projects, the State grant in aid check has been issued after the State Aeronautics Commission had approved an application and the city or airport authority had completed the improvement.

Since this program was initiated, the North Dakota Aeronautics Commission has assisted ten different airport authorities and cities in the State in their airport construction or runway lighting improvement. At present, the Aeronautics Commission has made firm allocations airport aid monies to five additional airport improvement projects, which are expected to be completed in 1969.

The State airport aid grant program is financed by a 2% statewide excise tax on aviation gasoline and jet motor fuel.

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MELROE COMPANY, GWINNER, N.D. CONSTRUCTION PROGRAM ON THE GWINNER MUNICIPAL AIRPORT

The Melroe Company, which employs 450 persons at the Gwinner factory and 150 at the Cooperstown factory, has under construction at the Gwinner Municipal Airport, a new Main Hangar 75 ft. X 75 ft. with a concrete paved floor and attached offices. Also being constructed by the Melroe Co. at the Gwinner Airport is a Multiple "T" hangar, which will house four aircraft.

The Melroe Company owns and operates in their business, a Cessna twin engine 411; and a Beech Baron twin engine aircraft. Recently the Melroe Company was merged into the Clark Equipment Co., of Buchanan, Michigan. Clark Equipment has a fleet of business aircraft, including a Beech King Air, Beech D18 and several others.

According to the Melroe Company, in addition to flying operations of their own business aircraft from the Gwinner Airport, there are 25 corporate aircraft owned by parts and equipment companies from other areas of the United States that make flights to Gwinner to sell raw materials and parts to the Melroe Company that are used in the manufacturing process at the Gwinner plant. In addition, many dealers and distributors of the Melroe line of equipment fly to Gwinner for sales meetings. The Melroe Company has international sales and distribution of its products and presently ships its finished products not only throughout the U.S. and Canada, but to many foreign countries. The Melroe Company also operates a multi-unit tractor-trailer truck line to deliver its products in the United States and utilizes the truck back-haul to bring in steel, engines, tires and other parts purchased and used in its manufacturing operations.

There are strong prospects that several other distribution businesses may build at the Gwinner Airport, which may lead to an Industrial Airpark complex. The Airport was designed so that the paved runway may be extended in the future, long enough to accommodate small pure jet aircraft.

The Melroe Company at present has gross product sales in the order of \$20,000,000 annually.

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A REMINDER TO RENEW YOUR 2-YEAR AIRMAN CERTIFICATE - EXPIRED JUNE 30TH

Under North Dakota Statutes, the law provides that all active airmen register with the North Dakota Aeronautics Commission. A North Dakota pilot certificate is issued upon application and payment of three dollars for a private or commercial, which is good for a two (2) year period. \$1.50 for Student pilots for a two year ending June 30th, 1970. Registration as an airman will insure that you are placed on the mailing list of the N.D. Aeronautics Commission to receive copies of the Newsletter and other mailings.

* * * * *

ACCIDENTS:

Pilot: J. Daniel Vigesaa, 108 E. Bancroft, Fergus Falls, Minnesota
Time & Place: Aug. 16, 1968, 11:30 a.m., Hazen Municipal Airport

Pilot Time: Commercial, 903 TT, Age 24

Aircraft Type: Piper PA-32

Injuries: Minor

Aircraft Damage: Extensive damage to wings, prop and fuselage.

Pilot Statement: After circling the field and checking the windsock, I noticed that the preferred runway appeared very muddy. There was no grass on it and it looked like it had just recently rained, therefore I selected runway 27 instead of the longer runway 31. I made a normal approach and touched down 85 feet from the end. I did not use flaps because of the fairly strong crosswind. The runway was extremely slippery and use of brakes did nothing to slow the airplane. I added power but did not gain sufficient speed to become airborne until after going through a fence at the end of the runway. After becoming airborne, I was unable to gain sufficient altitude to clear a row of trees a short distance beyond the runway and I hit the trees just a few feet above ground and the airplane came to a rest just a few feet on the other side of the trees from the runway. This flight originated at Fergus Falls at 9:25 a.m. that morning and our planned destination was Hazen, N.D.

