FAA NAMES WINNERS OF AVIATION MECHANIC ANNUAL SAFETY AWARDS FOR NORTH DAKOTA

Two Williston men, James E. Stevens and Laverne Kerbaugh, have been selected as winners of the Federal Aviation Agency's mechanic safety award for North Dakota. The two mechanics are employed by Aero Spraying Service, Inc., Williston, N.D.

Lester E. Severance, FAA Supervising Inspector, Fargo, announced the awards.

Harold G. Vavra, director of the State Aeronautics Commission said that the official award presentation to the two winners will be made by Governor William L. Guy on October 15th at the State Capitol.

The two N.D. mechanics will also become eligible for the FAA Regional and National awards. An award is being made in each of the fifty states.

Annual FAA awards will be presented to aviation mechanics making outstanding individual contributions to air safety. Purpose of the awards is to foster mechanic's pride and skill in their work and to increase the incentive to improve. Grand National awards, which follow preliminary state awards, will be administered by Flight Safety Foundation.

Certificated mechanics winning the annual award will receive appropriate citations as well as metal reproductions of their FAA mechanic certificates. Trophies will be presented to state and regional winners.

Two National winners, chosen from the fourteen regional winners, will visit Washington, D.C. for a formal presentation of a special plaque.

PART 55 PROPOSED AERIAL SPRAYING REGULATIONS BELIEVED TABLED

Three members of the North Dakota Aeronautics Commission, in May this year, met with eight representatives of the Federal Aviation Agency in Washington, D.C., and requested that Proposed Part 55 (FAA Regulation of aerial crop spraying firms), be tabled. This request was made an official part of the Docket Record. The meeting lasted for several hours.

Recently the Aeronautics Commission has been advised by a Washington, D.C. authority, that the present disposition of the Federal Aviation Agency, is to table any further consideration of proposed Part 55, relating to Federal control and regulation of aerial crop spraying.

MISSILE OBSTRUCTION POSTS HAZARD MARKED IN SEVEN COUNTY AREA

The North Dakota Aeronautics Commission has been advised by Col. Thomas S. Jeffrey, Jr., Commander Site Activation Task Force, Ballistic Systems Division of the USAF, Minot Air Force Base, that his unit is installing hazard obstacle markings on some 2,000 five foot cable marking posts (10 inch in dia.) which are located in farm fields throughout seven counties, involving the Minot, N.D. area Missle Complex. These posts may be in cultivated farm fields, pasture or at other locations. The posts are located in the following counties: Ward, Mountrail, McLean, Renville, Eastern Burke, Western Bottineau and part of McHenry County.

Each of the five foot marker posts are being banded with two 3 inch wide strips of metal backed luminous orange tape. The top band will be 6 inches below the top of the post and there will be five inch spacing between bands. The concrete azimuth markers are not being marked since they appear to be readily visible in the vicinity of each missile launcher.

The North Dakota Aeronautics Commission requested that the cable posts be hazard marked after receiving complaints from several aerial crop spraying pilots in the area involved. The contractor should have most of the markers installed by this time. There are about 40 aerial crop spraying aircraft licensed in the seven counties.

The Aeronautics Commission is interested in any comments from spray pilots, as to the effectiveness, of this type of marker.

FAA APPROVED AIRCRAFT ENGINE OVERHAUL STATION IN NORTH DAKOTA

William Harvey, formerly of Winnipeg, Canada has opened Harvey's Aero Engine Works at the former Sky Ranch Airport, just south and west of Fargo and recently received Federal Aviation Agency approval as an aircraft engine overhaul station.

He also has equipment for accessory overhauling and magflux inspection and plans to add a supply of aircraft engines for exchange. Plans are also being made to add 1,200 square feet to the present 1,800 sq. ft. of shop space.

The Sky Ranch Airport has a half-mile length N-S runway. Harvey came to Fargo in January from Winnipeg, Canada.

MANDAN FLYING MEET OCTOBER 26 & 27, 1963 - The Mandan Airport Improvement Association will again sponsor the Mandan Annual State Championship Flying Meet Oct. 26 and 27th. BARBECUE CHICKEN will be served both days from 11:00 a.m. to 2:00 p.m. A SKY DIVING EXHIBITION will be put on, Sunday, October 27th at 2:00 p.m. The SKILL EVENTS will take place on both days from 11:00 to 2:00. Recognition will be given to the winner in all events. Plan on flying into Mandan on the 26th and stay over for the 27th. Call on unicom or if no radio, come on in anyway. SEE YOU THERE.

