

POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
July 9, 1954

NORTH DAKOTA NEWS LETTER

TARGET DATE SET FOR SEPTEMBER 1ST TO INAUGURATE NEW AIR FORCE FLIGHT INFORMATION REPORT SYSTEM

(Affects all Pilots in North Dakota and Montana)

Brigadier General James O. Guthrie, Commander of the 29th Air Division (Defense) at Great Falls, Montana called a meeting June 30 and July 1, 1954 in which all organized groups of civil aviation from North Dakota and Montana were invited to attend to discuss the newly proposed Air Force Voluntary flight information report system to be inaugurated in the North Dakota-Montana Air Defense Identification Zone.

Attending from North Dakota included Harold G. Vavra, Director of the Aeronautics Commission, Raymond W. Heinemeyer, Bismarck who represented the Commission and Wing Headquarters of the North Dakota Civil Air Patrol, Fargo, North Dakota and Edward LaFleur, Bismarck Deputy Civil Defense Director for North Dakota. Also present were officials from the Montana Aeronautics Commission, Bell Telephone Officials from Fargo, Billings and Helena, Montana and representatives of GOC (Ground Observer Corps).

The objectives of the Voluntary Flight Information Report System are:

- (1) To reduce the number of "scrambles" by Air Force jet fighters to intercept unknown aircraft in the North Dakota and Montana Air Defense Zones which are carried out at great expense to the U.S. Air Force.
- (2) To get more positive identification, for defense purposes, of all civil aircraft in North Dakota and Montana flying below the 4,000 foot level.
- (3) To provide search radar crews with valuable information on movement of civilian aircraft in their areas of responsibility.
- (4) To increase the Ground Observer Corps reporting capabilities within a vital area.
- (5) To decrease the number of unknown aircraft in the area by identification prior to take-off.
- (6) Make more fighter aircraft available for active air defense.

HERE IS HOW THE PLAN WILL OPERATE:

- (a) All pilots in both states will be asked on a voluntary basis to file a flight information report on all flights greater than ten miles by long distance telephone collected to the nearest filter center. In North Dakota these calls will go to either the Fargo or Bismarck filter centers.
- (b) The Air Force will pay for all long distance calls originated for the purpose of placing a flight information report to the filter center.
- (c) The calls will be given a priority rating which will mean they will be expedited through the Bell Telephone System.
- (d) A special code will be used by the pilot placing a call in order that the long distance operator will know where the call is destined. It is believed that the procedure will include the code "Aircraft Flash Skylark" to reach the filter center. After the filter center is reached, the pilot will state "Flight Information Report" and file same.
- (e) The flight information report to the filter center will include all information used in a standard CAA flight plan. The pilot will have the option of either closing the flight report or not closing the report. The Air Force is interested in the movement of the airplane; however, will close the flight report, IF THE PILOT INDICATES WHEN HE FILES THE REPORT THAT HE INTENDS TO CLOSE SAME UPON ARRIVAL AT HIS DESTINATION.

[illegible]

Figure 1. The effect of the number of trials on the number of correct responses. The number of correct responses (Y-axis) is plotted against the number of trials (X-axis). The data shows a positive correlation between the number of trials and the number of correct responses, with a slight increase in the number of correct responses as the number of trials increases.

[illegible]

Figure 1. The effect of the number of trials on the number of correct responses. The number of correct responses was plotted against the number of trials for each condition. The number of correct responses increased with the number of trials for all conditions. The number of correct responses was highest for the condition with the highest number of trials (10 trials) and lowest for the condition with the lowest number of trials (2 trials).

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The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique, valuable, and feasible. The third step is to create a prototype, which is a preliminary version of the product used to test the concept and gather feedback. The fourth step is to conduct a feasibility study, which evaluates the technical, financial, and operational aspects of the product. The fifth step is to develop a business plan, which outlines the strategy for marketing, financing, and managing the product. The final step is to launch the product and monitor its performance in the market.