* * * * *

Pilot: Daniel Lindemann, Enderlin, N.D.

Time & Place: Dec. 21, 1968, 1600 P.M., 2 miles South of Fingal, N.D.

Pilot Time: Commercial, SEL, 1166TT, Age 23

Aircraft Type: Piper PA-18A

Injuries: None

Pilot Statement: About fifteen minutes after leaving home field, we sighted two foxes, made a pass to west to get first animal, then pulled up to 60 ft. and executed a fairly tight left 180 degree turn to line up with second fox. About half way through turn, the aircraft began to settle or mush because of insufficient lift. With full throttle and full power, control pressure was applied to bring left wing up and lower nose slightly. Aircraft responded but not in time to avoid striking ground with left wing tip and left gear, with aircraft in a nose level attitude heading east. Impact was made at top of a hill which was twenty feet higher than where turn was started. Area was almost in center of section with no obstructions. There was no injury to persons and no damage to property other than aircraft.

Aircraft Damage: Left Gear destroyed. Left wing and struts bent, engine mount bent prop bent back both ends, engine flange not hurt.

Pilot Recommendations: Should have stayed home, additional altitude and/or more airspeed.

* * * * *

Pilot: Edward Dobrinski, Makoti, N.D.

Time & Place: Jan. 29, 1969, Fox hunting near Makoti

Pilot Time: Commercial, 2942 TT, Age 50

Aircraft Type: Aeronca 7AC

Injuries: None

Pilot Statement: Were fox hunting and when we landed to pick up the fox we shot, we hit a hard snowbank which cracked our windshield and bent the door post.

* * * * *

Pilot: John G. Piliatzke, Jr., Anamoose, N.D.

Time & Place: February 2, 1969, 4:35 p.m., Harvey Municipal Airport

Pilot Time: Private, 240TT, Age 29

Aircraft Type: Cessna 172-1

Injuries: None

Pilot Statement: Runway 50' X 3000 covered with 4 to 6 inches of snow, portion cleared of snow. At near lift off point, something did not feel right. I decided to abort the takeoff when the power was cut, the right main gear was in the snow which pulled the aircraft to the right and off the runway. The aircraft was stopped by deep ice cover snow 40' off the runway 600' from end facing NE.

Aircraft Damage: Left wing total, propeller, steering linkage to nose wheel, dent in cowl in cabin.

Pilot Recommendations: I should have waited for better runway conditions.

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Pilot: Robert Macleod, 111-23rd Ave. S., Moorhead, Minn.

Time & Place: 2:30 p.m., Feb. 5, 1969, Hector Airport, Fargo, N.D.

Pilot Time: Private, SEL, 99TT, Age 41

Aircraft Type: Cessna 195A

Injuries: None

Pilot Statement: During landing roll out, plane weather-vented into a 70 degree cross-wind. The plane veered off to the left and entered snow approximately 2 ft. deep. Aircraft Damage: Substantial damage to right wing, demolished right stabilizer.

Pilot Recommendations: Pilot needs experience in cross wind landings in this type of plane.

* * * * *

Pilot: H.A. Johnson, Fargo, N.D.

Time & Place: Feb. 18, 1969, 3:00, Hector Airport, Fargo, N.D.

Pilot Time: Private, 600 TT, Age 49

Aircraft Type: Piper PA-30

Injuries: None

Pilot Statement: I departed from Fargo at 2:30 p.m. central for Detroit Lakes, Minn. The weather was low ceilings enroute so I turned back to Fargo and received landing

Accidents - continued

instructions, slowed plane to 140 and let down the gear. I noticed the light did not go on and horn was blowing. I tried to swing the gear in place but the light did not come on. I checked the circuit breakers but did not see the on in top right corner out. I called tower and asked them to check the gear. An army jet pilot and the tower said it looked OK. I felt that it would be all right so I landed. At the end of my roll, the left gear collapsed and slid about 50' on left wing and tail. Nose gear did not collapse. I flew over tower and army jet at 180°.

Aircraft Damage: Left prop bent, left wing tip dented, pitot tube bent, gear mechanism bent.

Pilot Recommendations: By taking more time in checking out circuit breakers, trying to lock it in place manually and not putting confidence in only a visual check.

