POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
June 1, 1954

NORTH DAKOTA NEWS LETTER

FLYING FARMER FLIGHT BREAKFAST AT HATTON, NORTH DAKOTA, SUNDAY, JUNE 6, 1954

The Hatton, North Dakota Commercial Club has announced a "Flying Farmer" flight breakfast at the "August Peterson airfield" near Hatton, N. D. on Sunday, June 6, 1954 from 8 to 11:00 a.m. The landing strip is located 6 miles west and one mile south of Hatton, North Dakota.

According to the announcement prizes will be awarded to the first lady soloing, party coming the farthest distance, oldest pilot, and spot landing and bombing contest winners. Pilots are asked to bring their own tie-downs.

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.

According to the Lemmon "Jaycee" announcement, the "Dakota Air Fair" is the biggest and best in this part of the country. They expect to have one of the better air shows in the midwest with some military aircraft.

INTERNATIONAL NORTHWEST AVIATION COUNCIL'S EIGHTEENTH ANNUAL CONVENTION SET
(Vancouver, British Columbia, September 19, 20, 21, 1954)

The International Northwest Aviation Council has set its annual convention at Vancouver, British Columbia, Canada September 19 through 21, 1954. The Council members include the states of Washington, Oregon, Idaho, Montana, North Dakota, the Territory of Alaska and the Canadian Provinces of British Columbia, Alberta, Saskatchewan and the Canadian "Yukon" territory.

North Dakota was voted a member state in 1953 and is now represented on the Council's board of directors by Wesley E. Keller, Minot, Vice Chairman of the Commission and Harold G. Vavra, Director.

The International Northwest Aviation Council's annual convention has a reputation of being one of aviation's most interesting and important annual meetings in the country since it brings together top Washington and Canadian officials in both civil and military fields of aviation activity.

The North Dakota Aeronautics Commission would like to extend a cordial invitation to all of the North Dakota aviation organizations including Wing Headquarters of the N. D. Civil Air Patrol, State Flying Farmers, N. D. Aviation Operators Association, Airport Managers, N. D. Chapter of the 99'S and other interested persons to send one or more representatives to the annual meeting of this organization at Vancouver, British Columbia September 19 to 21, 1954.

Interested organizations and other persons may write to the Aeronautics Commission, State Capitol, Bismarck for hotel arrangements and further program details.

NDAC PUBLISHES PRELIMINARY REPORT ON "CEREAL RUST CONTROL WITH FUNGICIDES"

The North Dakota Agricultural College Experiment Station has printed a 10-page preliminary report by W. E. Brentzel, Plant Pathologist on the subject of "Cereal Rust Control with Fungicides". Aerial crop sprayers and flying farmers desiring a copy may write to the Aeronautics Commission. We have about 25 copies which will be made available until the supply is exhausted.

GRAFTON FLIGHT BREAKFAST DRAWS 50 AIRPLANES

The Grafton Flight breakfast and open house held at the Grafton Municipal Airport Sunday, May 16th, 1954 drew nearly 50 planes and several hundred persons. The flight breakfast was sponsored by the Grafton Squadron of the North Dakota Civil Air Patrol and the Grafton Flying Club.

FCC DISCONTINUES AIRCRAFT RADIOTELEPHONE OPERATOR AUTHORIZATIONS

Effective February 1, 1954, the Federal Communications Commission discontinued issuing Aircraft Radiotelephone Operator Authorization cards, and flight examiners who issued such cards are no longer authorized to do so.

A Restricted Radiotelephone Operator Permit, which includes operating authority equivalent to the Aircraft Radiotelephone Authorization, must be obtained before a person may use an aircraft radio transmitter. The Restricted Radiotelephone Operator Permit may be obtained in person or by mail from the Federal Communications Commission, Washington, D. C. on an application form provided by the FCC.

Aircraft Radiotelephone Operator Authorization cards now in use will remain effective until they expire. Such expiration date is five years from the date of issue.

RADIO-CONTROLLED AIRPORT LIGHTS EVALUATED

Radio-controlled automatic airport lighting system is being evaluated by Special Committee 56 of the Radio Technical Commission for Aeronautics. Perfection of such a system would increase the number of landing fields, unattended at night, which would be available in emergencies. Preliminary experiments have been conducted by an airline using smaller airports. Method has been to use radio receiver with a switching mechanism installed at the airport. Approaching pilot turns on airport lights by pressing a microphone switch of his aircraft transmitter a predetermined number of times. Lights are extinguished by similar action after take-off.

FEDERAL AID AIRPORT FUNDS REQUESTED

It has been reported that the Department of Commerce, Washington, D. C. has requested $33,000,000 in supplemental appropriations for federal aid to airports.