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NEW AIR FORCE FLIGHT INFORMATION REPORT SYSTEM (Continued)
(Voluntary System)

- (f) The flight information report system will function independently of CAA and independent of CAA Interstate Airways Communications Stations. The plan in no way is intended to usurp the authority of the CAA, nor does it relieve the pilot of his responsibilities in complying with current CAA rules and regulations. (A regular CAA flight plan will still be required for flights above 4,000 feet in the Air Defense Zone.)
- (g) If a pilot files a flight information report and states that he intends to close the flight report upon arrival at his destination, a second collect long distance call will be necessary to the filter center. If the flight information report is not closed after a certain period, and the pilot said he would close same, then the flight is presumed lost and an alert will be sounded with Air Force Search Rescue, CAP, State Patrol and other agencies concerned with locating lost aircraft.
- (h) The Air Force indicated that steps will be taken to provide weather information at both the Fargo and Bismarck filter centers through regular U.S. weather teletype circuits to be installed at these stations. In this manner the report system will provide a useful service to pilots off airways who are filing a flight information report and desire the current weather from the filter center.
- (i) The North Dakota Aeronautics Commission will print a wallet size card with the exact procedure to file a "flight information report" including all information to be included in the report and distribute same to ALL PILOTS CURRENTLY HOLDING A NORTH DAKOTA AIRMAN REGISTRATION CERTIFICATE. If you are not registered with the Aeronautics Commission, you may do so by filling out the enclosed "Application" on page five of this NEWSLETTER and return with \$1.00 to Aeronautics Commission, Bismarck, North Dakota.

Bell Telephone officials indicated that it will take about 30 days to train all long distance operators in their own system. They also offered to train operators in some 129 independent exchanges in North Dakota. It is believed that when this system is put into affect, that a normal day in North Dakota may involve two to three hundred long distance calls connected with the Air Force Flight Information Report System.

The Flight Information Report system has been tried in Northern Wisconsin with real success, reducing the number of Air Force Scrambles by more than 50%. It is also scheduled to be inaugurated in Minnesota. Since it is a voluntary system, it will require the cooperation of all groups of civil aviation in the State.

N. D. WING HEADQUARTERS CAP TO BE REPRESENTED AT INTERNATIONAL NORTHWEST AVIATION COUNCIL'S ANNUAL CONVENTION AT VANCOUVER, B.C. SEPTEMBER 19 THRU 21, 1954

Col. Paul S. Roel, Wing Commander North Dakota Civil Air Patrol has designated Major A. E. Kunder, Wing Headquarters CAP, Fargo, North Dakota to represent the Wing at the International Northwest Aviation Council's Eighteenth Annual Convention at Vancouver, British, Columbia, September 19, 20, 21, 1954.

The North Dakota Aeronautics Commission was voted a member of this organization in 1953 and has extended invitations to Wing Headquarters CAP, the State Flying Farmers Organization, the N. D. Aviation Operators, Airport Managers, and the N.D. 99'S to send representatives to this important international meeting. It is expected that the State Flying Farmers will discuss the possibility of sending representatives at their annual meeting at Valley City this month. It is also expected that the Aviation Operators, Airport Managers and the 99'S will consider sending one or more representatives.

LELAND BRAND AND RAYMOND HEINEMEYER REAPPOINTED TO AERONAUTICS COMMISSION

Governor Norman Brunsdale has announced the reappointment of two members of the North Dakota Aeronautics Commission. The Commissioners, whose terms will run from July 1, 1954 to July 1, 1959 are Leland Brand, Taylor and Raymond W. Heinemeyer, Bismarck, N. D.

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Figure 1. The effect of the number of trials on the number of correct responses. The number of correct responses (Y-axis) is plotted against the number of trials (X-axis). The data shows a positive correlation between the number of trials and the number of correct responses, with a slight increase in the number of correct responses as the number of trials increases.

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

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1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand what consumers want and what gaps exist in the current market.

2. Once a market need is identified, the next step is to develop a concept. This involves brainstorming ideas and creating a rough sketch of the product.

3. The third step is to create a prototype. This is a physical model of the product that allows you to test its functionality and appearance.

4. After the prototype is created, the next step is to conduct a feasibility study. This involves assessing the technical, financial, and market viability of the product.

5. Once the feasibility study is complete, the next step is to develop a business plan. This document outlines the company's goals, strategies, and financial projections.

6. The final step in the process is to launch the product. This involves marketing the product, distributing it, and monitoring its performance in the market.

The following table shows the results of the regression analysis for the dependent variable *Perceived Organizational Support*. The independent variables are *Organizational Commitment* and *Organizational Identification*. The table includes the regression coefficients, standard errors, t-statistics, and p-values for each variable.

