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SEASON'S GREETINGS: MERRY CHRISTMAS AND A HAPPY NEW YEAR

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 Kirschman, Regent, president of the organization; Alfred Pietsch, Minot, Chairman of the convention committee; and Harold Vavra, 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.

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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 Glaesmann, Ashley and third Ernest Evinger, Mandan.

Winners of the spot landing contest was S.A. Collis, Selfridge (PA18); second was Edwin Glaesmann, 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 Commanche, 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. Vavra, 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 Airport Improvement Association.

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RECORDING G. METER INSTALLED IN GENERAL AVIATION AIRCRAFT

Joseph W.Jewel 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.

G 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

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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.

FAA ANNOUNCES REGIONAL AVIATION MECHANIC SAFETY AWARDS

Regional winners in the Federal Aviation Agency's first annual Aviation Mechanic Safety Awards Program were announced recently .

Winners were selected in two categories from each of the Agency's eight geographic regions. The first category was limited to aviation mechanics employed by airlines. The second category included only aviation mechanics working in general aviation (private and business flying).

Each winner was presented with an engraved plaque citing him "for developing an outstanding contribution to aviation safety through maintenance practices during the year 1962".

Regional winners are eligible for the national awards, which will be announced in December. Two national winners will be selected--one representing the Airlines and the other representing general aviation.

Regional winners were selected by representatives from the aviation industry, state aviation agencies and FAA. National winners will be chosen by a ten-member committee appointed by Flight Safety Foundation and headed by Lt. Gen. James H. Doolittle.

Both the regional and national awards are being donated by American Aviation Publications, Inc. of Washington, D.C.

The Aviation Mechanic Safety Awards Program was established this year by Administrator N.E. Halaby to give increased recognition to the aviation mechanic. It will be continued on an annual basis.

CENTRAL REGION WINNERS WERE:

Air Carrier - - - John Motta, Trans World Airlines, Los Angeles, California

General Aviation - - Erwin A. Schwarzkopf, Lincoln Aviation Institute, Lincoln, Nebraska

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MOONEY CARAVAN

Al Pietsch of Pietsch Flying Service, Minot, announces that he is in the process of organizing a Mooney tour to the Baja Peninsula of Mexico. Tentative plans are to leave on the 25th of January, 1964 and return 10 days later.

The only requirements to join the tour are, that you be flying a Mooney, pay your own expenses and be able to be gone 10 days.

Plans are to make one stop on the way down, at Phoenix, and proceed to Baja the next day. Reservations will be made in advance, and details on passports, shots, etc. can be secured from Al Pietsch.

Pietsch asks that if you are interested,to contact him as soon as possible, as these things all take time to complete.

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POSSIBLE FAILURES IN VACUUM PUMPS

In a memo from the PRINCIPAL GENERAL AVIATION MAINTENANCE INSPECTOR, CE-GADO-7 Fargo to all Authorized Inspectors in the district, Inspector Everett E. Dunkin says the following:

"We have been advised that there exists a possible premature failure of splined couplings, part number 753865, on Airborne Mechanisms Vacuum Pumps. models 113A5 and 113A8. The failure of the splined coupling renders the vacuum flight instruments of the aircraft inoperative.

Piper Service Bulletin No. 218 lists the following models affected: PA-18, PA-22-108, PA-23-235, PA-23-250 (six place), PA-24, PA-24-250, and PA-30 aircraft. The service bulletin also lists the serial numbers of the aircraft in which these pump have been installed.

We also have been advised that these aircraft should not be operated in instrument flight conditions until compliance with Piper Service Bulletin No. 218.

We would appreciate your assistance in contacting the owners of the aircraft affected and informing them of this condition. Credit for compliance with the bulletin will be issued by following the normal warranty and credit claim procedure as described in the service bulletin."

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OBSTRUCTIONS

To show the trend and the thinking as to the responsibility for some type of obstructions in our insurance-conscious world, we are re-printing the following from the Indiana Aero-Notes:

COURT BLAMES HIGH WIRE, AWARDS $97,500 - The helicopter--on a survey flight along the Snake River Canyon in Eastern Washington--struck a power line and crashed. The passenger's widow sued.

