MINOT TO HOST INTERNATIONAL FLYING GROUP

The North Dakota Flying Farmers and Ranchers will host the Region 5 Convention of the International Flying Farmers Association at Minot's International Airport September 25 to 27, 1964.

The annual convention location was jointly announced by John Kirshman, Regent, president of the organization; Alfred Pietsch, Minot, Chairman of the convention committee; and Harold Vavara, Bismarck, Secretary of the state flying group.

The fifth region of the International Flying Farmers includes members from North Dakota, South Dakota, Minnesota, Wisconsin and the Canadian Province of Manitoba.

More than 100 Flying Farmer families are expected in Minot for the 3-day event. Serving with Pietsch on the convention committee will be Eugene Linderman of Brantford and a representative of the Minot Chamber of Commerce Aviation Committee.

Included in the events being planned are a smorgasbord, tours of Minot Air Force Base and business meetings.

This year the convention was held at Wisconsin Dells, Wis. North Dakota Flying Farmers last hosted the regional convention in 1959 at the Grand Forks International Airport. Headquarters for the convention business meetings will be at the Ramada Inn and a business-type aircraft will be on display in front of the Ramada Inn during the convention.

MANDAN AIR ACTIVITIES DAY EVENTFUL

The Mandan Airport Improvement Association held its second annual Air Activities Day October 26-27th. The event featured flying contests, aircraft demonstrations and included a Fly-In dinner of barbecued chicken. Two parachute jumps were featured on Sunday.

Winners of the Flying Contests included: Bombing contest won by Edwin Lang, Streeter, flying a Piper PA-18 with a 57 ft. drop from target; second was Edwin Glas asym, Ashley and third Ernest Evlinger, Mandan.

Winners of the spot landing contest was S.A. Lolli, Selfridge (PA18); second was Edwin Glas asym, Ashley (Cessna 170B) and third was Edwin Lang, Streeter.

A cross country economy race was flown on a closed course of 118 miles from Mandan to Washburn Airport to Hazen Airport to Mandan Airport. The winner was judged on the basis of both time enroute and amount of fuel consumed. Taking first place was Hartman Brekhus, Norma, flying a Piper Twin Comanche, who flew the course in 44 minutes, burning out 9.2 gallons of fuel. Second was James W. Ewers, Mandan flying a Cherokee 180 with a time of 55 minutes and fuel burned of 9.4 gallons; third was a Piper Colt piloted by Dale Neidhardt, New Salem, which took 74 minutes and burned 9 gallons of fuel.

Harold G. Vavara, director of the State Aeronautics Commission acted as judge for the contests, while the Civil Air Patrol Cadets handled all aircraft parking. Dave Vogel, Bismarck served as general Chairman of the event on behalf of the Mandan Air-Port Improvement Association.

RECORDING G-METER INSTALLED IN GENERAL AVIATION AIRCRAFT

Joseph W. Jewell of NASA, Huntington, West Virginia, who is in charge of a research project to study gust loads on General Aviation Aircraft has installed a Gravitational Meter in a Bonanza, operated by Jack K. Daniels, Williston, Chairman of the North Dakota Aeronautics Commission and who is also an Air Taxi Operator.

6 meters have been installed and used in military and air transport aircraft for some time, to make comprehensive studies of gust loads on aircraft, but to this date, not much has been done in General Aviation.

The recording G meter is to remain in the aircraft for 1000 hours and Commissioner Daniels is to report every 30 days to NASA. It operates only in flight and is activated by the air stream.

In the current study, G meters are being installed in the following five categories of General Aviation Aircraft:

1. Single Engine Air Taxi
2. Twin Engine Air Taxi
3. Commercial Survey, pipe line etc.
4. Instructional
5. Executive Type

N.D. AVIATION OPERATORS ASSOCIATION - Kenton Bischke, Minot, President of the Aviation Operators Assn. said that the annual meeting of the group was being planned for early February at Bismarck. The date and details will be announced later.

SEASON'S GREETINGS: MERRY CHRISTMAS AND A HAPPY NEW YEAR
Fill in any court in the State of Washington. * * * * * * * 

THOMAS D. FOLEY 

Chairman, Board of Directors 

The First National Bank of Washington, D.C. 

WASHINGTON, D.C. 20550 

The contents of this letter are confidential and are intended for the use of the intended addressee only. 

Mr. Charles L. Hill 

Senior Vice President 

The First National Bank of Washington, D.C. 

WASHINGTON, D.C. 20550 

March 1, 1983 

Dear Mr. Hill: 

I am writing to inform you of a recent development that will have significant implications for our banking operations. 

As you may know, the Office of Thrift Supervision has recently published a new set of regulations that will affect the way in which we conduct our business. 

