POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
January 8, 1955

NORTH DAKOTA NEWS LETTER

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FLYING FARMERS HOLD FLY-IN AND TOUR URANIUM AREA IN WESTERN NORTH DAKOTA

The North Dakota Flying Farmers and Ranchers Association held a Fly-In and amateur prospecting tour of nearby potential uranium areas south of Belfield, North Dakota on Thursday, January 6th.

The Fly-In and Uranium tour took place at Richard Swenson's farm 15 miles south of Belfield, North Dakota. On hand were several experts in the uranium prospecting and exploration business from Dickinson and Medora to explain the present status of uranium prospecting in western North Dakota.

The uranium tour was made to a neary uranium claim area with geiger counters with experts explaining how and where uranium may be located.

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COL. PAUL ROEL RESIGNS AS CAP CHIEF - LT. COL. JACK KURKE OF FARGO NEW WING COMMANDER

Col. Paul S. Roel, Fargo, wing commander of the North Dakota Civil Air Patrol for three years, has resigned the post for business reasons.

Roel, who said business commitments would make it impossible to devote enough time to the commander's duties, was succeeded by Lt. Col. Jack Kurke of Fargo.

The resignation was accepted and the new appointment made at a wing staff meeting.

Several other staff changes were announced. Capt. James W. Houff, Minot was named wing personnel officer and Capt. Phil Benedict of Moorhead was named operations officer succeeding William Cates of Fargo. Cates was named as advisor to the wing commander.

Appointed director of cadets was Capt. Charles Hunt of Fargo. Two assistant directors of cadets were named. They are Capt. Kermit Anderson of Fargo and Lt. Wallace Kapaun, Fargo.

Grafton was named as headquarters city for the CAP group in the northeastern part of the state. Major John Donnelly of Grafton was named Grafton Group Commander, replacing Maj. Francis Butler of Grand Forks, who is moving to Fargo.

The North Dakota Wing comprises 500 members in 21 squadrons in all sections of the state. Search and rescue operations are the chief aid given the Air Force by the CAP.

The North Dakota CAP was launched in 1941 when Arthur Sampson of Wahpeton and William Cates of Fargo held the first North Dakota meeting at Bismarck, explaining the aims of CAP to state airport managers and operators.

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NORTH DAKOTA FLYING FARMERS FURNISHES 1955 WALLET CALENDAR

The North Dakota Flying Farmers and Ranchers Association have furnished the enclosed 1955 pocket calendar for your convenience. The officers and directors of the Flying Farmers Association extend a happy new year to all pilots in the state.

The organization is pushing for an increased membership in 1955. Mrs. Clifford J. Carr, Carrington, N. D., Treasurer of the North Dakota Flying Farmers, reports that the current membership dues to the organization on an annual basis are $5.00 State Membership, $5.00 National Membership for a total of $10.00 per person annually. A family membership may be had for $11.00 per year including both state and national.

Membership in both state and national organizations entitles the member to a year's subscription to the National Flying Farmer's Magazine, which is published monthly.

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WATFORD CITY NAMES NEW CAP SQUADRON COMMANDER

The Watford City Civil Air Patrol has named Fred Piper as its squadron commander for 1955. He succeeds James L. Taylor. The Watford City Squadron has made

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good use of the CAP plane assigned to it. The squadron has been called out on a number of search missions in the past year.

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NEW FREQUENCY FOR BISMARCK RADIO

The CAA Interstate Airways Radio Station at Bismarck has had its low frequency radio range changed from 230 KC to the new higher frequency of 338 KC. Please note this change since CAA reports that there are a number of pilots attempting to receive the low frequency at the old frequency and wonder what happened to the Bismarck low frequency radio range.

Reports on reception of this new frequency will be appreciated. Is it an improvement or otherwise?

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NEW FLIGHT OPERATOR AT CARRINGTON MUNICIPAL AIRPORT (MATHENY FIELD)

William H. Goughnour has announced that he has purchased "Central Aviation" flight operations at Carrington, North Dakota and is now open for business.

