

POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
Municipal Airport
Bismarck, North Dakota
April-May, 1960

NORTH DAKOTA AVIATION NEWSLETTER

STATE PUBLISHES AERONAUTICAL CHART

With this copy of the North Dakota Aviation Newsletter you are also receiving a North Dakota 1961 Aeronautical Chart.

The chart represents the results of several goals set by the Aeronautics Commission such as: One chart to cover all of the State, small enough to handle conveniently in an aircraft; list a majority of the airports and airstrips in the state, and be published at a low cost.

The entire map with the exception of the mechanics of printing was produced by the Aeronautics Commission. First printing totaled 4,000 copies. Initial distribution is to be made via newsletter and if you lose or wear yours out, another one can be secured by contacting your local operator or the North Dakota Aeronautics Commission.

A total of 266 airports and airstrips are located by this chart with 103 falling into the municipal class while 163 are Flying Farmer and Rancher airstrips. If your strip was omitted, it may have been because information was received too late or because the Aeronautics Commission has no record of it at all. With the growing demand made on airspace by telephone, power transmission lines plus tall radio, TV and microwave towers, your airport can only be protected if we know about it. So if your airport or strip is not on record, drop in the office and let us know the location. Comments are also invited on ideas to improve the chart in future printings.

SMALL AIRPORT CONSTITUTIONAL AMENDMENT ON JUNE 28th PRIMARY BALLOT

The people of the State of North Dakota will have an opportunity to vote on an amendment to Article 56 of the State Constitution on the June 28th Primary Election. This amendment, if passed, will make the unclaimed aviation gasoline refund taxes available immediately for construction of small landing strips for general aviation in the state.

Article 56 amendment will be number four on the ballot of Constitutional Amendments and will take a "Yes" vote to pass.

The North Dakota Legislature in a prior Session passed the necessary laws to appropriate the unclaimed aviation gasoline refund taxes to the Aeronautics Commission for construction of small landing strips in the state. Present Article 56 of the Constitution blocks the payment of these monies for airport purposes and requires that the money be spent for highways. A "Yes" vote will release the money for landing strip construction.

It is estimated that the unclaimed aviation gasoline refund taxes amount to \$15,000 per year and that about \$80,000 has been lost to highways in the past several years.

The North Dakota Legislature, in passing the necessary laws and in proposing the Constitutional Amendment to Article 56, has agreed that aviation unclaimed refund taxes, in whatever form, should be used for the construction of small landing strips for general aviation. Your support is needed.

AIRCRAFT REGISTRATION DATE NEAR

Aircraft owners are again reminded that May 15th, 1960 is the deadline to register your aircraft without paying penalty. Approximately 300 aircraft throughout the State have not been registered.

FAA EXTENDS DEADLINE FOR SOME FLIGHT CHECKS

Because of the moving of FAA Aircraft and Airmen Records to Oklahoma about the same time that the additional instrument requirement slated for March 15 was to begin, a stay has been granted if: the private or commercial pilot applicant passed the written examination prior to March 16, 1960. Only these applicants will have until May 15th, 1960 to pass the flight checks.

AIR TAXI CAR PART 47 DEADLINE MAY BE EXTENDED

It is expected by the National Air Taxi Conference that FAA will extend the proposed effective date of July 1, 1960 of Part 47 to some later time.

The controversial subject of authorizing IFR conditions in single-engine aircraft has been reviewed and the proposed Part 47 will authorize limited IFR operations for single-engine operations.

This change among others was stated by Jay A. McCausland of FAA General Operations Branch, Bureau of Flight Standards, at a meeting of the annual National Air Taxi Conference Nov. 18, 1959. The quoted reason for the extension by FAA was to insure "that there is ample time for circulation of the proposed part for comment and a reasonable time for us to study the comments which we expect to receive".