Variable	Regression Coefficient	Standard Error	t-Statistic	p-Value
Organizational Commitment	0.25	0.05	5.00	0.000
Organizational Identification	0.15	0.05	3.00	0.002
Constant	1.50	0.10	15.00	0.000
Adjusted R-squared	0.40			

This image shows a full page of dot grid paper. The background is white, and it is covered with a regular pattern of small, light gray dots. The dots are arranged in a precise square grid across the entire surface. There are no margins, text, or other markings present.

Figure 1. The effect of the number of trials on the mean number of correct responses. The number of correct responses was significantly higher for the 10 trials condition than for the 5 trials condition. The number of correct responses was significantly higher for the 10 trials condition than for the 5 trials condition. The number of correct responses was significantly higher for the 10 trials condition than for the 5 trials condition.

SOIL CONSERVATION AIR TOUR OF SLOPE AND HETTINGER COUNTIES SET FOR JULY 14, 1954

A soil conservation air tour of Slope and Hettinger Counties will be conducted July 14, 1954. Victor Wokal, Wokal Flying Service, Bowman will furnish the planes and pilots. The flying will start at 8:00 a.m. and will continue to 5:00 p.m. The rides will take about a half hour and will cost each passenger \$4.00.

The west tour will take in the farms of Jay O. Erickson, John Kathrein, Philip Frank, Henry Haagenstad, Alfred Bolte, Burke Lambourn, HT Ranch, Hammond Dam, Carlyle Bock, Earl Rundle and Ed Kaufman.

The east tour will be over the farms of Ed Kaufman, Ted Monke, Rufus Monke, Norman Hartman, Harvey Johnson, Anton Bolte, Matt Herberholtz, Peter Mesling and Leo Gardner.

FLIGHT BREAKFAST AT ESTEVAN, SASKATCHEWAN SUNDAY, AUGUST 8, 1954

Burke Bechtel, Noonan, North Dakota announced that the Estevan Flying Club is sponsoring a "Flight Breakfast" at Estevan, Canada on Sunday, August 8, 1954. Here is an opportunity for North Dakota pilots to take advantage of the streamlined customs and immigration clearance procedures at "Border" Airport located 7 miles north of Noonan, North Dakota adjacent to the Canadian line. The airport has a N-S runway 2,600 ft. X 50 ft. and an E-W runway 2,600 ft X 50 ft. U.S. Customs and Immigration is located upon the airport property.

Border Airport is the only airport in North Dakota along the Canadian line where two-way radio is not required. U.S. Customs and Immigration clearance may be obtained by landing at "Border" airport and walking over to the Customs and Immigration office in the Northeast corner of the airport landing area and filling out a "Notice of Temporary Sojourn". Estevan airport and port of entry is located only 5 miles north of "Border" airport in Canada.

No flight plan is required to fly into Canada, if the flight is below 4,000 feet. A flight plan is required, however, when flying from Canada to the United States, regardless of altitude. Returning from Estevan, a flight plan may be filed with the Canadian authorities. Necessary clearance into Canada is available at Estevan, Canada since it is designated as a Canadian Port of Entry.

Burke Bechtel is one of the Deputy Collectors of the U.S. Bureau of Customs and Immigration at Noonan, North Dakota. He is a pilot and aircraft owner. According to Mr. Bechtel 44 aircraft have cleared the Noonan Port of Entry for Canada and return this season. This is an excellent opportunity for pilots in the Northern half of the state to "check out" on border crossings and enjoy a breakfast at Estevan.

On Sundays and holidays there is an overtime charge of \$4.76 for aircraft clearance on the American side for one hour of overtime. A number of airplanes, however, may be cleared during that interval of time, if they are organized to fly in together, thus reducing the individual cost.

NORTH DAKOTA FLYING FARMER'S STATE CONVENTION AT VALLEY CITY, N.D.
(July 31 and August 1, 1954)

Mrs. Dale C. Rambough, Braddock, Secretary of the North Dakota Flying Farmers and Ranchers Association, announced this week that the annual state convention of the "Flying Farmers" has been set for Valley City, North Dakota for Saturday and Sunday, July 31 and August 1, 1954. The announcement is being made early so that all North Dakota Flying Farmers may note their calendar now and plan to attend.