These regulations, which are effective immediately, require all banks to implement new procedures for handling transactions involving large amounts of cash. 

In particular, the regulations mandate that banks must establish procedures to ensure that all cash transactions over $10,000 are reported to the government. 

This will require significant modifications to our existing systems and procedures. We are currently working with our vendors to ensure that we have the necessary software and equipment in place to comply with these requirements. 

I understand that this is a complex and time-consuming process, and I want to assure you that we are taking all necessary steps to ensure that we are in compliance by the required deadline. 

Please let me know if you have any questions about this matter, and I will be happy to provide any additional information that you may require. 

Sincerely yours, 

Thomas D. Foley 

Chairman, Board of Directors 

The First National Bank of Washington, D.C.
NORTH DAKOTA FLYING FARMER QUEEN MARTHA REPORTS

The Crosby State Convention will always remain a pleasant memory never to be forgotten. You can't imagine how shocked I was when I was nominated as a candidate for the North Dakota Queen. I was too stunned to say anything the night of the banquet. Then came the time when Elma Rambough crowned me Queen for the year. My heart wanted to say so much, but the words would not come. I really did appreciate everything, and the gifts were all so wonderful.

I received a pair of pearl earrings and matching necklace from the Flying Farmers, the 1963 Queen's pin from Elma, and the beautiful trophy from Cassina. My trophy is my most treasured gift. Thank you for everything.

We did go to the Rapid City International Convention. The queens had many activities there. To start off, we exchanged the gifts, while Mrs. Harriet Nelson, Onida, South Dakota, served coffee.

For my gifts, I chose to make pheasant feather earrings. With the help of my daughters and husband, I got them made, boxed, and wrapped in plenty of time to be proud to give them to the various Queens from other States.

I didn't realize that South Dakota had "Pheasants" for their theme of the convention. We got a pheasant feather corsage at the Queen's Pep Rally breakfast. There was a Queen's judging breakfast, and the interview which will never be forgotten. I thought it was so very interesting to hear of the various State's products and the Queen's personal hobbies, etc.

The last evening was the very thrilling event. I feel that the judges did a real good job in selecting Lorraine Porter, Ohio, and Connie Pierson from Iowa. We attended the Passion Play at Spearfish, S.D., after the luscious buffalo barbeque.

It was very nice to head for home once again. We had a fair crop without hail, for which we thank God. We also celebrated the arrival of a new grand-daughter, who is named Kari Lynn Schauer.

We flew to New Rockford on September 15th to a Pot Luck with Gene and Darlene Linderman. We saw the threshing show which was very interesting and brought back pleasant memories.

North Dakota had a Fly-In at the Hattinger Airport on October 12 and 13th, including a pheasant hunt and pheasant barbeque. There were between 45 to 50 people for the dinner. Saturday night, we had a business meeting, where it was decided to hold the 1964 State Convention at Hattinger. I thought more women would be interested in hunting, but only a few turned out for the pheasant hunt.

North Dakota Flying Farmers and Ranchers welcomes new members to the organization.

They are Mr. & Mrs. Billy Thorson, Bucyrus; Mr. & Mrs. Eddie Netzer, Regent; Mr. & Mrs. Lyle Alexander and Mr. & Mrs. Orvile Alexander, both from Hattinger, N.D.

We wish to thank all of you who so willingly helped arrange the Hattinger Fly-In and making and bringing food. Also those who donated some of their pheasants for the barbeque. I think many of you enjoyed the hunt, even though it took lots of foot work and many were plenty tired at the end of the day. Happy Flying until next time.

(Queen Martha Kirschman, Regent, N. Dak.)

STATE AIRCRAFT REGISTRATIONS AT TEN YEAR HIGH

The State Aeronautics Commission has registered 909 general aviation aircraft so far during 1963, a gain of 51 aircraft compared with 1962. This is the highest level of general aviation activity and registration in the State in the past ten years. More new general aviation aircraft have been purchased in the State during 1963 than in any year in the past ten. This includes both new utility type business aircraft and others for aerial agriculture.

** **

AERIAL CROP SPRAYING SETS ALL TIME HIGH IN ACREAGE IN 1963

During 1963, 270 aerial crop spraying aircraft were licensed by the Commission, operated by 104 aerial spraying firms. Spraying report records show that North Dakota aerial agricultural industry set an all time high of 2,500,000 acres aerial sprayed in the State during 1963. This figure exceeds all acreage figures dating back 15 years last annual spraying records were first kept.

Two fatalities were recorded in aerial agriculture this year, which was a drop compared to 1962 and 1961.