Although it was clear and sunny on the morning of the accident and the power lines were less than 100 feet above the river, the plaintiffs argued the power company was negligent in failing to mark the lines and poles properly.

The power line was in a remote area of thecanyon, off civil airways and distant from any airport. For years power companies have been relieved of responsibility in similar situations. But--the court ruled against the power firm and awarded the widow and her two children $97,500, believed to be the largest pre-trial settlement filed in any court in the State of Washington.

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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 Cessna. 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 Hettinger 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 Hettinger. 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. Orville Alexander, both from Hettinger, N.D.

We wish to thank all of you who so willingly helped arrange the Hettinger 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.)

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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 <u>new</u> 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.

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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 184 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 to 1949 when annual spraying records were first kept.

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

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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.

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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.

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GROUND EFFECT - AND YOU!

Every pilot has encountered the term "ground effect." As a term, it is frequently tossed loosely about in most every "hangar session." Although the term is widely used, its effects on airplane performance is but dimly understood.

Quite a number of accidents in general aviation are traceable to a lack in understanding ground effects. A pattern in these type accidents is clearly visible. The field is short and rough, or it is covered with snow, mud, or tall grass. The plane is heavily loaded or its engine's horses have become old grey mares. After a sluggish run the pilot horses the plane off the ground, barely clears the fence at the end of the runway, and then, seemingly clear of the ground, falls disastrously back to earth. Why?

The total drag of an airplane is divided into two components, parasitic drag and induced drag. The two are always present though in varying degrees. Parasitic drag is caused by the skin friction and turbulence of the air flowing past the various parts of the airplane. Induced drag - a term tossed about casually by engineers but only dimly understood by most pilots - is a result of the wing's work of sustaining the airplane. The wing lifts the airplane simply by accelerating a mass of air downward. It is perfectly true that reduced pressure on top of an airfoil is essential to lift, but still that is but one of the things that contribute to the overall effect of pushing an air mass downward. The more down-wash there is, the harder the wing is pushing the mass of air down. At high angles of attack, induced drag is high. As this corresponds to lower air speeds in actual flight, it can be said that induced drag predominates at low speed and parasitic drag is greater at high speeds.

Ground effect works on wing downwash and wingtip vortices. It tends to reduce the angle of downwash and diminish the effect of wing tip vortices. This results in a reduction of the airplane's induced drag when very near the ground. At the moment of lift-off there is about a 48% reduction in the induced drag as compared to flight altitude. Induced drag increases rapidly as the plane climbs. At 18 ft. altitude there is only about an 8% reduction in induced drag due to ground effect. A pilot in trying a take-off from a poor field uses full power and holds the plane in a nose high position. Ground effect reduces induced drag so the airplane is able to reach a speed where it can be "horsed" off. But, as altitude is gained induced drag increases as the effect of the ground effect diminishes. Twenty to thirty feet up, ground effect vanishes, the wing encounters full effect of induced drag and the struggling plane which got off the ground on the ragged edge of a stall becomes fully stalled and drops to earth.

A mixture of short runways, rough ground, grass and snow, high airport altitude, high air temperature, a weak engine and a heavy load, in any of many combinations, is the danger signal. When you do find yourself in a marginal take-off situation, know your plane's take-off speed for the conditions prevailing, the distance required to accelerate to that speed, and then allow a generous margin of safety by picking up as much speed as possible just off the ground before trying to climb. If the plane is still dragging its wheels when it should be airborne, abort the take-off while you can for you're heading into a stall a dozen or fifty feet up.

Ground effect works when landing also. In the common case of an airplane coming in with excessive speed, it flies down from free air into ground effect and the reduction of induced drag as it nears the runway comes into effect to make the airplane float. This leads to the classic type of overshoot. On short fields, approach as slowly as is consistent with safety, and the effect of the ground is minimized. When you do overshoot and the far end of the runway is fast approaching, recognize that ground effect is reducing your induced drag and helping the plane to float on and on and on ---so give it the gun and go around as soon as you realize you have come in fast and are skating along on ground effect.