AERIAL CROP SPRAYING AIRCRAFT IN STATE SET ALL TIME HIGH

196 aerial crop spraying aircraft operated by 122 individual operators have been licensed in North Dakota by the Aeronautics Commission this year smashing all previous records. This compares with 163 airplanes licensed for aerial spraying in 1953 and the previous high of 180 airplanes in 1950 in North Dakota. Additional aircraft are usually licensed in the middle of July for potato dusting; therefore, the Commission expects that the total will probably exceed 200.

The increase in activity this year is due to four factors:

(1) The extremely wet conditions in the Central and North Central areas of

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AERIAL CROP SPRAYING AIRCRAFT IN STATE SET ALL TIME HIGH (Cont'd)

the state where it is very difficult, if not impossible, to get weed spraying done with ground sprayers.

- (2) The sharp increase in farmer acceptance of aerial crop spraying with 2-4D chemical for the control of weeds.
- (3) The fact that a number of flying farmers have secured commercial CAA licenses in the past 12 months in order to take care of aerial spraying in their local areas.
- (4) Low accident rate brought about by the Aeronautics Commission's rules providing that pilots have a minimum number of flying hours experience before engaging in aerial crop spraying and the provision that apprentice pilots, who have never sprayed before, must get five hours of simulated dual low flying experience from a qualified and experienced aerial spray pilot and submit evidence of same before they get a license.

ACCIDENTS - So far this year there have been three minor accidents connected with aerial spraying in North Dakota. There were no pilot injuries involved; however, one resulted in major damage to the airplane and the other two minor damage. (NOTE: Two of the minor accidents resulted from engine stoppages, possibly due to overheating and detonation. An overheated engine will detonate and lose power and may quit completely, if the pilot further advances the throttle. A detonating engine may lose power on an increased throttle setting. Reducing the throttle may restore more power under severe detonating conditions than by advancing throttle. If the engine is overheating, the pilot should return to his base and cool off the engine before continuing spray operations. He should also reduce the chemical load in subsequent operations. We are just beginning to get HOT weather which means all pilots should consider reducing chemical loads substantially less than the tank capacity and watch for engine overheating. Also make sure you are using the correct octane gasoline. A below standard octane rated fuel for aircraft engines will cause certain detonation under high engine operating temperatures.)

The Aeronautics Commission's records show that there are 79 aerial spraying planes located in the western half of North Dakota and 117 in the eastern half of the state.

The distribution of planes is widely spread throughout the state. The top eight counties in density include Cass County with 19 aerial spraying planes; Grand Forks 19; Ward 16; Pembina 14; Williams 12; Griggs 7; Bowman 7; Mountrail 7.

NEW LIQUID NITROGEN FERTILIZER SUITABLE FOR APPLICATION BY AIR

Newly perfected non-pressure nitrogen solutions that can be safely and speedily sprayed by airplane are expected to add to the uses of the airplane in agriculture.

Three new fertilizer products developed by the Nitrogen Division of the Allied Chemical and Dye Corporation have been named "Arcadian Uran", "Feran" and "Sodan". All are water solutions of ammonium nitrate, urea or sodium nitrate and contain nitrogen in varying proportions. Since they contain no free ammonia, it is no longer necessary to apply these solutions under pressure beneath the surface of the soil.

Aerial spray gives the farmer the advantage of speedy application. In a recent demonstration in Tennessee, one PA18A plane sprayed 250 acres in one day.

Additional information on the new nitrogen solutions can be obtained from the Nitrogen Division, Allied Chemical and Dye Corp., 40 Rector Street, New York 6, N.Y. (Editor's note: Allied Chemical and Dye Corp. is the third largest chemical manufacturer in the United States.)

1,100 AIRMAN REGISTRATION APPLICATION FORMS MAILED TO PILOTS

All North Dakota pilots must have a current State airman registration certificate, which are issued and valid from July 1, 1954 to July 1, 1955 in accordance with state laws. Over 1,000 applications have been mailed to pilots in North Dakota. If you have not registered or have not received an application form, please use the one attached with this NEWSLETTER. Please fill out the form and attach \$1.00 and mail to the North Dakota Aeronautics Commission, State Capitol, Bismarck, North Dakota. Your registration certificate will be promptly issued by return mail. About 700 have been issued as this letter goes to press.

(b) (7)(D) THIS REPORT IS NOT TO BE RELEASED TO THE PUBLIC

Under the provisions of the Freedom of Information Act, it is hereby declared that this document contains information which is exempt from public release.