Independent of the money request, the Secretary of Commerce, through Senator Bricker, Chairman of the Senate Interstate and Foreign Commerce Committee, has introduced Senate 3410 which proposes amendments to the Federal Airport Act of 1946 in the following respects:

(1) Provides that 50% of the funds appropriated by Congress shall be placed in a discretionary fund to be administered by the Secretary of Commerce with the remaining 50% being apportioned to the states on a basis of area and population. (The present law provided that 25% shall be placed in a discretionary fund and 75% be apportioned to the States.

(2) Requires that all airport projects must be "of sufficient national importance" to obtain federal airport aid. The bill provides that the Secretary of Commerce shall determine whether a proposed airport project qualifies for federal airport funds under the language "of sufficient national importance".

(3) Abolishes the use of federal airport funds for airport terminal or administration buildings.

Hearings on the bill are scheduled to begin on May 24th.

HOLD OFF DECISION ON WASHBURN CAA INTERMEDIATE LANDING FIELD

A U. S. air coordinating subcommittee meeting May 11, 1954 deferred action on whether the CAA emergency landing field at Washburn, N. D. should be decommissioned as requested by the Commerce Department.

William A. Simpson, secretary of the subcommittee, said no action would be taken until Sen. William Langer either appears or submits a statement on the question. Sen. Langer had requested that action to decommission the field be deferred.

Rep. Usher L. Burdick sent a statement to the subcommittee saying it would be "foolish to the extreme to abandon the field between Bismarck and Minot--at least until the present defense picture has been clarified."

The Washburn CAA field was considered for decommissioning by the airspace committee last March 16th. Following the hearing, the committee granted 30 days grace to give the Army time to study the situation.

JUDSON AND DRISCOLL RADIO FAN MARKERS

Washington, D. C. - The U. S. Airspace subcommittee voted to decommission the Judson and Driscoll fan markers used in connection with the Bismarck Municipal Airport. The Dept. of Air Force Member stated that his agency would offer no objection to the decommissioning of the Driscoll and Judson, N. D. fan markers provided that the fan markers would be recommissioned by the CAA if they were required for control of air traffic when the Bismarck AFB is reactivated. This was agreeable to the Department of Commerce representative.

The discontinuance date of the Judson and Driscoll fan markers has been set for June 8, 1954 by the Kansas City Regional CAA Office.

In the Fargo area the Wheatland fan marker is scheduled to be discontinued on June 8, 1954.

The Washington Office of CAA has requested the Third Region CAA, Kansas City to retain the Driscoll and Judson fan markers in place after they are turned off and renew the leases through 1955. If at the end of that period, the Bismarck AFB has not been reactivated, then CAA will consider dismantling the equipment.

TREASURE STATE AIRLINE CONSIDERS EXTENSION

Treasure State Airlines, which recently instituted daily air service into Williston are now hauling about 25 per cent of capacity in freight and passengers and are making an initial survey into the feasibility of extending service to Minot, according to R. L. Burke, president of the firm.

Burke reports that they are carrying an average of two passengers in and out of Williston each day and about 300 pounds of freight with business picking up steadily. The Lockheed 10A'S, which the company flies, are capable of accommodating ten passengers and 1,100 pounds of freight.

Treasure State's planes, on the round trip from Great Falls, refuel in Billings and in Williston, where about 80 gallons of gasoline are purchased at Sloulin Field each day.

Burke said that the company expects to extend service into Minot in about 30 to 45 days if the survey now under way indicates there would be enough transportation to warrant the extension. In Minot, Treasure State would connect with Braniff Airways.

Treasure State has opened a downtown Williston ticket office in the Northern Hotel for passenger and freight reservations.

ROBINSON AIRPORT CLOSED

The landing field at Robinson, North Dakota has been closed according to Gilbert H. Feldman. Pilots desiring landing facilities near Robinson, N. D. may land at the Glen Whitman farm 1.5 miles east south east of Robinson, North Dakota. The Whitman private field has a N-S 3,100 foot long runway, and a WNW-ESE runway 2,600 feet in length.

CIVIL AERONAUTICS BOARD ESTABLISHES NAUTICAL MILE

Washington, D. C. - The Civil Aeronautics Board has amended the Civil Air Regulations permitting the use of the nautical mile in the control of air traffic and to require its use in air carrier operations. The CAB emphasized that the amendments would require standardization on the nautical miles system in air carrier operations only, and make optional the use of the system by non-air carriers, including private pilots. The amendments will become effective October 1, 1954. The amendments were approved by the CAA, the Air Coordinating Committee, the Department of Defense, the Air Transport Association and the Air Line Pilots Association, according to the CAB.

The CAB said the new amendments will give small operators and private pilots the option of using either nautical or statute units. Information as to speed and distance will normally be transmitted in ground-to-air communications in nautical units after October 1st, but upon specific request, the information will also be transmitted in statute units.

