POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
September 20, 1954

NORTH DAKOTA NEWS LETTER

- -

FRONTIER AIRLINES INAUGURATES WILLISTON BASIN AIR SERVICE
(Starting September 15, 1954)

Frontier Airlines, Inc. inaugurated scheduled airline service in the Williston Oil Basin on September 15th with two round trips daily between Billings, Montana and Bismarck-Mandan with stops at Miles City, Glendive, Sidney, Montana and Williston and Dickinson, North Dakota. Wolf Point, Montana will be added in October.

Frontier Airlines celebrated the event by holding a series of "Frontier Airlines Days" in Bismarck, Dickinson, Williston, North Dakota and Sidney, Glendive, Miles City and Billings, Montana. An all day celebration was held in each city with rides being offered in Frontier's DC-3 equipment. At Dickinson 350 were flown on Thursday, at Williston some 375 persons were given rides, at Sidney, Montana 420 persons were flown, at Glendive another 350 took rides. It is estimated that along the entire route some 2,000 people took advantage of the 20 minute ride in a DC-3. About 90% of these first riders had never been in the air in a scheduled airline type plane.

The North Dakota Air National Guard at Fargo and the 29th Air Division of the Air Defense Command, Great Falls, Montana sent two flights of T-33 and F94 jets over each city during the celebration.

Williston and Dickinson, North Dakotawere well equipped for airline service with paved runways, runway lighting, beacon lights and administration buildings. Sidney, Montana in less than a month built a 32' X 25' administration building, added 300 feet to the NW-SE runway and installed runway lights and a rotating beacon light. Glendive, Montana extended their runway some 500 feet and installed runway lights and a beacon tower and light.

Ray M. Wilson, Vice President of Operations for Frontier Airlines, supervised the installation of three "H" radio markers at Williston, Sidney and Glendive. These units, costing $4,000 a unit, are company-owned and operated and will be used for navigation under instrument conditions. They operate in the 200 to 400 KC band. Since they are privately owned these units will not be published on the air maps.

Ray Wilson, Vice President of Frontier, is an old timer in aviation. In 1929 he was employed as a flight instructor by the Curtis Wright Flying Service in Denver. Six years later he started his own flying school in Denver which he operated until 1941. He sold the school at that time and formed a partnership with the business manager of the Denver Post, to operate a primary Army Air Corps flying school at Chickasha, Oklahoma. The school continued during the entire war graduating some 10,000 students until the contract with the Air Corps was terminated in 1945.

In 1946 Wilson obtained a certificate from the CAB to operate an air route between Denver and Salt Lake City under the corporate name of Monarch Airlines. Later Arizona Airways, Monarch Airlines and Challenger Airlines were merged into one firm in 1950 to form Frontier Airlines.

C. A. Myhre, Denver is President of Frontier Airlines. He has been associated with financial and accounting activities in the aviation industry since 1941. A native of North Dakota, he was born in Ambrose in 1911. Following his graduation from Denver University he became assistant auditor for the Boardmoor Hotel at Colorado Springs. Later he became chief auditor for Ray M. Wilson during the operation of Wilson's flying school at Chickasha, Okla. Since that time he has served as auditor and treasurer of the various aviation enterprises with which Ray Wilson has been identified. He became treasurer of Frontier Airlines in 1950. Later he became Vice-President and in 1951 a Director of Frontier and 1953, President of the airline.

Frontier Airlines now operates from Tucson and Phoenix, Arizona in the south to cities in North Dakota and Montana in the north. The line serves seven states including Arizona, New Mexico, Utah, Colorado, Wyoming, Montana and North Dakota. The border to border route was developed in 8 years and involves operating 16,413 air miles daily.

- -

DAKOTA AIR DAYS AT MINOT SUNDAY, SEPTEMBER 5, 1954 DRAWS 3,500

Dakota Air Days held at Port O'Minot (Minot Municipal Airport) Sunday, September 5, 1954 drew 3,500 people. The Sky Kings Air Show was featured. T-33 and F94 jet planes were landed on the field and open for public inspection. The event was sponsored by the Minot Junior Chamber of Commerce.