-----Bulletin issued by Fargo General Aviation District Office, FAA

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TIPS ON NEW FEDERAL TAX LAWS AND YOUR PLANE

What will the new Federal tax law mean to the average private aircraft owner? There is now sufficient information to make a few general observations.

First, if you use your airplane for both business and pleasure, a rather complicated system of accounting has been installed. Briefly, here's the way it works:

Ifa trip is under one week, at least $\frac{1}{2}$ of your time (including travel time) must be for business or the whole cost of transportation will be disallowed. If the trip takes more than a week, 3/4 of your time (again including transportation) must be spent for business, or the cost of the trip has to be split between business and non-business. The experts advise, that in order to prove what time was spent for business, that you have some pretty thorough records of what you did with your time.

As to "entertainment expenses", if you use your airplane to entertain business guests and customers, you must be in a position to establish that the plane was used primarily for business purposes, otherwise none of your operating expenses will be deductible.

Under the new law, when you sell your airplane, the gain realized over your depreciated value will no longer be taxed as a capital gain, but will be treated as ordinary income.

However, a significant feature is the new Investment Credit program which allows a tax credit of 7% of the amount paid for new capital equipment--and this includes airplanes. THUS THE PURCHASE OF A NEW AIRCRAFT FOR BUSINESS REASONS MIGHT HAVE DECIDED TAX ADVANTAGES. (Iowa Newsletter)

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 2309' 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 Noonan 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 customs, 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 that Unicom frequency and avoid all unpleasantness. If no radio, do not move across the order, but land on your respective side, no matter which direction you plan on crossing the Border.

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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.

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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.

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ANETA - The Aneta strip north and west of the City has been abandoned and has been plowed up. O.L. Walhood, 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.

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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.

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UNDERWOOD, NORTH DAKOTA - constructed in two days, a new airport $\frac{1}{4}$ mile northwest of the City. A 2600' 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 wind sock for the new field are being assembled by the Fischer and Wherer 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.

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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.

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AIRPORTS AND OPERATORS - continued

DEVILS LAKE, N.D. - has under construction, a 500 ft. addition to the Northwest end of the NW-SE paved runway. The present runway is 4300 ft., which is being lengthened to 4800 ft. for Convair type aircraft. Devils Lake also resealed the NE-SW paved runway.

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GRAND FORKS, N.D. - New International Airport located about 5 miles west of the present airport is progressing rapidly. Both North-South and the East-West paved runways have been completed and lighted. The new administration building is progressing rapidly. Northwest Airlines started flight operations into the new airport on November 15th by setting up temporary operations from a trailer house. The administration building at the old airport is being used by the carrier to ticket passengers until the new administration building is completed. Hangars are being rushed to completion at the new airport. Airport has not yet been opened for general aviation.

James Montgomery, Montgomery Airspray, has poured footings and cement floor for his hangar and office at the new airport. North Central Airlines is expected to begin operations at the new airport soon.

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WASHBURN FAA INTERMEDIATE FIELD - The Washburn City Commission voted in December, to take over the operation and maintenance of the Washburn FAA Intermediate Field, north of the City, when it is surplused by the FAA on July 1, 1964.

The Federal Aviation Agency recently announced its intention to decommission all of the remaining 48 Emergency Landing Fields in the U.S. Each field will be offered on a grant basis to the City or the State Aeronautics Commission, in the event the City is not interested.

The Washburn Emergency Field has a 4,000' x 500' East-West and a 4,000' x 500' N-S turf runway with runway lights and beacon tower and light. Clifford Beeks is the fixed base operator there. Seven aircraft are based at the Washburn Field.

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WORLD'S TALLEST TV TOWER 2,063 FT. COMPLETED IN STATE

The world's tallest TV Tower, 2,063 ft. was completed last month 11 miles SSE of Mayville or 3 miles west of Blanchard, N.D.

The 2,063 ft. tower above ground level is 3,058 ft. above mean sea level. It is charted on the current issue of the 1963-1964 North Dakota Aeronautical Chart which is available at all N.D. airports or from the State Aeronautics Commission. The current U.S. Sectional Chart does not show it.

The triangular structure is about 300 ft. higher than the previous world record holder, a 1,751 ft. TV tower near Knoxville, Tenn.