The CAB said that no change in units currently associated with visibilities, approach charts, radio facility charts, airway widths, control zone dimensions and non-carrier aircraft instruments will be necessary.

CIVIL AERONAUTICS BOARD ESTABLISHES NAUTICAL MILE (Cont'd)

After October 1st it looks like many pilots will have to get acquainted with the difference between nautical and statute miles and between miles per hour and "knots".

The conversion of one to the other is shown in the following tables:

Distance in Statute Miles = Nautical Miles X 1.15

Distance in Nautical Miles = $\frac{\text{Statute Miles}}{1.15}$

One Nautical Mile = 6,080 feet

One Statute Mile = 5,280 feet

Knots = Nautical Miles per hour

Miles Per Hour = Knots X 1.15

Knots = $\frac{\text{Miles Per Hour}}{1.15}$

For those who want to know where the nautical mile came from--here is the definition: One "minute" of arc of a great circle on the earth's surface, has long been used in navigation as the unit for measuring linear distance. It is called the nautical mile and is exactly 6,080.20 feet long. .

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HANGAR APRON PAVED AT SLOULIN FIELD

The apron stretching from the hangar to the administration building at Sloulin Field (Williston Municipal Airport) is now being paved, according to Herb Arnold, city engineer. At the same time, curbs and sidewalks are being constructed between the administration building and the hangar. Total cost of the project is set at $12,000.

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AERIAL CROP SPRAYING ACCIDENTS IN UNITED STATES DURING 1953

The Civil Aeronautics Board, Washington, D. C. has just released complete statistics for all reported aerial crop spraying accidents during 1953. North Dakota had no fatalities, one serious and two minor accidents. In the United States there were 46 fatalities, 37 serious and 254 minor accidents connected with aerial crop spraying and dusting in the 1953 year. The CAB report shows that these accidents resulted in complete destruction of 149 airplanes, 194 substantially damaged and 3 minor damage.

Out of the 46 fatal accidents, 23 involved stalls, 9 collision with wires or poles, 7 collision with ground, 3 collision with other objects, 2 collision with trees, 1 Airborne collision.

FATAL CATEGORY

The CAB's accident report shows that in the fatal category there were 8 fatal from the chemical loading base of which 5 were stalls, 2 collisions with trees and wires and 1 collision with the ground.

Return to loading base involved two collisions with the ground and one stall. One occurred during an attempted loop.

Start of Swath included four stalls, and one case in which the pilot diverted his attention inside the cabin and dived into the ground.

During swath included seven collisions with objects, powerlines, trees, a truck, and a flagman. One propeller blade failure caused the engine to fall free and the aircraft to stall. And in one case the wheels of the plane snagged the crop.

Pull-up from swath included 10 stalls, four collisions with objects, one failure of the torque tube causing the aircraft to go out of control, and one mid-air collision..

Both of the accidentsunder "clean-up swath" were collisions with wires. Two of the accidents in "other" category were stalls. One involved a practice flight and the other an aircraft enroute between fields to be dusted. The third was a

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AERIAL CROP SPRAYING ACCIDENTS IN UNITED STATES DURING 1953 (Cont'd)

case in which crop control operations had been suspended and the pilot was ferrying aircraft to the airport. Enroute he engaged in low acrobatics, lost control, and dived into the ground.

TYPES OF OPERATION - CROPS

Cotton fields were the scene of the highest number of accidents followed by grain and rice fields, corn, beans, tobacco and potatoes. Other activities involved tomatoes, clover, forest-trees, peas, mesquite, and pasture.

Collisions with objects and the ground accounted for the highest number of accidents. There was one mid-air collision and 5 others between aircraft on the ground. Stalls were second in numerical importance but involved the highest number of fatal accidents. Of the total of 89 stalls recorded, in only one instance was a stall warning indicator installed, but it was inoperative.

CAUSES AND CONTRIBUTORY FACTORS

The leading primary cause of accidents, according to the CAB report, numerically, was "failure to maintain flying speed" which occurred in 60 cases. Failure to observe objects and other aircraft was the primary cause of 41 accidents; misjudged distance - 56; selection of unsuitable terrain for takeoff or landing - 21; misuse of brakes, flight controls, ground - 15; operating recklessly-carelessly - 9; and inadequate flight preparation - 8. Inadequate maintenance was the primary cause of 16 accidents.

Power plant was the primary cause of 47 accidents and involved fuel system -8; propeller and prop accessories - 3; and ignition system - 3; and 31 cases were undetermined.

Airport-Terrain was the primary cause of 10 accidents; wet or soft - 3; rough - 4; miscellaneous - 2; and hidden hazard - 1.

Weather as a primary cause accounted for 14 accidents; downdraft-updraft - 4; whirlwind - 4; unfavorable wind conditions for taxi, takeoff, landing - 2; and turbulence in flight - 2.

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