LOW FLYING WAIVERS

The following is an excerpt from a letter written by Jack E. Mathisen, General Safety Inspector, FAA, Bismarck office:

"CAM 60.1-2 states that operators or individuals engaging in industrial operations (aerial hunting) may obtain a certificate of waiver or authorization when such operations involve noncompliance with provisions of this part; however, private pilots will be issued such certificates of waiver or authorization only if the operation is to be conducted over his own property when such property is located in a noncongested area and subject to the conditions listed in section 60.1-2(a). The requirements for a private pilot to obtain a waiver, require a flight test to determine that you meet the flight experience and skill requirements of a commercial pilot. However, if in conducting your aerial hunting, your activity does not involve noncompliance with the provisions of this part, a waiver and flight test is not necessary. In other words, a private pilot engaged in operation such as aerial hunting can accomplish his purpose by a strict compliance with Civil Air Regulation 60.17(c), making a waiver unnecessary since such operations are conducted over sparsely populated areas. As stated in CAR 60.17(c), over other than congested areas, in such event the aircraft shall not be operated closer than 500 feet to any person, vessel, or structure.

There is a note in CAR 60.17(c) that states, "When flight is necessary at an altitude less than 500 feet above the surface, the pilot must avoid creating any hazard to property or persons on the surface which may result from such flight. In no event should the pilot expose his passengers to unnecessary hazard while engaging in flight at a low altitude."

GRAND FORKS AFB MILITARY CLIMB CORRIDOR

The climb corridor at Grand Forks AFB has been established and will be effective May 5, 1960.

Description. That area centered on the 001° True radial of the Grand Forks AFB TACAN, beginning 5 statute miles N of the airbase and extending to 32 statute miles N of the airbase, having a width of 2 statute miles at the beginning and a width of 4.6 statute miles at the outer extremity.

Controlled altitudes are from 2900 MSL to 27,000.

AMBER #4 REVOCATION POSTPONED

The proposal to revoke Federal Airway Amber #4 from Minot, N. Dak. to Omaha, Nebraska has been sent back to Kansas City Regional FAA office from Washington FAA for a limited restudy. Harold G. Vavra, director of the N. Dak. Aeronautics Commission, has continually maintained that complete studies have not been made as to overall use of Amber 4 by general aviation (all aircraft except air carrier and military) aircraft.

Mr. Vavra has stated that " The FAA headquarters in Washington, D. C. and other national aeronautical agencies have forecast that general aviation will account for the biggest growth in civil aviation in the decade ahead, yet the same agency at its regional level apparently does not consider general aviation activity important enough to be considered in evaluating this airway. "

FLASH ADVISORIES

Flash Advisories are to be changed in 1960 in that they will be given only at the onset of any unusual weather conditions covering the next 2 or 4 hours and then not repeated as in the past.

Weather conditions of the following categories are of Flash Advisory Categories:

1. Severe weather such as tornadoes, thunderstorms, hail, duststorms, moderate to heavy icing, and severe to extreme turbulence (including mountain waves); and
2. The initial onset of phenomena producing extensive areas of low ceilings and restricted visibilities.

The following are some definitions as used by the Weather Bureau.

1. Low ceilings and restricted visibilities mean ceilings of a 1,000 feet or lower and visibilities of 2 miles or less.

2. Icing:

Light--An accumulation of ice which can be disposed of by operating de-icing equipment, and which presents no serious hazard. Light icing will not cause alterations in speed, altitude, or track.

Moderate-- An accumulation of ice in which de-icing procedures provide marginal protection; the ice continues to accumulate, but not at a rate sufficiently serious to affect the safety of the flight unless it continues over an extended period of time.

Heavy--An accumulation of ice which continues to build up despite de-icing procedures. It is sufficiently serious to cause marked alteration in speed, altitude, or track, and would seriously affect the safety of the flight.

3. Turbulence Definitions used in Forecasting and Briefing:

Light--Usually associated with small cumuliform clouds or with low-level flight over rough terrain.

Moderate--Associated with towering cumulus, average frontal conditions, and in the vicinity (but not interior) or isolated thunderstorms.

Severe--Usually associated with the interior of thunderstorms, either frontal or isolated.