CAP FLIGHT BREAKFAST AT WILLISTON, SATURDAY, SEPTEMBER 25, 1954
(On Oil Discovery Day Celebration)

Williston, N. D. --- Cadets and Officers of the Williston Civil Air Patrol are sponsoring a breakfast flight for representatives from area squadrons in conjunction with oil discovery day on Saturday, September 25, 1954.

The flight breakfast will be served at Wright Field and will be provided by Al Stein, local representative of Pillsbury Flour Mills.

NASAO ANNUAL MEETING

The annual meeting of the National Association of State Aviation Officials will be held in Seattle, Washington between the dates of September 22 and the 25th. The Director is chairman of the "International Committee" which is concerned with border crossing procedures for light airplanes.

AIR FORCE SPONSORS FLIGHT REPORT PLANS TO FILTER CENTERS
(For flights below 4,000 ft.)

The Aeronautics Commission mailed 1,000 letters of instruction and pocket cards on the new plan to registered pilots in North Dakota. The Air Force plan sets up a voluntary procedure for filing of flight reports to USAF filter centers by "collect" telephone calls. The program became effective September 1st.

POOR PILOT TECHNIQUE

In the normal course of flying, many of us drift into habits that, if not outright dangerous, are at least a matter of poor pilot technique. The present day aircraft, being the"forgiving" device that it is, allows us to live with these bad habits until one day the limits are exceeded. In this situation the "ground riseth up and smiteth thee".

Periodic checks by a qualified instructor keep bad habits from developing, are instrumental in keeping the pilot "Sharp" and can save his aircraft and his life. See your local flight instructor for a "check" on your technique--.

(Minnesota Aeronautics Publication)

LOW FLYING AND BUZZING

A "buzz" job isn't ALWAYS fatal. It is just that the odds are so high--. What odds will you take from the Grim Reaper on which to bet YOUR life for a momentary thrill. It matters little to him whether you are the relative novice who never did it before and never intended doing it again, or are the repeated offender, the "hot rock" or grandstander. In time he collects all bets.

And in the event the buzz job isn't fatal, the pilot has accomplished the following:

He has antagonized the people on the ground.
He has caused discomfort to others.
He has damaged aviation in the eyes of the non-flying public. And last, but not least, he has lost the respect of the majority of his fellow pilots.

Remember - - Fly with safety at all times and at some breakfast flight of the

LOW FLYING AND BUZZING (Cont'd)

future, you may be distinguished by winning the prize for the oldest pilot in attendance--. (Maine Air Comment)

- - - -

(Cont'd)
aluminum wings, Brown said, and probably, within a year, will be built completely of aluminum.

The new firm has agreed to manufacture parts for Aeronca Champions, Sedans, and Chiefs. An estimated 7,500 of those three Aeronca models are still flying.

Brown said the plane his firm will produce is ideally suited for oil pipeline patrolling and for aerial crop spraying and dusting. He said its price would be in the $3,500 range. The new plant will start with a payroll of 65 persons.

Other officers of Champion Aircraft Corp. are Henry P. Dickhudt, Vice Pres. in charge of production; Webster T. Jones, treasurer; Richard W. Edwards, Secretary; and George B. Millard, Sales Manager. Al Brandt, Brandt Aero Service, St. Paul, will be area distributor and Edward A. Keyes, St. Paul, will be in charge of market research.

- -

CAA - AVIATION SAFETY AGENTS SCHEDULE
(October, November, and December 1954 - Bismarck Office)

One or more agents will be at the following airports on dates specified for the purpose of administering written examinations for all grades of airman certificates. All applicants must present the required evidence of eligibility for the type of certificate desired.

CITY	AIRPORT	OCTOBER	NOVEMBER	DECEMBER
Bowman	Bowman	14	--	16
Dickinson	Municipal	13	23	15
Minot	Port-O-Minot	6	3	8
Williston	Williston	27	17	22

NOTICE: Agents will be at itinerary points shown until 11:00 a. m. If no applicants have appeared or arranged for appointments by that time, the agents may proceed to the next assignment. Written examinations given daily except Saturday and Sunday at district office headquarters. Written examinations will be given at night to groups of applicants where satisfactory arrangements can be made.