The tower is located about 15 miles west of a straight line drawn between the new Grand Forks International Airport and Hector Airport, Fargo, N.D. and about midway The tower is constructed of sections weighing 9 tons each with the total steel in the structure weighing 432 tons. It is guyed with three sets of nine guy wires each, at each location of 120 degrees around the tower. In otherwords, a total of 27 guy wires each 1½ to 2" in diameter, which stretch about ¼ mile from the base of the tower to ground anchors.

This antenna will serve both Fargo and Grand Forks area since it hasabout 101 mile radius TV coverage.

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AIRPORT ADVISORY SERVICE

Grand Forks Flight Service Station is now providing Airport Advisory Service at the International Airport, Grand Forks, North Dakota. 122.2mc is the primary frequency for this service. Inbound and outbound radio equipped aircraft are required and urged to make use of this service. Receive only aircraft should be able to make good use of this service by monitoring 122.2mc when arriving or departing from Grand Forks.

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NEW AIRSTRIP AT BELDON, ND: Maurice D. Birkholz, Parshall and Carl Nienatello, Beldon, jointly announced the construction of a new airstrip one mile east of Beldon, ND The N-S airstrip is 2800' x 70' wide and is built on a section line. To be installed are markers and a wind sock. Grading has been completed and 4,200 ft. of underground telephone line buried to eliminate a hazard. No obstructions north approach, highline 1,000' off the end of the south approach to the airstrip.

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NEW RUNWAY LIGHTS AT MOHALL MUNICIPAL AIRPORT:Fred Crawford, Mohall announced that the City of Mohall has installed Line Material "Flying Farmer" type runway lights on 3,100 ft. x 90 ft. along the NW-SE runway. A 51 ft. beacon tower and light will also be operational with the lights. The complete installation is expected to be turned on sometime this week and will operate until mid-night, being controlled by an electric time clock.

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FCC FINALIZED ORDER CHARGING FEES FOR RADIO TELEPHONE AND STATION LICENSES

The Federal Communications Commission, effective Jan. 1, 1964, will charge for restricted radio telephone permits as well as station licenses for fixed,mobile or aeronautical stations.

No fees will be charged for permits issued to Governmental entities on all levels or CAP Radio Stations or Aeronautical Search and Rescue Station applications.

Applications are free if received by FCC before January 1, 1964. Forms may be secured from the Aeronautics Commission, Box 206, Bismarck, N. Dak.

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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, "2118 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 04GFH 153/78/74↗24/998

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

SBY 04GFH 153/78/74/2504/998

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	/ØIØ	196/72/58↘26+33/Ø12
New	MSL	/ØIØ	196/72/58/3226G33/Ø12

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	M8ØØIØ	197/68/61↖28041/Ø15
New	GRI	M8ØØIØ	197/68/61/1128Q41/Ø15

Example 1 illustrates the reporting of squalls. "Q41" refers to the speed of the strongest gust occurring during the squall.

2.

Present	EKN	M2ØØ7	18Ø/68/65C/ØIØ
New	EKN	M2ØØ7	18Ø/68/65/ØØØØ/ØIØ

This example illustrates a calm wind.

3.

Present	MSL	75Ø	196/72/58↘26+33E/Ø12
New	MSL	75Ø	196/72/58/3226G33E/Ø12

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 75Ø 196/72/58/23Ø5E/Ø12

4.

Present	MSL	IØ	196/72/58↘26+4Ø↖1614C/Ø12
New	MSL	IØ	196/72/58/3226G4Ø/Ø12/WSHFT1614C

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

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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.

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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 8E - Broken windshield, left wing strut verticle 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.

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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. Lets show a little consideration and give FSS personnel a break.

* * * *

FOR SALE: 1959 Super Cub 150, 800 hrs TT, never cracked, Aerodyne Spray Unit,complete, Needle & Ball, Rate of Climb, Nova-Thec Radio. Call Border Aviation,Langdon,N.D.