Extreme--Associated with the strongest forms of convective, wind shear, or standing wave action. Rarely encountered. May cause structural damage.

4. Turbulence Definitions used by Transport Pilots for Weather Reporting:

Light--A turbulent condition during which occupants may be required to use seat belts, but objects in the airplane remain at rest.

Moderate--A turbulent condition in which occupants require seat belts and occasionally are thrown against the belt. Unsecured objects in the aircraft move about.

Severe--A turbulent condition in which the aircraft momentarily may be out of control. Occupants are thrown violently against the belt and back into the seat. Objects not secured in the aircraft are tossed about.

Extreme--A rarely encountered turbulent condition in which the aircraft is violently tossed about, and is practically impossible to control. May cause structural damage.

FIRST HELICOPTER SERVICE INAUGURATED IN STATE

Wayne Turner, Arthur, N. Dak. announced today that he has purchased a 1960 Model Brantly Helicopter, Model B-2 and is establishing the Turner Helicopter Service, with headquarters at Hector Airport, Fargo, N. Dak. The Brantly machine is made in Philadelphia, Pa., is powered with a Lycoming 180 HP engine, has a cruise speed of 100 MPH, range of 300 miles, grosses 1,690 pounds and has a useful load of 620 pounds. The machine has a list price of \$22,500.

Turner said he plans to utilize the machine for power line patrol, flight instruction, and publicity work. Turner said he expects to establish the first heliport in North Dakota at Hector Airport, Fargo. Turner recently received his helicopter rating at Frederick, Oklahoma.

ARROW POINT OIL BURNER ROUTE CHANGED

Effective May 2nd the Oil Burner Route Arrow Point will be known as Walnut Grove. It has been rerouted somewhat to make the bomb run parallel to V-2N from a point about 5 statute miles south of Pettibone, N. Dak. to the target located 7 nautical miles NNW of Bismarck, then on to Dupree, S. Dak.

Speeds are also changed from 280 knots to 390 knots indicated air speed and the last 20 statute miles will be run at 425 knots IAS. The route will be operated 16 hours a day, five days a week, beginning early evening and running through the night to the following mid-morning.

Consult your Airman's Guide for more exact information.

A REMINDER

We feel like the Swede who claimed that just when he learned to say yelle, they changed the name to yam. FAA's Communications Stations have changed their name to FAA Flight Service Stations.

GREEN FEDERAL AIRWAY #2

In a letter from E. R. Quesada, Administrator, FAA dated April 11, 1960, he has informed Mr. Vavra, director of the North Dakota Aeronautics Commission, that the proposal to revoke Green 2 from Seattle, Washington to Detroit, Michigan has been withdrawn. The reason for the withdrawal (quoting from Mr. Quesada's letter) is as follows:

"This action was taken, due to the widespread interest and controversial reaction resulting from the proposal, with the intent of undertaking a comprehensive re-evaluation of the matter within this Agency to be based upon a new survey of the volume of air traffic presently using this airway."

INFORMATION ON BORDER CROSSINGS

Section 6.2(b) of the Customs Regulations and TD 54244 refer to aircraft landing requirements, especially advance notice of arrival. There have been cases in this District where aircraft have made arrangements to land at airstrips other than International Airports and because of winds and other difficulties have been unable to land and have proceeded further inland. This action is permissible providing the aircraft can contact FAA to give advance notice of their arrival to the Customs Officer in Charge. But if they cannot contact FAA and proceed to another airport for clearance, they are violating Section 6.11 of the Customs Regulations.

Aircraft owners are advised that in cases where they are unable to set down at an airstrip where prior notice of arrival has been furnished and cannot contact FAA to request customs clearance at another airport of entry, they should return to Canada at some point where they can give timely notice or arrange to have the notice given to the Customs Officer at the intended place of landing.

