

POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
April 10, 1954

NORTH DAKOTA NEWS LETTER

FOURTH ANNUAL CONFERENCE ON AERIAL CROP DUSTING AND SPRAYING SET AT FARGO, N. DAK.
(At North Dakota Agricultural College, April 23 & 24, 1954)

The Fourth Annual Conference on Aerial Crop Dusting and Spraying will be held at the North Dakota Agricultural College, Fargo, North Dakota on April 23 & 24, 1954, it was announced today by Harold G. Vavra, Director of the North Dakota Aeronautics Commission.

Jointly sponsored by the North Dakota Agricultural College and the North Dakota Aeronautics Commission, the conference will be held on the NDAC campus at the College Library Building.

Commercial Aerial Crop Sprayers, Flying Farmers, interested private pilots and farmers are cordially invited to attend. Bring yourself, your neighbor and your County Agent. Over 750 programs are being mailed this week throughout North Dakota and neighboring areas.

The program this year features several important panel discussions, which you as an applicator cannot afford to miss. "Progress in cereal rust control with fungicides" is one of the subjects on the program of top interest to aerial sprayers and farmers. The program includes demonstration of new aircraft and two-way radio equipment suitable for installation in aerial crop spraying aircraft.

Registration will take place from 10 to 12 noon on Friday, April 23rd at the College Library Building. No registration fee.

FRIDAY MORNING, APRIL 23, 1954

10 to 12 A.M. - Registration - No Registration Fee

FRIDAY AFTERNOON, APRIL 23, 1954

<u>Time</u>	<u>Subject</u>	<u>Speaker</u>
1:30 PM	Welcome to the North Dakota Agricultural College	- Dr. Fred S. Hultz, Pres.
1:45 PM	North Dakota Agricultural Research	- - - - - Dr. Glenn C. Holm
2:00 PM	Potato Insect and Grasshopper Control	- - - - - Wayne Colberg
2:30 PM	Progress in Cereal Rust Control with Fungicides	- - W. E. Brentzel
3:00 PM	What's New in Weedicides for 54?	- - - - - Dr. E. A. Helgeson
3:30 PM	Panel Discussion - ~ Chairman Harold G. Vavra	
	Subjects:	
	1. General comparison of oil vs. water carrier	
	2. MCP vs. amine on flax spraying	
	3. Potato spraying and use of toxaphene	
	4. Comparison of Malathion, DDT, Aldrin, Toxaphene	
	5. TCA uses on pigeon grass and flax	
	(Panel members to be selected by Chairman)	
4:30 PM	Moving Picture	
	Aerial Spraying of Spruce Budworm in New Brunswick Timber, a 35 minute film produced by Central Aircraft, Yakima, Washington, utilizing 77 airplanes in spraying 2,000,000 acres in Canada.	
5:00 PM	Moving Picture	
	North Dakota Premier Showing of the "Flying Businessman" in sound and technicolor (Produced by the National Association of State Aviation Officials).	
5:15 PM	Moving Picture	
	"Better Farming Through Chemistry", produced by E. I. DuPont De Nemours & Company.	

1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also mentions the scope of the study and the limitations of the research.

2. The second part of the report is a literature review. It discusses the previous research on the subject of the study. It mentions the findings of the previous research and the gaps in the knowledge.

3. The third part of the report is the methodology. It describes the research design, the data collection methods, and the data analysis methods. It also mentions the ethical considerations of the research.

4. The fourth part of the report is the results. It presents the findings of the research. It discusses the statistical results and the qualitative results. It also mentions the limitations of the results.

5. The fifth part of the report is the conclusion. It summarizes the findings of the research. It discusses the implications of the findings and the recommendations for future research.

6. The sixth part of the report is the references. It lists the sources of the information used in the report.

7. The seventh part of the report is the appendix. It contains the raw data, the questionnaires, and the interview transcripts. It also contains the results of the statistical analysis.

8. The eighth part of the report is the bibliography. It lists the sources of the information used in the report.

9. The ninth part of the report is the index. It lists the topics covered in the report and the pages where they can be found.

10. The tenth part of the report is the list of figures and tables. It lists the figures and tables included in the report and the pages where they can be found.