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AERIAL APPLICATOR ACCIDENTS TO DATE

While the North Dakota aerial application season has been curtailed severely because of the prolonged spring cold spell and severe drought, the State nevertheless has had 3 serious accidents that could have resulted in fatalities. Of the three, only one resulted in serious injuries. the reports follow:

Pilot: Joseph Staber, 16873 Verdura, Paramount, California
Time & Place: June 27, 1969, 1010 hrs., Warren Walkinshaw Airport, Argusville, N.D.
Pilot Time: Commercial, AMSEL, Instructor, 2004 TT

Aircraft Type: Boeing A75 Stearman Injuries: Serious

What Happened: During takeoff run aircraft became airborne and settled back to strike the edge of a dike on south end of the field becoming inverted off the end of the landing strip.

Aircraft Damage: Substantial damage.

* * * * *

Pilot: George Baker, Berthold, N.D.
Time & Place: June 30, 1969 12:00 Noon on farm 6 miles south of Blaisdell, N.D.
Pilot Time: Commercial, 340 TT, age 32

Aircraft Type: Piper PA-18

What Happened: Aircraft stalled while making a left turn, fire after impact, completely destroyed aircraft.

* * * * *

Pilot: Edward Herda, Crary, N.D.

Time & Place: July 2, 1969, 7:30 a.m., on farm near Crary, N.D.

Pilot Time: Commercial, ASEL, Ground Instructor, Instruments, 2000 TT, Age 28

Aircraft Type: Piper PA-18

What Happened: While crop spraying, aircraft stalled out in a turn. Substantial damage to aircraft.

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NORTH DAKOTA'S ONLY FIXED WING FATAL

Pilot: Raymond L. Larson, Fargo, N.D.

Time & Place: Approximately 11:10 p.m., March 2, 1969, 9 miles east, 400 yards North of Interstate 94

Aircraft Type: Mooney M-20

Pilot Time: Commercial, 2100 TT, 900 make & model, 200 night, Age 25

Injuries: 1 fatal passenger and 3 serious
What Happened: Aircraft struck ground in left wing low attitude with gear up not stalled.

Pilot Statement: After departure from Jamestown on a VFR flight plan to Valley City, following Interstate 94 and heading east encountered fog bank. In making a 180° turn toward the left back to Jamestown, I got vertigo, causing me to lose control of the aircraft.

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FARGO GADO OFFICE TO RESUME SAFETY SEMINARS

Robert T. Broadbent, Accident Prevention Specialist of Fargo, GADO #7 has advised us FAA will again conduct Pilot Safety Seminars, as they did early last spring of this year. The spring meetings were discontinued when attendance began to fall off due to spring work and it was decided to postpone the balance to the last of September and October. Mr. Broadbent stated that notification as in the past would be by letter and he would also inform the Newsletter of the tentative schedule.

He further pointed out that since North Dakota has been very fortunate in not having an aerial application fatal up to the present time, it behooves all to use extra diligence to keep from being a statistic and especially to watch that last day, last field and last pass.

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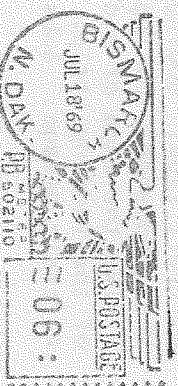
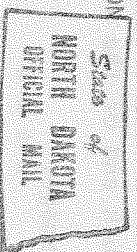
FORMING AND OPERATING A FLYING CLUB - is a new booklet that is available from the Supt. of Documents, Government Printing Office, Washington, D.C. 20402 for .35¢ ea.

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WANTED TO LOCATE: Whereabouts of Charles Childs a private pilot, supposedly in the Bismarck, N.D. area in the mid-forties. Anyone knowing any information, contact Frank Keller, 600 Grand Ave., St. Paul, Minnesota.

