With the mailing of this Newsletter, 2700 copies of the new 1963-1964 N.D. Aeronautical Chart were mailed to pilots and aircraft owners. The entire chart including drawings were prepared in the office of the Aeronautics Commission.

The N.D. Chart shows 97 Municipal Airports and 173 Private, Flying Farmer and Rancher landing strips. The elevation of the airport or landing strip is printed adjacent to it in feet above sea level.

The State map shows 350 radio and TV towers with their published top elevations. Towers above 500 ft. are printed in bright red blocks. This is about twice the number of towers shown on the standard U.S. sectional charts for North Dakota.

Basic radio data is enclosed in red brackets on the face of the map. On the reverse side is a complete radio frequency guide showing frequencies, the aircraft transmits and receives on, for all FAA Flight Service Stations and Control Towers in North Dakota.

Nine VOR compass roses are displayed, including the New VOR at Pembina, N.D. The chart is printed in four colors with a WAC scale of 16 miles to the inch. A new feature is the mileage strip on the bottom of the map in both statute and nautical miles. Additional maps are being made available to all airports and flight operators in the State for visiting pilots. A total of 7,000 copies were published compared with 4,000 of the previous map produced by this office in 1961.

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MINOT AVIATION DAY, SUNDAY, AUGUST 25, 1963 - 8:00 A.M. to 6:00 P.M.

The Minot Chamber of Commerce has announced "Minot Aviation Day" for August 25, 1963 from 8:00 A.M. to 6:00 P.M. at Minot International Airport. The event is billed as Flying Fun and Entertainment for the whole family. Events include: Flight Brenda; Formation Flying and Spraying; parachute jumping contest; glider flying demonstration; Short Take-Off and Spot Landing Contest; Helicopter Flying Demonstration; Model Airplane Contest and Flying; Band Concert and New Aircraft Display.

Prizes will be awarded to the oldest and youngest pilot, pilot flying in from the greatest distance and oldest aircraft flown. There will be a military Fly-by of F106 Delta Darts, B52 Bomber and other aircraft subject to availability of same.

ACCIDENTS

Pilot: James R. Alfson, 903 Main, Williston, N. Dak.
Time & Place: May 5, 1963 - 4:00 p.m. - Tioga, N. Dak.
Pilot Time: 61 hrs. TT - Private ASEI, age 41
Aircraft & Damage: Cessna 170 - Prop bent, carburetor damaged, oil drain plug broken and lower cowl damaged. - Injuries: None
Pilot Statement: Airplane was landed and on the runway. Speed reduced to an estimated 35 MPH. Because of gusty wind condition off the left wing, it appears that the side movement of the plane caused the wheel and gear on right hand side to turn under. This resulted in a brake effect with a resulting nose-over attitude. Neither wings were damaged nor did the plane flop over on its back.

Pilot: Terrance Lee Nord, Pembina, N. Dak.
Time & Place: June 5, 1963 - 4:00 P.M. - 7 miles SSW of Pembina, N.D. Airport.
Pilot Time: 850 hrs. TT - Commercial ASEI, age 22
Aircraft & Damage: Snow - TOTAL LOSS - Injuries: None
Pilot Statement: Departed Pembina with 110 gal of MCP weed killer. On second pass from West to East, pulled up same as two previous loads on same field. Flagmen said wind-died down as started turn. During turn was a little surprised to see I was overshooting my flagmen, pulled in a tighter turn and realized I was in trouble. Was able to get it half rolled out before hitting the ground with left wing.

Pilot: Sheldon H. Preston, Belmont Road, Grand Forks, N. Dak.
Time & Place: June 6, 1963 - 8:30 p.m. - Grand Forks, N. Dak.
Pilot Time: 145 hrs. TT - Private ASEI, age 48
Aircraft & Damage: Bellanca - Injuries: None
Pilot Statement: Failed to set landing gear down. Attention being taken by C-54, a Lockheed electra taking off and 2 other light planes in traffic pattern. Failed to use landing check list. Had a pencil copy at the office being typed into a permanent copy. In the last 30 days I flew 6 hours, Cessna 185; 10 hours, Cessna 205, both with fixed gear which is all the more reason I should have had the check list.