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NORTH DAKOTA FLYING FARMERS HOLD FLY-IN AND POT LUCK PICNIC AT BELFIELD

The North Dakota Flying Farmers held a Fly-In, tour of Roosevelt National Park and Pot Luck Picnic at Richard Swenson's farm 15 miles south of Belfield, N. D. on Sunday, June 27th. The picnic was held at Medora Airport inside Theodore Roosevelt National Park.

Following the picnic, all of the planes took off from Swenson's airport just ahead of a thunder storm moving in from the west. Four planes heading towards Bismarck encountered the edge of another storm over Bismarck, near New Salem. Bismarck at this time was being hit by winds of 70 to 80 MPH and got 2.9 inches of rain in cloud burst proportions. Richard Day and his wife landed on a farm near New Salem and tied his plane to a tree; Homer Andrews, Moffit landed on a farm near Center, N.D. and tied down there. Your editor landed at Glen Ullin Airport and tied down the Cessna 140 a few minutes before 50 mile per hour winds and rain swept that area. All east bound flying farmers were grounded over night until the storm subsided.

ANNUAL TROUT BREAKFAST AT LIVINGSTON, MONTANA, SUNDAY AUGUST 8, 1954

James P. McGuire, President of the Montana Pilots Association has extended cordial invitations to all North Dakota pilots to attend the annual trout flight breakfast at Livingston, Montana Sunday, August 8, 1954. The trout breakfast is sponsored by the sportsmen of Livingston, Montana who guarantee all pilots and passengers a FREE breakfast of Trout and Hot Cakes. As a further inducement to come to Livingston, Montana for this event, the local sportsmen have offered a prize of \$1,000.00 to the pilot or passenger who can catch the biggest TROUT in a designated area in the Yellowstone River which flows adjacent to the city of Livingston and near the airport.

The Montana Pilots Association wishes to advise all North Dakota pilots that they will be welcome at Livingston, to come early, bring their fishing gear, and they may have the opportunity of taking home \$1,000 in cash and some nice trout. The Association adds that of course you will have to compete with some of the best fishermen and fishermen in Montana and some of the biggest fish in the United States.....

It is suggested that anyone desiring entry blanks for the fishing contest write to Doc. R. E. Walker, President of the Livingston Hangar, Montana Pilots Association, Livingston, Montana and advise him of the number in their party.

AIRPLANES IN STATE DAMAGED BY HIGH WINDS

At least 16 privately owned airplanes were severely damaged by a statewide windstorm on Monday, June 7th and by a local high wind at Bismarck on Sunday, June 27th. Winds ranged from 70 to 100 miles per hour.

Three planes were damaged at Hector Airport, Fargo including a CAP 1-4H, an Aerona and an Ercoupe all tied down on the flight line. At Devils Lake at Bell Airport, a hangar roof was blown off resulting in damage to three airplanes enclosed therein. At Devils Lake Municipal Airport two parked airplanes were damaged. At Grand Forks and Minot one parked airplane at each location damaged; at Wahpeton 5 parked airplanes damaged. On June 27th Bismarck had local winds of 70 to 80 miles per hour resulting in one parked Cessna 140 breaking a tie down rope with extensive damage to one wing, bulkhead, windshield and tail structure.

In several instances excessive slack in wing tie down ropes resulted in the airplane being lifted from the ground and repeatedly pounded to the ground damaging landing gears and in some instances buckling the cabin bulkhead structure.

AIRLINE STEWARDESSES

Miss Decotah Mehrer, a former Bismarck resident and a former Cadet member of the Bismarck Squadron of the Civil Air Patrol, is now an airline stewardess with "American Airlines"

DAKOTA AIR FAIR AT LEMMON, SOUTH DAKOTA, SUNDAY JULY 18, 1954

The Lemmon Junior Chamber of Commerce, Lemmon, South Dakota has announced that the 1954 "Dakota Air Fair" will be held at the Lemmon Municipal Airport, Sunday, July 18, 1954. They expect to have one of the better air shows in the midwest with some military aircraft. Pilots in the south half of the state should take notice.

REPORT OF THE DIRECTOR OF THE BUREAU OF INVESTIGATION TO THE ATTORNEY GENERAL

That following information is being furnished to you in accordance with the provisions of the Espionage Laws, and is being furnished to you in confidence. It is requested that you keep this information confidential and not divulge it to any other person.

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