FOR SALE: 1968 Mooney M20C Ranger, s/n 680086, 610 TT, Vacuum system, Directional gyro, artificial horizon, rate of climb, sensitive altimeter, tinted plexiglas, full low oil filter, clock, heated pitot tube, OAT, Narco MK-12 w/VOA-8; 1969 A-23-19 Musketeer Sport 10FD, 300 TT, Vacuum system, directional gyro, artificial horizon, rate of climb, tinted glass, family seat, Narco MK-12A w/VOA-8; 1969 B-23 Custom Musketeer, 300 TT, Vacuum system, directional gyro, artificial horizon, tinted glass large tires, left hand door, heated pitot tube, Narco MD-12A w/VOA-8; 1968 A-23-24 Super Musketeer, 350 TT, Vacuum system, directional gyro, artificial horizon, exhaust gas temp gauge, left hand door, large tires, B-1 auto pilot, Narco MK-3, Narco MK-12A with VOA-8 head, Narco ADF; 1967 A-23-19 Sport Musketeer 1700 TT, Vacuum system, directional gyro, artificial horizon, oversize tires, Narco MK-12A w/VOA-8 head, Narco ADF 31 AM; 1968 Cessna Skylane, 60 TT, vacuum system, directional gyro, artificial horizon, dual controls, nav light detectors, long range tanks, pitot heat, rotating beacon, vertical adjusting seats, rear seat vents, courtesy light, Narco MK-3, Narco MK 12A with VOA-8, Narco ADF 31 AM; 1968 Beechcraft model 36 Bonanza, 300 TT, vacuum system, directional gyro, artificial horizon, super sound proofing, large double cargo doors, instrument post lights and edge light sub-panel, radio for 1968 model 36 Bonanza, Dual Narco MK12-A with VOA-8 heads, Narco UDI-4 DME, Bendix TI2C ADF, 3 light Marker Beacon; 1966 V35 Bonanza, 1200 TT, Vacuum system, directional gyro, artificial horizon, supersound proofing, long range tanks, instrument post lights and edge light sub-panel, King KX 160 dual with Omni indicators, Bendix TI2C ADF, 3 light Marker Beacon. Call or write Flight Development, Inc.

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

Hector Airport, Fargo, North Dakota 58102 Attn: Frank Argenziano, Tel: 237-0123

FOR SALE: Sorenson 65 gal. belly tank and spray unit for an Aeronca airplane.
Price \$200. Contact Edward Dobrinski, Makoti, N.D. 58756

FOR SALE: 150 Lycoming Engine, 500 hrs on chrome jugs, excellent shape, & 150 prop.
Contact Walter Dahlund, Box 157, Kenmare, N.D., Tel: 385-4528

FOR SALE: 1946 Model 415C Erco Coupe, Cont A65, 1108 since new, 364 since overhaul; new ceconite wings, new upholstery, top condition, \$1995. Paul Rismoen, Minot, 839-6614

WANTED: Damaged 2 or 4 place aircraft with good low time engine. Would prefer aircraft with no damage but in need of cover. Send full information and pictures to Ed Mondor, Isle De Chenes, Manitoba, Canada, Tel: (204) 878-3348

FOR SALE: 1966 Mooney M-21, 25 SMOH, MK-12, VOA-4, ADF 31; 1967 Cherokee 6-300, Fresh Annual, MK12, MK3, Full panel, ; 1947 J-3 Cub converted to PA-11, 36 gal gas; 1968 Piper Twin Comanche, 2 MK12, ADF, DME, 3 axis A/pilot, sharp; 1967 Bellanca 260, 190 TT MK12, ADF, 2 axis A/pilot; 1967 Cherokee 140, 1000 TT, MK12, ADF; 1957 Cessna 172, Full panel, LTR-6, 1000 TT; 1959 Cessna 172; 1961 Skyhawk 25 SMOH; 1961 Cessna 310 F 2000 TT; 1950 Piper cub 105; 1965 Champion Citabria 550 TT; 1969 Cherokee Arrow, Ferry time only; 1953 Cessna Skylane, 500 SMOH; 1964 Pawnee 235, 690 TT. Contact Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. Tel: 223-6862 or eve. 255-4907

FOR S/L E: 1965 Cessna 310J2, IFR equip 6 seats, electric prop, a/pilot, w/co-pilot, Digital DME & Transpond, Standard 500. Call Butler Machinery, Box 1390, Fargo, ND 58102