Mr. Goughnour reports that the Municipal Airport at Carrington is in good condition.

Central Aviation at Carrington is now offering the following services:

Gas and Oil available seven days a week
Major and minor maintenance and relicense work
Spraying rig installations, manufacturing, modification
Flight instruction and charter
Aerial crop spraying and predatory animal hunting

Bill Goughnour wishes to invite all pilots to drop in and see him.

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FOR SALE

In this column we will accept a limited number of FOR SALE AND WANTED TO BUY items:

FOR SALE: 1948 Aeronca Sedan complete with Svedy Sorenson Spray Unit (110 Gal. tank.) Owner says plane is relicensed and was recovered in 1952. Engine majored in 1954. Contact Francis Goodall, Box 321, Beulah, North Dakota, or call Telephone # 22552 and party answering will call Mr. Goodall to phone.

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COOPERSTOWN AIRPORT HIT BY $10,000 FIRE

Loss was estimated at $10,000 in a fire Tuesday, December 28th which destroyed the shop, hangar and office, and an airplane at the Skyways Airport a mile south of Cooperstown, North Dakota.

Cooperstown firemen were called out but the fire was out of control when they arrived. The fire spread to a small private hangar but was extinguished with little damage.

Albert Thompson, airport owner, was doing some welding on a plane when a spark is believed to have set the plane afire.

Thompson attempted to push the plane out of the hangar but was unable to do so. He suffered slight burns on the hands.

Thompson's home nearby escaped damage. The loss is partially covered by insurance.

Editor's note: Several years ago a similar fire at a shop and hangar at Minot, N. D. resulted in a substantial amount of damage and serious burn injuries to Joe Engele. He was also reported to be welding at the time. The moral of these losses is watch that welding, especially in the vicinity of fabric aircraft, supplies of dope and fabric.

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PIPER AIRCRAFT CORP. ANNOUNCES NEW SPRAYER PLANE WITH 150 HP ENGINE

Piper Aircraft Corporation, Lock Haven, Pa. has brought out a new Piper PA-18A-150 with a Lycoming 4 cylinder engine developing 150 HP. The new Piper PA-18A-150 lists at $5,445 standard or $5,745 deluxe model less spray unit. 110 gallon spray unit ranges from $870 to $1,000 extra. All prices are FOB, Lock Haven, Pa.

PIPER AIRCRAFT CORP. ANNOUNCES NEW SPRAYER PLANE WITH 150 HP ENGINE (Cont'd)

It is interesting to note that all standard PA18A-150 aircraft will be equipped with shoulder harness and heavy duty safety belt in front seat.

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AIRPLANES USED IN AGRICULTURE GROWS

Farming from the air is now a $45,000,000 business, and ranks as the third largest phase of civil aviation, reports the Journal of Agriculture and Food Chemistry.

The air time of 700,000 hours logged by agricultural aviators last year was exceeded by only two other non-military groups--the domestic airline pilots and those in executive aviation, the report says. By the end of 1952 there were more than 2,000 different crop dusting and spraying firms operating 7,000 aircraft, treating 40,000,000 acres from the air.

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URANIUM PROSPECTORS

Uranium prospectors are active in western North Dakota, many of whom have acquired an air borne scintillometer for efficient search operations.

Flying at less than 500 feet off the ground with a Scintillometer, a counting device similar to, but more accurate than a Geiger counter, these flying prospectors are measuring the amount of uranium locked below the earth's surface.

While all the earth is radioactive in varying degrees, the area over an uranium or thorium deposit is especially "hot" and the precise instrument--measuring the amount of gamma rays--tells the airborne prospector just how "hot" each spot really is.

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WINTER ENGINE IDLING FAILURE

Winter time airplane accidents caused by engine stoppage due to idling failure out-number any other type of engine failure accidents. Idling failure is caused primarily by fuel starvation.