(Montana Newsletter)

AERIAL SPRAY CONFERENCE

Bart O. Sogaard, Minot announced today a combination aerial spraying meeting and farmers meeting to be held at Minot May 4-5, 1960 starting at 10:00 a.m. at the Veterans Room. Talks will be given by Wayne Colberg, NDAC, on insecticide recommendations and insect outlook for 1960; Lars Jensen will speak on herbicide recommendations; and chemicals for wild oats control; and Harold Vavra will review the new 1960 state aerial spraying regulations adopted in March this year.

Sogaard said that farmers are invited as well as aerial applicators, pilots and chemical representatives. Sogaard said the idea of the conference is to get the latest information on chemical recommendations as well as to have an opportunity to show the farmers the benefits from control of weeds and insects by aerial application. Coffee and donuts will be served. The two-day meeting is being held in conjunction with County Agents meeting at Minot.

FAA INSPECTOR'S ITINERARY

<u>CITY</u>	<u>AIRPORT</u>	<u>APRIL</u>	<u>MAY</u>	<u>JUNE</u>
Williston, N. Dak.	Wright	18		
Bismarck, N. Dak.	Municipal	*27, *28	*25, *26	*29, *30
Fergus Falls, Minn.	Municipal	5		7
Grand Forks, N. Dak.	Municipal	19	17	14
Minot, N. Dak.	Municipal	*13, *14	*11, *12	*22, *23

*NOTE: On dates marked * at Bismarck and Minot, flight tests will be conducted by appointment only.

AIRPORTS

Tentative allocations have been granted by the Federal Airports Aid program in the stated amounts to the following North Dakota cities:

Wahpeton, N. Dak.	\$ 25,000.00	Pave NW-SE runway, taxiway & apron.
New Town, N. Dak.	13,401.00	Purchase land and construct new airport.
Watford City, N. Dak.	9,498.00	Acquire land and construct two runways.
Tioga, N. Dak.	26,248.00	Purchase land. Construct and pave NW-SE runway, pave taxiway & apron.

The amounts stated above must be met on a 50-50 basis by the respective cities. The next step in the program is to secure the land area and then to draw up blueprints and specifications. North Dakota is very fortunate in that sufficient Federal money is available for current projects.

AERIAL APPLICATORS

With the beginning of the growing season upon us and because of the numerous complaints involving alleged aerial drift, aerial applicators are reminded and cautioned by the North Dakota Aeronautics Commission to:

- (a) Suspend application if winds are adverse or too strong.
- (b) Avoid flying or making turns over farmsteads, shelter belts or groves.
- (c) Exercise cautious and judicious use of high volatile esters.

The Aeronautics Commission following a Public Hearing March 2, 1960 made several specific changes in the 1960 aerial spraying rules and regulations. The resume' of the changes follows: Change in Regulations are underlined.

The Chief Pilot shall be one who has at least one year apprentice commercial aerial spraying flying experience under a Chief Pilot and who has accumulated at least 80 hours total aerial spraying flying time. (1959 regulations required 40 hrs.) He shall also have a minimum of 750 solo flight hours.

Commercial Pilot Operating Own Equipment & not hiring other pilots. No Changes. The qualifications remain at one year apprentice commercial aerial spraying experience under a Chief Pilot and accumulation of 40 hours actual spraying experience, with a total of 500 solo hours flying time.

Commercial pilots who have been operating under Pilot Operating His Own Equipment rating before March 2, 1960 may be advanced to Chief Pilot upon application, if they have a total of 80 hours aerial spraying or dusting experience and the proper total solo flying hours.

All Chief Pilot ratings issued before March 2, 1960 will continue in effect, unless revoked for cause.

Shoulder Harness: A shoulder harness shall be installed in each plane used for aerial spraying and the pilot shall wear same at all times while engaging in aerial spraying and dusting operations.

Crash Helmet Required: Each pilot engaging in aerial spraying & dusting operations shall wear an approved protective crash helmet or hard hat in all aircraft, except in open cockpit type of aircraft, wherein the decision to wear a crash helmet is up to the Chief Pilot to determine.

Right of Commission to Revoke or Refuse to Issue Aerial Spray License for cause--Procedure for appeal.