11. The eleventh part of the report is the list of abbreviations. It lists the abbreviations used in the report and their full forms.

SATURDAY - APRIL 24, 1954
(Morning)

<u>Time</u>	<u>Subject</u>	<u>Speaker</u>
9:00 AM	Chemical Weed Control Recommendations for 1954--	-- Russell Widdifield
9:20 AM	A Display of Literature on the Results of Experimental Insecticides in North Dakota	-- -- -- -- Dr. Richard L. Post
9:30 AM	24D Damage to Susceptible Crops and Trees	-- -- -- Dr. J. H. Schultz
10:00 AM	Panel Discussion -- Chairman Harold G. Vavra Subject: Airplane Spray Equipment for Most Effective Results. 1. Nozzles 2. Droplet Size 3. Toxicity 4. Residue 5. Effect of Temperature 6. Activity of Insects at Various Temperatures (Panel Members to be selected by Chairman)	
11:00 AM	Mosquito Control	-- -- -- -- Dr. John Callenbach
11:30 AM	Soils and Fertilizers	-- -- -- -- Dr. E. B. Norum
12:00 AM	Luncheon at Ceres Hall Cafeteria	
1:30 PM	Proceed to Hector Airport for demonstration of new aircraft and two-way radio equipment suitable for installation in aerial crop spraying aircraft.	

SATURDAY AFTERNOON, APRIL 24, 1954

TWENTY YEARS AGO

Les Elliott, Valley City, North Dakota sent a card to the Editor with some interesting figures about North Dakota Aviation twenty years back. Les said that the Valley City Postmaster found an old Gulf Oil Aviation Annual for 1933-1934 among some old records. According to the Official Gulf Oil Aviation Annual of 1933-34 North Dakota had:

<u>Aircraft</u>	<u>Pilots</u>
46 licensed aircraft	35 Transport Pilots
<u>34</u> unlicensed aircraft	<u>5</u> Limited Commercial Pilots
80 Total	34 Private Pilots
	<u>74</u> Total

Gulf Oil also listed 11 Municipal Airport, 5 Commercial Airports for a total of 16 airports in North Dakota. A transport pilot rating at that time was equivalent to a "Commercial Pilot" rating of today.

Twenty Years later, the Aeronautics Commission's Records Show:
(For 1954)

933 - Licensed airplanes in North Dakota
1,041 - Active Pilots in North Dakota
120 - Municipal and Commercial Airports in North Dakota
300 - Flying Farmer and Farm type landing strips

CAA OFFERS NEW WRITTEN COMMERCIAL EXAMINATION

Robert Bockler, CAA Safety Agent at Bismarck announced that his office is prepared to offer effective April 1st, 1954, the new "Open Book" type of commercial pilot examination. The new written exam provides for a maximum of five hours for its completion compared with 8 hours for the old commercial test. The examination is based on a hypothetical 1,000 mile cross country flight. Instead of working from memory, pilots are provided with weather maps, aeronautical charts, copies of the Airman's Guide and other material. The examination, which can be machine graded, consists of 100 multiple choice questions.

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NORTH DAKOTA CAP WING PAID TRIBUTE FOR SEARCH AND RESCUE WORK

Tribute to the North Dakota Wing of Civil Air Patrol for its assistance to the U. S. Air Force in search and rescue missions in its annual tests on search missions was paid by Lt. Col. William L. Gibson at the annual wing convention held at Fargo, Saturday, March 27, 1954.

Colonel Gibson presented to Col. Paul S. Roel, wing commander, a citation for outstanding achievement in the search and rescue mission staged at Minot last fall and an individual award to Lt. Col. John M. Kurke, deputy wing commander, who was in charge of the mission.

Another individual award was made to Lt. Col. Stan Cowan, wing public information officer, for his work in enlisting public cooperation in locating the wreckage of a crashed civilian aircraft in which Eugene Nelson, Moorhead businessman, was killed near Barnesville, Minn. last January.