When the engine is idled while in flight, the tendency of the "prop" to "windmill" induces a higher engine RPM than that for which the carburetor has been set resulting in a "lean" mixture. Cold weather slows down the vaporization of fuel and further "leans" the fuel-air mixture. In a prolonged glide, the engine cools off and further aggravates the condition.

Tests conducted on one popular make of light aircraft engine demonstrated that the carburetor air temperature could drop as much as 70 degrees in a two-minute glide, even with the carburetor hot air full on.

In the winter remember--apply carburetor heat early, avoid prolonged glides, apply power at frequent intervals in glides, and open the throttle slowly and smoothly.

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AVIATION ACTIVITY INCREASES IN STATE DURING 1954

Aviation activity in North Dakota, including aircraft registration, pilot licenses and aerial crop spraying, was on the increase during 1954 according to the Aeronautics Commission's records.

The "Commission" registered 895 airplanes compared with 875 in 1953. There were 1,033 pilots registered compared with 930 last year.

A record total of 204 planes were licensed for aerial crop spraying in 1954 compared with 163 used for agricultural purposes in 1953.

Approximately one million acres were sprayed by air for weeds, insects, and army worms, an increase of 300,000 acres from 1953.

A "surprising" increase in ownership of new single engine executive type aircraft ranging in cost from $7,000 to $14,000 has been recorded in the past six months.

The biggest over-the-year increase in ownership of private aircraft was found in Williams County.

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NEW ELECTRONIC DIRECTION FINDER ANNOUNCED (EDF)

Air Associates, Inc. Teterboro, New Jersey have announced the availability of a new Electronic Direction Finder (EDF) which retails, less installation, for about $189.50. The Aerotran Model 367 (EDF) is a compact, electronic direction finder and when used in conjunction with any standard low-frequency aircraft receiver will provide continuous visual meter-type indications of heading of the aircraft with relation to any radio station to which the receiver is tuned.

The EDF unit mounts in a standard 2¼" dia. aircraft instrument cut-out with an overall length of 8 inches and a weight of 3 pounds. The frequency range of the unit is from 190 to 1750 KC's. The unit contains 5 radio tubes and is furnished with a non-rotating iron-core loop which may be mounted on either top or bottom of aircraft or flush mounted.

The bearing indicator is a self-contained zero-centered meter (left-right) type of indicator which shows the relative heading of aircraft with relation to desired radio station.

A complete descriptive brochure may be obtained from Air Associates, Inc., Teterboro, New Jersey or from its branch located in this area at Chicago, Illinois.

BELIEVE IT OR NOT

The aviation industry, which almost considers a plane obsolete before it gets off the production line, was shocked recently by the announcement that the 28 year old "Ford" Tri-motor will be back in production in 1955.

The original designer, William B. Stout, says that 100 are to be built at an approximate price of $100,000. The old Ford, used now for bush operations, could carry 4,000 pounds or better from short strips. About 200 were built beginning in 1926, and 30 are still in active service.

Design changes include a lighter and more powerful engine, widening of the fuselage 18 inches, moving instruments and control cables inside, installation of a larger cargo door, and hydraulic struts on the landing gear.

(From: Remmert Werner News)

WINDOMETER

Aircraft Components Inc., Twin Cities Airport, Benton Harbor, Michigan has announced a complete "Windometer" which includes an indicator instrument cabinet with wind direction meter, (360 degrees), wind velocity gauge reading up to 80 MPH, and an outside air temperature gauge - 40 to 120 degrees.

The standard unit comes complete with three cup wind speed rotor unit and 3 wire, 3 coil Selsyn remote indicator system. The unit may be operated on 110 volts AC or a special unit is available which operates from 12 volt battery if commercial power is not available.

Complete unit sells for $99.50.

