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.
CANADIAN FORCES AFB MILITARY CAMP CORRIDOR

EFFECTIVE APRIL 15, 1960

The camp corridors at Grand Forks AFB have been established and will be

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LOW FLYING WAIVERS

In order to conduct low flying operations within the camp corridor, a waiver is required. The following is an excerpt from a letter written by Jack E. Matheson, Cane:

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AIR TAXI CAR PART 47 DEADLINE MAY BE EXTENDED

The Air Taxi Car Part 47 deadline may be extended due to flight checks.
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.
Section 6(4) of the Customs Regulations and TD 4244 refer to aircraft land.

INFORMATION FOR BORDER CROSSINGS

The volume of the traffic at airports has increased over the years. The increase has been due to the current on the increase of the number of international flights, the increase in the number of tourists, the increase in the number of business travelers, and the increase in the number of people who are traveling for leisure. The increase in the number of international flights has been due to the increase in the number of tourists who are visiting the country.

We refer the reader to the section that describes the increased traffic at airports. The increased traffic at airports has been due to the increase in the number of tourists who are visiting the country. The increased traffic at airports has been due to the increase in the number of business travelers who are visiting the country. The increased traffic at airports has been due to the increase in the number of people who are traveling for leisure. The increased traffic at airports has been due to the increase in the number of international flights that are arriving and departing from the country.

A REMINDER

Consult your airline's guide for more exact information.

Effective May 1, 2009, the United States will cease to accept the Brazilian passport. The Brazilian passport will no longer be accepted for travel into the United States. The Brazilian passport will no longer be accepted for travel into the United States.

ARROW POINT ON BURNER ROUTE CHANGED

Arrow point on burner route changed.

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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

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*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.
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 mosquitos 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 civilian 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, Woldorf, 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 cabane "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.F1 & Inst. Aircraft & Damage: Cessna Skyline 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 Sturlouson 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. Sturlouson, and I had no reason to doubt it. Upon touchdown, the plane rolled on the crest 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.

Injuries: None

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