Colonel Gibson, commander of the 44th Air Rescue Squadron, 4th Air Rescue Group, Denver, Colorado flew to Fargo with members of his staff. The ARS commander said the purpose of his group is to perform a mission of mercy, finding, aiding and returning to safety, members of Air Force and civilian air crews. He said that in the United States, Civil Air Patrol is the very backbone of ARS which depends upon civilian pilots to help in emergencies.

Lt. Col. Wendell Crooms, Minneapolis, regional USAF-CAP liaison officer, also paid tribute to the North Dakota wing of CAP and pointed to the many activities in which CAP participates to train young people in aviation.

CAP SELECTS NINE STATE CANDIDATES FOR CAP FLIGHTS OVERSEAS

Nine Civil Air Patrol cadets, six boys and three girls, who attended the annual CAP convention at Fargo, March 27th are candidates for trips to foreign lands as guests of the U. S. Air Force this summer.

More than 100 CAP cadets in the U. S. make the trip each year and a similar number of boys from foreign countries are flown to the United States. North Dakota CAP will be host to several cadets from Greece this year.

The six North Dakota candidates are Robert B. Stone and Walter Jonas, Fargo-Moorhead Squadron No. 1; Kenneth Enney, Minot; Gordon Benrud, Milnor; Richard Klundt, Jamestown; and Harold Shattuck, Bismarck.

The three girl cadets, who will be candidates for trips to Hawaii or Puerto Rico, are D'Arleen Halvorson and Marjorie Hinkel, Bismarck, and Patricia Daly, Grand Forks.

AVIATION OPERATORS TO MEET AT FARGO DURING AERIAL CROP SPRAYING CONFERENCE
(April 23 and 24th, 1954)

Bart O. Sogaard, Minot, President of the North Dakota Aviation Operators Association announced this week that the Aviation Operators will hold a meeting Friday, April 23, 1954 at 8:00 p.m. at the Gardner Hotel in Fargo. A meeting room is being arranged for at the hotel. Sogaard said all commercial pilots that do aerial spraying are invited along with private pilots who are licensed to spray on their own land.

NEW AGRICULTURAL AVIATION MAGAZINE PUBLISHED

A new agricultural aviation magazine called "The Swath" published its first issue in March 1954. According to the publisher the magazine is dedicated to the interests of agricultural aviation and is the industry's first exclusive publication. William D. Austin, Loma Linda, Calif. is the editor and publisher. "The Swath" is a monthly, published on slick magazine paper. According to the magazine's statement, it is: "circulation subscription free to members of the Agricultural Aviation industry, A. M. Colleges, Government agencies and others in 48 states, the Territories, Canada and many foreign countries throughout the world". The April issue of "The Swath" states that: "Your name and address on a postcard will bring The Swath to you every month. Please state occupation". The address of the publication is "The Swath", 367 Gardena Avenue, Loma Linda, California.

THE HISTORY OF THE UNITED STATES OF AMERICA

The history of the United States of America is a story of a people who have built a great nation out of a small colony. It is a story of a people who have fought for freedom and justice, and who have built a nation that is the envy of the world.

The story begins in 1492, when Christopher Columbus discovered the New World. He found a land that was rich in natural resources, and he saw the potential for a great empire. He brought back with him a few Native Americans, and he began to build a colony.

In 1607, the first permanent English colony was founded in Virginia. The settlers were looking for a place where they could live and grow. They found a land that was fertile and full of opportunity. They began to build a new life for themselves.

Over the years, more and more colonies were founded. Each colony had its own problems and its own way of life. But they all had one thing in common: they were all looking for a better life than they had in England.

In 1776, the colonies declared their independence from Great Britain. They wanted to be free to live their own lives and to make their own laws. They fought a war to win their freedom, and they won.

THE CONSTITUTION OF THE UNITED STATES

The Constitution is the foundation of the United States. It is the law of the land, and it is the basis of all government. It sets out the powers of the different branches of government, and it protects the rights of the people.

The Constitution was written by a group of men who were called the Framers. They were smart and they were brave. They knew what was needed for a great nation, and they wrote the Constitution to make it so.

Over the years, the Constitution has been changed many times. But the basic principles have stayed the same. The people are still the source of all power, and the government is still responsible to them.