North Dakota Aeronautics Commission
Box 206
Bismarck, North Dakota
September-October, 1963
IT HAPPENS EVERY FALL

From early September to the end of November the hours of daylight shrink from 13 hours to 9½. During this same period according to the CAB there is a decided increase in the number of accidents in light aircraft. From the standpoint of weather this is also a period of deterioration. One may still be thinking in terms of thunderstorms and how to bypass them, while ground fog and scud sneak in below to cut off the horizon.

We get accustomed to fog burning off within a couple of hours after sunrise in August and early September, which is approximately 0800 but by the end of October, the burn off time for fog moves closer to 1100. At the same time, fog begins settling in earlier in the evening. Now would be a good time to start scheduling to keep ahead of changing weather patterns in the next 60 days.

This correlated with the following statistics will give you a good picture of what can happen and what has happened every fall to some N. Dak. pilot, who has become a statistic in the fatal column.

The following statistics are the result of a survey by the Civil Aeronautics Board, based on 4,168 accidents involving fixed-wing aircraft under 12,500 pounds:

Major causes of fatal accidents:
1. Flying into unfavorable weather 18%
2. Failure to maintain flying speed 15%
3. Exceeding ability and experience 14%
4. Operating recklessly or carelessly 8%
5. Inadequate flight preparation 8%

Major causes of non-fatal accidents:
1. Misuse of controls on the ground 14%
2. Misjudging distance 11%
3. Selecting unsuitable terrain 10%
4. Failing to extend landing gear 7%
5. Failure to compensate for wind 7%

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SWALLOW Lore—THE FIRST WEATHER FORECASTERS (Ozark Air Lines News)

For centuries, long before the barometer was invented, man had noted that when the swallows were flying high at twilight, he could forecast with great accuracy that fair weather was in the offing. When the swallows flew low, a change in the weather was impending and storms could be expected. The accuracy of the weather forecasting ability of the swallows was an accepted phenomenon throughout the world for hundreds of years. In many countries the swallows were credited with supernatural and psychic powers.

This was what was actually happening—the swallows, who always eat and drink in flight, were out for an evening snack. The mosquitoes and other night insects were also out on the prowl—lovelwise or otherwise.

Man didn't know at the time that the Great Flight Dispatcher had assigned altitudes for the insects each night depending on the atmospheric pressure. In a high atmospheric pressure—the insects would fly 50 to 300 feet above the ground. During a low pressure period they would hover at 15 to 30 feet above the earth. Man could not see the insects at twilight, but he could see the swallows and they indicated the level of the insects and hence the atmospheric pressure.

In meteorology, a high or rising barometric reading is an indication of continued fair weather and a falling barometer reading indicates a change in the weather or that a storm is brewing.

While the altitude of the insects above the ground at twilight may not be read as accurately as the barometer invented more than 300 years ago, the swallows were not about to search for an isolated mosquito 75 feet off the ground when he could have a seven course banquet 15 feet from terra firma. Thus the accuracy of the swallows in forecasting the weather was actually a scientific observation. No doubt the swallow was the first recognized meteorologist and forecaster of the weather and also was the first meteorologist to determine the most efficient altitude to fly—especially at lunch time.

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AVIATION MECHANICS EXAMINATION GUIDE ISSUED BY FAA

A new booklet to assist applicants for an aviation mechanic certificate has been issued by the Federal Aviation Agency.

The 29-page guide—superseding a similar guide issued in June 1958. It provides up-to-date detailed information on the requirements for an aviation mechanic certificate and the application and examination procedures.

Separate sections in the booklet deal with the aviation mechanic written examination and the oral and practical examinations. Subjects covered in these tests are listed and sample test questions and projects are provided.