** **

GENERAL AVIATION FATALITIES NUMBER FIVE IN 1963

So far in 1963, the total number of fatalities in General Aviation in the State total five, of which two were involved in aerial crop spraying and three in general aviation flying. This compares with four, total in 1962, of which 3 were aerial spraying and one in general flying.

** **

AERIAL HUNTING REGULATIONS CHANGED

The State Game and Fish Department has eliminated the requirement for $100.00 bonds for pilot and gunners for aerial hunting of predatory animals. Permits will also be issued for a longer period of time, from the date of issuance until June 30, 1964. Application forms may be obtained from the State Game and Fish Department, Fort Lincoln, Bismarck, N.D. or from the State Aeronautics Commission, Box 206, Bismarck, N.D.

** **
(Come Newsletter)

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AIRPORTS AND OPERATORS

BORDER INTERNATIONAL - A new East-West of 160' x 2600', that lies astride the international Boundary has been completed recently. The runway is officially closed to all traffic because of the dry conditions which resulted in poor compaction. The strip will remain closed until a turf is established which should be mid-summer, 1964. Runway markers, wind sock and signs will be erected next spring.

The North Dakota Aeronautics Commission purchased a strip of property 65' wide by 230' from Mr. Henry Jacobs and the Municipality of Estevan No. 5 closed a 99' road allowance on the Canadian side of the Boundary to allow for construction of the strip.

Construction of the strip was truly international in aspect, in that the Estevan Municipal Airports Motor Grader use was donated by Mr. Ken G. Nicholson and the City of Estevan also sent down a Motor Grader and another was supplied by a local Township.

Mr. John Fagerland of Nooman supplied the Cat and Scraper and Robert Casteel, crop sprayer of Columbus, N. D. lent his assistance as equipment operator and rod man.

The Aeronautics Commission has purchased a Unicom unit and will install it upon clearance from Custom and Immigration officials in the Customs Station.

This arrangement will allow for compliance of prior notification of arrival, direct by radio to customers, in the event, a landing is effected on the N-S strip, upon entry to the U.S. Non-radio aircraft can of course only land on the Canadian side of the strip upon entry into the U.S. and present themselves to the U.S. officials for clearance or phone ahead for clearance, if they have to land on the N-S. Aircraft entering Canada can of course land on the U.S. side and taxi over on the new E-W to the east end and have Canadian Customs clear them. Remember that if you have radio, use Unicom frequency and avoid all unpleasantness. If no radio, do not move across the border, but land on your respective side, no matter which direction you plan on crossing the border.

GWINNER - Low intensity lights have been installed on the East-West runway at Gwinner and are available on request basis only. Contact the Melroe Manufacturing Company or Roger T. Melroe, Gwinner, to make any arrangements for lights.

LANGDON - A new East-West runway has been constructed at Langdon. This runway is on the very south edge of the quarter section of land that contains the airport. It is 150' wide and 2500' long, dirt, no sod. Runway can be used until the spring thaws, when it will be closed and seeded to grass and kept closed until a turf is started.

ANETA - The Aneta strip north and west of the City has been abandoned and has been plowed up. O.L. Wahood, City Auditor, has informed the Aeronautics Commission, that the strip was neglected and badly cut up by automobiles, leading to the decision by the City fathers to abandon it.

RICE'S AIR PARK, MADDOCK, N.D. - Gerald Rice, Maddock, N.D. announced the opening of Rice's Airpark located on the west edge of Maddock, N.D., which is a private airport open to the public.

Rice's Airpark has fully operational, a NW-SE runway 1,800 ft. x 70 ft., no obstructions; a 2600 ft. N-S runway which will not be fully completed until the summer of 1964. The only obstruction on the N-S runway is a 14' telephone line on the north side of the county road bordering the north end of the runway. 80 Octane gas available; tie downs, also minor repairs. Major repairs can be arranged for.

Construction has started on a 40' x 80' hangar with a second hangar planned with both hangars to be completed in 1964. Wind sock installed. Rice invites the public to use the Airpark which is located very convenient to Maddock, since it is adjacent to paved Highway #30 on the west edge of Maddock, N.D.

UNDERWOOD, NORTH DAKOTA - constructed in two days, a new airport 1/2 mile northwest of the City. A 2500' x 100' NW-SE runway has been graded and seeded. The runway parallels U.S. Highway #83 and the Soo Line Railway. Constructed on land, leased for five years, by the City from Anthony Peters of Underwood, the field becomes the 77th sod air strip built for municipal use in the State, according to the Aeronautics Commission.

Runway markers and a windsock for the new field are being assembled by the Fischer and Wherler Body Shop in Underwood. Clements Clark, Underwood will be the fixed base operator there. A tie down area for parked aircraft is located on the southeast end of the field. Underwood has a population of 825.