B L O O D !

At the last count the State Aeronautics Commission, with the Game and Fish Department, had issued some 70 waivers for aerial hunting.

According to Jack E. Mathisen, FAA General Safety Inspector, Bismarck Office, during 100-hour or periodic inspections required by the Federal Aviation Agency, aircraft were found to have deteriorated baggage compartment bags or wood floors, belly fabric, corroded aluminum baggage compartment floors, and even rusted and corroded structural tubing as a result of blood from carcasses of predators--fox, coyotes, wolves, etc. Some hunters carry the carcasses in the aircraft; others do not. It would be well worth-while, after the hunting season ends, to determine that the above condition does not exist. The corrosive, oxidizing, deteriorating effects of the blood can only be avoided by thoroughly cleaning the affected area.

It would be wise to contact an A&P Mechanic for aircraft found with severe damage; as tubing, skin or fabric replacement could be a major repair.

FLYING FARMERS & RANCHERS REGION 5 CONVENTION

Region 5 Convention, consisting of Manitoba, Minnesota, N. Dak., S. Dak., and Wisconsin, will be held in Alexandria, Minnesota April 30th and May 1st, 1960 with Max Conrad, International Flyer, speaker of the evening at the banquet on the 30th. A tour is scheduled on May 1st of Downer Aircraft Co. with the fly-out that afternoon after the noon smorgasbord.

FOR SALE:

Stock pads of 50 sets in triplicate, Aerial Spraying Reports--\$2.50 per pad plus postage and sales tax. R-L-M Printing, P. O. Box 1168, Minot, N. Dak.

Statistics over a five-year period show it is more than six times safer to fly with the airlines than to travel to distant places by automobile.

WANTED AERIAL APPLICATOR JOB

Qualifications -- Airplane single and multi-engine land & Sea; Instrument; Flight Instructor with Instrument; 5000 hours TT; 200 spraying in a Piper 85-100Hp; mosquitoes around resorts; tent caterpillars over Duluth, Minn.; Army Worm, western Minnesota; crops north of Duluth. 43 years of age, Naval Pilot in World War II. Active as a flight instructor, charter pilot, etc., until the fall of 1958 when I joined the staff of Des Moines Technical High School as an aviation mechanics instructor. This leaves my summers open and I would like very much to re-enter a active aviation operations during these months -- available after June 10th. Contact Al Piering, 664 - 31st St., Des Moines 12, Iowa.

AIRCRAFT ACCIDENTS

Pilot: Larry G. Pieterick, Wolford, N. Dak.
Time & Place of Accident: January 29, 1960 at 4:00 p.m., Rugby, N. Dak.
Pilot Time: 270 hrs. TT -- this make & model - 240:00 Pilot Rating: Private
Aircraft & Damage: Piper PA-11, Left gear V strut, wing strut & bent prop
\$250.00 damage.

Injuries: None

Pilot Statement: Taking off into the north direction, ski tip cut through snow and plowed into a gopher mound breaking gear "V", bending cabene "V", bending shock struts, bending lift struts, and bending prop.

* * *

Pilot: Eugene A. Wood, Omaha, Nebraska
Time & Place of Accident: February 10, 1960 at 6:05 p.m., Langdon, N. Dak.
Pilot Time: 1954:50 TT -- this make & model 47:00 Pilot Rating: Com. FI, & Inst.
Aircraft & Damage: Cessna Skylane 182. \$5,000.00 Estimated Damage
Injuries: None