GRAFTON AIRPORT IMPROVEMENT ASSOCIATION ORGANIZED

The Grafton Airport Improvement Association of Grafton, North Dakota, a non-profit group, was recently incorporated to maintain, enlarge and improve facilities at the Grafton Municipal Airport. Its trustees include W. C. Adams, R. L. Frahm, G. L. Countryman, C. C. Rand and C. C. Pickett all of Grafton.

1955 AIRCRAFT REGISTRATIONS DUE

In the middle of December, the Aeronautics Commission mailed 1955 aircraft registration applications to 900 aircraft owners in North Dakota. Aircraft registration fees are in lieu of personal property tax--with 75% of the collections being returned to the County from which they are collected. The County Treasurer in turn is required by law to apportion the funds to the public airports within the county. The wholehearted cooperation of every aircraft owner in getting their applications in early will be appreciated.

AERIAL HUNTERS

As this NEWSLETTER goes to press, 55 pilots and gunners have been licensed for aerial hunting of predatory animals. All counties are open except Morton, Steele, Ramsey, Hettinger and Cavalier. For restricted areas in other counties--see the December issue of this publication. This compares with 47 last year at this time.

FLIGHTS TO REMOTE AREAS OF CANADA

Pilots contemplating flights into the remote areas of Canada should familiarize themselves with Canadian Department of Transport Information Circulars (0-6-54) and (0-8-54) concerning flight precautions in sparsely settled areas and DRCAF Search and Rescue Service. Copies of each are available from Air Services Branch, Department of Transport, Vancouver, British Columbia, Canada.

CAA PUBLISHES "GENERAL MAINTENANCE INSPECTION AIDS MANUAL"

The Office of Aviation Safety of CAA has published a 35 page manual entitled "General Maintenance Inspection Aids". This is a must for any operator engaged in maintenance and inspection work. The manual covers by type and model of aircraft general and specific faults which have required correction from time to time. (See your CAA Aviation Safety Agent, if you desire a copy.)

MAINTENANCE ALERT BULLETINS

Aileron Inspection: Cessna Models 170B, 180

Several cases of aileron flutter, on Cessna Models 170B and 180, in which extensive damage was sustained, have recently been reported. Some of the reports indicate that an excessive accumulation of dust which had collected within the ailerons prior to flight was sufficient to underbalance the ailerons beyond their tolerable limits.

One report of ice within the ailerons caused excessive flutter immediately after take-off resulting in serious damage to the aircraft structure before the aircraft could be landed.

The aileron design of these aircraft is such that the front closure piece is the aileron spar and it has lightening holes in it, permitting foreign matter such as dust, ice, snow, etc. to enter. With dust already in the aileron, water can run off the top of the wing, drop through the aileron lightening holes, and mix with the dust, resulting in mud cakes in the aileron.

Owners or operators of the above model aircraft should include in the preflight inspection a detailed inspection of the interior of the ailerons to prevent aileron flutter due to an unbalanced condition. (Connecticut Aviation Newsletter)

COOPERSTOWN GAS SERVICE ON EMERGENCY BASIS

Albert Thompson, Owner of Skyways Airport, one mile south of Cooperstown, N.D. reports that for the time being there will be no regular gas service due to a fire which destroyed the facilities there. Gas and oil will be available on an emergency basis only.

FATAL ACCIDENT

Results of a CAA investigation of a fatal accident south of Minot, North Dakota on December 10, 1954 revealed that the pilot was engaged in vibrating frost off telephone lines south of the City of Minot with the propeller wash of the Piper PA-11. At the time of the accident the pilot was flying north and parallel with U. S. Highway No. 83.

The pilot apparently hit a crossarm of an intersecting REA power pole which was higher than the other utility poles along the highway. Apparently the pilot did not observe the higher pole with power lines or observed it too late.

The CAA report, which was released to the press, indicated that the aircraft appeared to be functioning properly and that both plane and pilot were properly certificated.

After striking the utility pole, the plane struck the ground on its side with the propeller cutting three deep holes in the surface, which indicated the propeller was turning when the plane hit the ground.