All other services including practical examinations, flight tests, and aircraft inspections will be arranged by appointment ONLY. Such appointment may be requested coincident with the following schedule. However, they should be requested a week in advance to permit scheduling of Agents required and to allow for confirmation of the appointment.

- -

GRIMES ANTI-COLLISION LIGHT FLASHES WARNING

Because the Grimes anti-collision light is being installed rapidly on airliners, as well as other type aircraft, we believed most pilots would be interested in the basic safety factors incorporated within the design of this light.

When operating, it provides two horizontal beams of high intensity red light, 180 degrees apart, which are projected by means of a motor-driven reflector. The reflector is rotated at approximately 40 rpm and is mounted directly above the sealed beam lamp. It is so designed that when an observer is within 5 degrees above or below the light he will observe 80 flashes of light per minute, whereas if he is between 5 and 20 degrees above or below the "collision course" level, he will observe only 40 flashes per minute.

If you see one of these lights and it is flashing very rapidly (80 flashes per minute) you are within 5 vertical degrees of that light. However, if you observe only 40 flashes per minute you are above or below, and in the 5 to 20 degree area where altitude separation may be adequate.

GRIMES ANTI-COLLISION LIGHT FLASHES WARNING (Cont'd)

Remember, also, that as these Grimes lights are installed on aircraft, the standard navigational light flasher unit is changed from 40 to 80 rpm. This higher flashing rate of standard navigation lights makes them appear to be steady burning at some distance away. Only when the aircraft is relatively close can one determine the lights are actually flashing.

- -

SIX NORTH DAKOTA CITIES SEEK FEDERAL AIRPORT FUNDS

Six North Dakota Cities have submitted applications to the Civil Aeronautics Administration for Federal-aid airport funds. These cities are Bismarck, Devils Lake, Dickinson, Fargo, Minot and Williston.

North Dakota has been allocated $201,982 as its share of a 15 million dollar appropriation approved by Congress.

The CAA has established a new "Aeronautical Demand" formula for cities desiring to qualify for federal-aid airport funds. Under this formula, federal expenditures on an airport must be warranted by a minimum level of activity as follows:

(1) In the case of air commerce airports, at least 3,000 passengers must be enplaned on an annual basis. In case an air commerce airport does not have 3,000 passengers boarded annually, the airport must have based civil aircraft in sufficient numbers to make up the deficit in passengers at the rate of one based airplane for each 100 passengers.

(2) Cities without scheduled airline service may be qualified by showing that they have 30 or more civil airplanes based at the local airport.

(3) Cities with no airline service and having less than 30 airplanes based on the airport may be qualified if it is shown, to the satisfaction of the government, that at least 30 civil airplanes are owned and operated in the nearby trade area and use the airport as a primary base for repairs and service.

Dickinson proposes to reseal the runway and taxiway. Williston proposes new fencing, extension of the northwest runway from 4,000 to 5,000 ft. and additional ramp and taxiway paving. Minot proposes to develop the west building area on the airport which will require grading, drainage, taxiways, ramps, approaches and fencing. Devils Lake proposes runway lighting and resurfacing. Fargo proposes additional paving, Bismarck proposes protection of runway approaches.

Federal participation amounts to 50% of the construction and engineering costs. Under the new federal policy, the government will not participate in the construction of administration buildings or hangars. They will participate in land acquisition, entrance roads, grading and paving of runways, taxiways, runway lighting, drainage, fencing and aviation fuel dispensing systems.

- -

SMALL AIRPORTS

The CAA has published a booklet entitled "Small Airports" which covers the design, construction, operation, maintenance and financing of local airfields. Interested individuals should find this publication helpful in planning for a small airport in their community. 32 Pages with illustrations. Available from the U.S. Government Printing Office, Superintendent of Documents, Washington 25, D.C. for 20 cents per copy.

- -