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FOR SALE: 1957 Tri-Pacer, full panel, Superhomer & LF radio, real sharp, 80 hrs SMOH, Aux tank, TT 1300; 140 Cessna, sharp, Narco Simplexer, also
WANTED: A&E with Inspector authorization, to operate extremely well equipped shop. Call or write Jamestown Flying Service, Box 403, TEL: 252-2150, Jamestown, N. Dak.

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FOR SALE: 1957 Mooney Mark 20, 63 paint, new curtains, 1000 hrs, Total A&E, ready to go with a fresh annual $6600. Beautiful condition with no damage history. Contact Wayne Turner, Arthur, N. Dak. Phone WO-76372

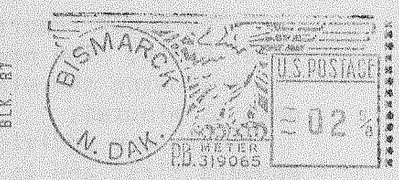
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FOR SALE, CHARTER OR RENT: Fly the new 4-place Maule M-4, 150 hp.. Call or write Victor Gelking, 409-12th Ave. N.E. Minot, N.D. Tel: TE4-0266

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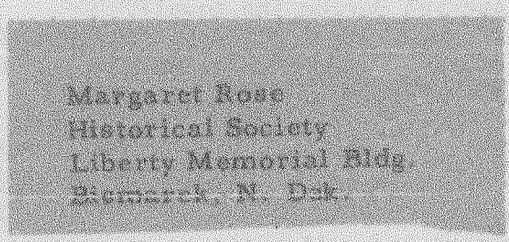
FOR SALE: 1962 PA24 Comanche, 285 TT from new Piper auto Nave Narco Mark 5, full panel, Red & White, Fresh annual; 1946 Cessna 120 C85, 700 TT from new, no electrical system, new cover on wings; 1946 J-3 New cover, 1961 814 TT; 1949 PA-11 C-90 Cub 980 TT from new 380 SMOH, Fresh annual, 60 gal inside Sorenson sprayer; 1949 Cessna 170A, 1900 TT 290 SMOH LTR-6-Omni Primary panel, clean annual due June 1964. Contact Mid-State Aviation Inc. Box 517, Mandan, N. Dak. Tel. 3059

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BLK. 87

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



FOR SALE: 1955 PA22 Tri-Pacer, 1200 TT, 80 SMOH, full panel, VHT-3 RDF Bird Dog Landing light, new paint; 1958 PA-18-150 Deluxe Super Cub, one owner, 780 TT Primary panel landing light, shielded ignition, never damaged, just annualed; 1953 PA-18-135-Super Cub, 2 owners since new 1800 TT, Air frame 80 SMOH, annual due May '64, Fabric test 65# & better, few dents, leading edge wings above average plane, original cub green; 1959 PA-18-150 Deluxe Super Cub, 1500 TT, shielded ignition VHT-3 Super Homer LF Radios, 390 SMOH, getting fresh annual, ship used for Highline Patrol except last year a Sprayer, never damaged; 1953 PA-18 Deluxe with 150 Lyc engine, 1800 TT 950 on 150 engine, Ship is well above average, has tinted windshield, Never scratched Can sell 0 time 135 engine chrome, priced at $4250 with fresh annual; 1963 PA-28-180 B Cherokee, 230 TT from new MK 12, Full panel, true Air Speed Indicator; 1964 PA-25 Pawnee, Hi density spray unit, landing light Piper Ptr-1 Radio ; 1947 Aeronca 7 Champ-C90 engine 600 TT Fresh annual; 1963 PA-28-180 Cherokee, Auto flight model, 400 TT, Fresh Annual, ready to go.; 1941 J-3 Cub SMOH, recovered 1960; 1962 Mooney Mark 21, 509 TT, Full panel, MK5 Auto pilot. Contact Mid-State Aviation Inc. Box 517 Mandan - Tel: Mandan 3059

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NOTE: All ads are placed on first come, first serve basis as represented by seller. The condition, model, equipment etc. are representations of the seller.only.

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Lets shape up that Airport - - The North Dakota Aeronautics Commission has wind sock frames that are available at cost to us at $12.00 plus postage and also has fluorescent wind socks 18" x 7' at $10.00 plus postage.