ROLETTE, N.D. - has constructed a NW-SE 3,000' x 100' sod runway near Rolette. Wind sock installed, landing strip yet to be seeded and marked. The landing strip is located on the west edge of Rolette on a triangular portion of land, made available when a new paved highway was constructed near Rolette. The strip was laid out by the Aeronautics Commission in conjunction with the relocation of the highway. Rolette has a population of 524.
CHANGE IN THE REPORTING OF WIND DIRECTION IN THE AVIATION WEATHER OBSERVATIONS

The aviation weather report is going to change its appearance. On and after January 1, 1964, the wind portion of the report will look like this, "218 instead of like this, "18." At present, the direction of the surface wind is reported to 16 points by means of arrows. After January 1, 1964, the direction will be reported to the nearest 10 degrees by means of a 2-digit number. This system will allow the wind to be reported to 36 points.

The reporting of wind direction to the nearest ten degrees is not new. A 2-digit number has been used for many years to report the direction of the winds aloft. In addition, automatic weather observing systems at 22 widely scattered locations are presently reporting surface wind direction in tens of degrees. Thus the change on January 1, 1964, will make for more uniform reporting procedures.

Here is an example of the present format:

SBY 04GFL 153/78/77/4W/998

When the change takes effect, this aviation weather report will look like this:

SBY 04GFL 153/78/74/25D4/998

The arrows, which now show the direction of the surface wind, have been replaced by a 2-digit number. Instead of a report of a west-southwest wind, the wind will be reported as blowing from 250 degrees with regard to true north.

Now let's look at another comparison:

Present MSL /910 196/72/58/26+33/012

New MSL /910 196/72/58/3226633/012

The above reports indicate a wind from the northwest (320°) of 26 knots gusting to 33 knots. The new format will indicate the fact that gusts are occurring by a "G" following the wind speed and preceding the speed of the highest gust during the past 15 minutes.

Here are additional examples which illustrate other cases. The present format appears first and is followed by the proposed format.

1. Present GRI M8010 197/68/66/128041/015

New GRI M8010 197/68/66/1128041/015

Example 1 illustrates the reporting of squalls. "Q11" refers to the speed of the strongest gusts occurring during the squall.

2. Present EKN M3007 196/68/66/666/010

New EKN M3007 196/68/66/666/010

This example illustrates a calm wind.

3. Present MSL 750 196/72/58/26+33E/012

New MSL 750 196/72/58/3226633E/012

The "E" following the strength of the gust means that either the 1-minute wind speed or the gust is estimated. If gusts or squalls were not occurring, a report of estimated wind would look like this:

MSL 750 196/72/58/2305E/012

This example illustrates the present and proposed methods of reporting a wind shift. The wind shift occurred at 1614 Central Standard Time.

*****

ACCIDENTS:

Pilot: Reuben L. Plumb, 506-11th St. N.W. Minot, North Dakota
Time & Place: October 1, 1963 - 6:12 p.m. - Minot, N.D.
Pilot Time: 45 hrs. TT - Student - Age 30
AirCraft & Damage: Piper PA-18 - Left wing tip, left landing gear, rudder, engine mount.
Injuries: None
Pilot Statement: While attempting to land in a field north of Minot Airport, the aircraft settled faster than anticipated and struck a fence post.

Pilot: John C. Rowles, Box 463, Bemidji, Minnesota
Time & Place: September 4, 1963, 5:20 p.m. - 14 miles west of Dickinson, N.D.
Pilot Time: 220 hrs. TT - Private ASEL, Age 31
AirCraft & Damage: Luscombe BE - Broken windshield, left wing strut, vertical fin, rudder, belly damage, engine mount bent and prop.
Injuries: None
Pilot Statement: Attempted landing on stubble field at employers construction site. Landing O.K. but ground too soft and plane nosed over landing on top.

*****

TO ALL PILOTS - PRO's - AMATEURS - AIRLINES

Have you been in a Flight Service Station lately and watched the communicator on duty, especially at about 15 and 45 minutes after the hour. The poor fellow has his hands full and it is surprising how many pilots and I mean all types, straight across the board, call for some reason or other, just about then. Let's show a little consideration and give FSS personnel a break.

*****
Bisimark North Dakota
P.O. Box 206
Bismarck Municipal Airport
North Dakota Aeronautics Commission

Mid-State Aviation Inc. Box 517, Mandan, ND 58501

NOTE: All ads are placed on first come, first serve basis as represented by seller.

FOR SALE: 1955 P-22 1-FR-Paine. 200 HP, 80 mph, full panel, MT-3-08 flight log.

FOR SALE: 1955 P-22-T-FR-Paine. 1200 HP, 80 mph, full panel, MT-3-08 flight log.

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