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ACCIDENTS - continued

Pilot: Harold B. Saylor, Alvarado, Minnesota
Time & Place: July 5, 1963 - 2:30 p.m. - Garrison Airport
Pilot Time: 45 hours. TT - Student SEL, Age 35
Aircraft & Damage: Gasser 140 - Damaged wheels and landing gear. - Injuries: None
Pilot Statement: While landing brakes failed, plane overshot field, hitting some roots.
Plane spun to left, sliding into a fence and stopping approach made from SE to NW.
Some grass hindered use of full length of runway.
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Pilot: Clifton M. Albrecht, Manfred, N. Dak.
Time & Place: July 14, 1963 - 9:30 a.m. - 3 miles SW of Hamberg, N. Dak.
Pilot Time: 310 hrs. TT - Commercial ASEL, Age 33
Aircraft & Damage: Piper PA-11 - Spray unit damaged, booms, pump mount and fan blade, windscreen, right wing, struts and rudder. Bent one prop tip. - Injuries: None
Pilot Statement: Dropped in over Hi-line and telephone line on 2nd pass over field. Aircraft mushed catching booms and gear in wheat 3' tall. Booms tore off and aircraft came up on nose, slid on nose about 40' and went over on back.

Pilot: Jack Rouse, Bismarck, N. Dak.
Time & Place: August 1, 1963 - 8:00 a.m. - Sloulin International, Williston, N. Dak.
Pilot Time: 6000 hrs. TT - ASEL - Age 44
Aircraft & Damage: Bonanza - Tail assembly damaged on other parked aircraft. Injuries: None
Pilot Statement: Aircraft was parked on the ground, tied up on chain tie down, bonanza taxiing made turn on ground, hit the bonanza which veered into the Ercoupe, which was parked. Destroyed 2 rudders, twisted 2 vertical fins, fuselage and horizon stablizer.

Pilot: Clayton F. Coutts, 728-3rd St., Mukilteo, Washington
Time & Place: August 13, 1963 - 1:00 p.m. - Sherwood, N. Dak.
Pilot Time: 340 hrs. TT - Private ASEL, Age 46
Aircraft & Damage: Bellanca - Left landing gear, bent prop blade, minor left wing cover damage. - Injuries: None
Pilot Statement: At the end of landing roll, I made a left turn off the left side of runway and ran into the deep holes which broke left landing gear and allowed left wing to drop to the ground. Speed at time of turn was about 10 MPH.

Pilot: Ronald J. Barone, 329 Hawthorne St., Orange, N.J.
Time & Place: September 11, 1963 - 13:00 p.m. - Parshall, N. Dak.
Pilot Time: 2669 hrs. TT - Commercial, FI, A, Helicopter - Age 25
Aircraft & Damage: Bell Helicopter - Damage was extensive. - Injuries: Minor
Pilot Statement: At 12:30 CST landed at Parshall airport to refuel, upon refueling departed Parshall Airport for a field 4 mile South to eat lunch. 13:00 departed from field 4 mile South of Parshall on a NE heading climbing out to 400' noticed a drop in fuel pressure, executed 180° turn to return to Parshall Airport. Upon executing 180° turn, unable to maintain operation RPM (3100) with throttle. Began reducing collective pitch to maintain RPM. RPM could not be maintained with throttle. Fuel pressure indicated 8-5 PSI. Began looking for a field to execute forced landing, only field available was south of Parshall. Autorotation had to be executed down wind due to close proximity of houses and grain elevators. Upon impact, helicopter rolled to the right causing extensive damage. Minor injuries were sustained by pilot and passengers.

FIRST U.S. CIVIL AIRCRAFT REGISTER PUBLISHED BY FAA
The first published list of all active civil aircraft in the United States has been issued by the Federal Aviation Agency.
Entitled UNITED STATES CIVIL AIRCRAFT REGISTER, the publication covers more than 1,200 pages and includes more than 100,000 active aircraft. The term "active aircraft" is defined by the register as one with an airworthiness certificate issued or renewed within the past five years.
Aircraft are listed by registration number together with the name and address of the owner of record. Also included is information on the aircraft itself such as make, model, manufacturer's serial number, year manufactured, and date of last inspection. The number of engines and their make, model and type are listed as well. The register was prepared through use of automatic data processing equipment and was made possible by the recent transfer to magnetic tape of all aircraft records at the FAA Aeronautical Center in Oklahoma City.

OILBURNER ROUTE NAME CHANGED TO FLINT ROCK
In case you were wide awake and caught the communications message that the Oilburners were operating on the Flint Rock route until midnight and wondered what route they were referring to, the answer is this:
Flint Rock has replaced the old Dog Trot route and is essentially the same with the exception that it has a re-entry leg northeastward from Dickinson. Consult your Airmen's Guide for more details.