Pilot Statement: On Feb. 10, 1960 I accompanied Mr. Loyd Skinner, a private pilot, from Omaha to Langdon, N. Dak. He wanted someone to fly with him because he hadn't flown very much this winter and considered it a chance to get current as well as gain more instruction during the trip. I checked the weather and asked about snow conditions in the Langdon area. The Omaha Weather Bureau said the only record they had showed 2". I was not convinced this was an accurate report, as it was probably a report of snowfall in the last week, etc. When Mr. Skinner arrived at the airport he told me he had talked on the phone that morning with Vick Sturlougson in Langdon and the field was o.k. We flew from Omaha to Fargo and filled with gas. I did not inquire at Fargo about field conditions at Langdon because I felt I already had first hand information from a man in Langdon. We arrived at Langdon about dusk, circled the field 2 or 3 times, and making out the runway o.k. estimated the snow depth 3 to 5". There was no real way to tell how deep it was, but I decided a landing could be made. The report from Langdon was that the field was usable, from Mr. Sturlougson, and I had no reason to doubt it. Upon touchdown, the plane rolled on the crust of the snow a ways and then the slowing of the plane by the drag on the main wheels lowered the nose wheel into the snow. The plane nosed up and over on its back. When we got out of the plane the snow was 10 to 18" deep. The man who reported the field to be o.k. was not aware that planes had been using the highway to land on rather than the airport.

* * *

Pilot: Arthur Dittmer, Durbin, N. Dak.
Time & Place of Accident: March 16, 1960 at 5:15 p.m., 8 mi. NNW Buffalo, N. D.
Pilot Time: 1585 TT -- this make & model, 700 Pilot Ratings: Private
Aircraft & Damage: Piper PA-11, Fuselage, landing gear, rudder, prop.,
Injuries: None /\$1200.00 damage

Pilot Statement: Spotting a fox I made a sharp and climbing one hundred and eighty degree turn in order to let the gunner get a shot and at the same time be able to clear the trees. I noticed my controls becoming ineffective indicating a stall. Instead of the airplane coming out of the turn, it began a spiral and hit the ground before I was able to get it back in control. Another twenty feet of altitude and I would have made it. This airplane was rigged with nearly as much angle of attack at the tips of the wings as at the root, making

the ailerons less effective during recovery from turns in slow flight, than other Cubs that I have flown with less angle of attack at the tips. I do not blame the airplane because I knew this, and I had no business making a steep one hundred and eighty degree climbing turn from slow cruising speed. I don't know what got into me all of a sudden to cut my margin of safety so thin for a fox. Just plain pilot error.

WANTED TO BUY: Good spray operation or will hire out to someone with good acreage. Experienced, accident free. Call 47130 or write Sig Bjornson, 1524 Cherry St., Grand Forks, N. Dak.

FOR SALE:

1946 J-3 Cub with 90 HP Continental, 440 hours on engine since new. All recovered, licensed to Feb. 1961. Complete with Sorenson Belly Spray unit & skis. Contact Nate Thompson, Kindred, N. D. Tele: 7013.

* * *

2 PA18, one 125 HP & other 115 HP with sprayer; 1 Piper Tripacor 135 HP; 1 Piper J-3 '46 yr. All aircraft located at Bell Airport, Devils Lake, ND. Tele: Mohawk 23927. Wayne Rikken, 211 West 10th, Devils Lake, N. Dak.

* * *

(1) 150 Lycoming Engine TT 102 hrs. 0 since major. New crankshaft. All parts magnafluxed. '59 engine with late type exhaust valves. All accessories. Price FOB \$1500. Many other PA18 parts, write for list.; (1) used 100 gal. Sorenson seat type for PA-18; (3) used Sorenson Sprayers, belly type; (2) PA-11 aircraft, 85 & 90 Hp. Sorenson sprayer distributor and also agricultural chemicals--Imperial & Ortho. Special price for aerial applicators. See us for rock bottom prices. Contact Daniel Wakefield, Wakefield Flight Svce., Devils Lake, ND, Tel: MO2-2827

AERIAL APPLICATORS--ATTENTION--IMPORTANT

We have just received the new proposed Federal Aerial Applicator's Rules to be known as Part 75. Comment date deadline is May 17, 1960. So if you want to hear it discussed be on hand at Bart Sogaard's Aerial Spray Conference May 4th & 5th. Harold G. Vavra, director, will discuss the proposal.

North Dakota
Aeronautics Commission
Municipal Airport, Box 206
Bismarck, North Dakota