The Constitution is a great document. It is the heart of the United States, and it is the reason we are a great nation. It is a document that we should all be proud of, and that we should all work to protect.

THE PRESIDENT OF THE UNITED STATES

The President is the head of the executive branch of the government. He is elected by the people, and he is responsible for carrying out the laws of the United States. He is the most powerful person in the country, and he has a great responsibility.

The President is elected every four years. He is elected by a group of people called the Electoral College. The Electoral College is made up of people from each state, and they vote for the President.

The President has many powers. He can sign laws, he can veto laws, and he can make treaties. He can also appoint and remove judges, and he can appoint and remove other government officials.

The President is a very important person. He is the face of the United States, and he is the one who represents the country to the rest of the world. He is a person who must be very smart, very brave, and very honest.

MOST OF NORTH DAKOTA AVIATION AIDS TO AIR NAVIGATION TO BE RETAINED

The Federal Air Coordinating Committee, Washington, D. C. has rejected a proposal to decommission three low frequency radio ranges in North Dakota.

The decision followed a hearing in Washington, D. C. on March 16, 1954 at which the committee studied the question of dropping 12 federal aids to air navigation in North Dakota.

According to Harold G. Vavra, director of the State Aeronautics Commission, who was present at the hearing, the low frequency radio ranges at Minot, Grand Forks and Pembina will be retained. Other representatives attending the hearing from North Dakota were E. J. Hanson, Manager of the Grand Forks Chamber of Commerce and State Senator Carroll Day, Grand Forks.

Vavra said decisions on the nine other air navigational facilities were as follows:

The Barnesville and Glyndon, Minn. fan markers and the West Fargo fan markers used in connection with Hector Airport, Fargo will be retained. The Wheatland, N.D. fan marker was voted to be discontinued.

The committee voted to defer consideration of the Driscoll and Judson fan markers used in connection with the Bismarck Airport until some future date so the Air Force may make a study of air traffic control requirements in relation to the proposed air base to be constructed at Bismarck.

The committee voted to decommission the Ashley CAA emergency landing field although voted to retain the Ashley radio "H" marker.

The committee deferred action for 30 days on the proposed decommissioning of the Washburn CAA emergency field to permit the Army committee member to further investigate whether there is a requirement for this facility.

AERIAL CROP SPRAYERS APPLICATION FORMS TO BE MAILED IN MID-APRIL

The Aeronautics Commission will mail aerial applicator application forms to aerial crop sprayers in the middle of April. The 1954 aluminum license plates issued to aerial applicators will be on hand this week. The Commercial License plate is painted green with aluminum letters and the Private Permit for Spraying on own land only is painted blue with aluminum letters.

NEWS FLASH -- TELEVISION OUTMODES CONCRETE AND IRON "BEAM" NAVIGATION

For many years, one of the most common and accepted methods of navigation by both experienced and inexperienced pilots is that of following the highway or railroad track to the desired destination. This is particularly true when the visibility is poor and the ceiling low, and the worse the weather becomes, the closer the road or tracks are followed. TODAY, THIS IS AN INVITATION TO DISASTER.

Hundreds of television stations throughout the country are erecting towers that range in height from 500 to 1,500 feet above ground, and there are some presently contemplated for 2,000 feet above ground. These towers are guyed with cable extending down at an angle of about 45°, resulting in a first class booby trap for the low flying, unwary pilot. Add to this the fact that the towers for the most part will be along the major or secondary highways leading into town, and incidentally to the airport, and it can be readily seen that the pilot attempting to "sneak" home under marginal VFR conditions is simply playing an aviation version of "Russian roulette".

To illustrate the necessity for increasing caution at low altitudes, consider this. In Minnesota alone, there are permits presently issued for about 60 radio towers 300 feet high OR HIGHER.

Moral: If you are caught in marginal flying weather, stay at least a mile away from major roads.

(Courtesy Minnesota Department of Aeronautics)

AIRPORT AID

The U. S. Department of Commerce has recommended to the Bureau of the Budget that 33 million dollars be appropriated for federal aid to airports.



Dean Wiley
Williston Chamber of Commerce
Williston, N.D.

