NORTH DAKOTA AVIATION NEWSLETTER

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HISTORICAL SOCIETY OF NO

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.

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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.

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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 obstruction 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 Missile 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.

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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 magaflux 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.

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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. BARBECUED 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.

BY COMMISSIONER JACK K. DANIELS

Notes taken at the Search and Rescue forum of the 29th Annual Convention of the International Northwest Aviation Council at Edmonton, Alberta,Canada.

The year ending July 1, 1963 saw 1660 incidents in Canada requiring investigation by air Search and Rescue people to determine what had happened to the aircraft. Of this number 153 were forced landing, 10 were serious. The RCAF flew some 6553 hours and civil aircraft flew 2509. Of this total time by civil aircraft, 1106 were looking for Flores and his passenger. The RCAF flew some 725 hours covering 140,000 sq. miles. The estimated cost for this service for 63-64 by the Canadian taxpayer is two million.

Contrary to what one might assume the major portion of these search missions are not caused by American pilots. However the U.S. Pilots create a greater need for preparedness, due to the common lack of minimum survival equipment.

You are presumed lost or down after a 30 minute lapse, following no notification on your arrival or after your ETA.

New plan now allows you 24 hours if you desire. This allows you to fly into a remote area without communication, stay 24 hours and then fly out to a point where you make your intention known. The RCAF stands by on a 30 minute after schedule, ready to serve, however you may wait many days before you are found.

If you plan on flying in the remote area or into an area of limited population, get the regulations, find out what you need, and go prepared.

Information for required equipment on board, civil aircraft planning to operate in the wilderness area of Canada, may be obtained from Department of Transport , regulation series #4, 5 and 12. These may be gotten from the DOT at Ottawa.

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RADIO IDENTIFICATION OF STUDENT PILOTS

Student pilots can, if they so wish, identify themselves when communicating with Federal Aviation facilities. This special identification will alert FAA air traffic control personnel and enable them to provide the student pilot with additional or extra assistance as he may need.

There are approximately 115,000 student pilots in the United States today, representing a substantial part of the total flying being conducted under Visual Flight Rules. Student pilots are generally most eager to practice good piloting techniques. However, they are handicapped by the lack of experience in a field which has become extremely complex and demanding. Accordingly, it is difficult for a student pilot to maintain the same standards expected of more experienced pilots in areas requiring attention such as compliance with air traffic instructions. What is routine to a professional pilot may seem extremely complicated to a novice pilot. For example, the first encounter a student pilot has with radio communications procedures in a terminal area of normal air traffic congestion can be confusing and even a little frightening.

The FAA desires to help the student pilot in acquiring sufficient practical experience in the environment in which he will be required to operate. To receive additional assistance while operating in areas of concentrated air traffic, a student pilot need only identify himself as a student pilot during his initial call to an FAA radio facility. For instance, "Bismarck Tower, this is Fleetwing 1234, Student Pilot, over."

Remember! Every pilot was a beginner at one time. If you are a student pilot, identify yourself as such when contacting any FAA radio facility--control tower, Flight Service Station, approach control, etc. FAA personnel are trained and ready to help you.

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PROPOSAL DROPPED, CREATING WILLISTON CONTROL ZONE, AREA REMAINS

In the April- May issue, we reported that the FAA was proposing a control zone and its related transition areas at Williston's Sloulin Field.

It has now been determined that two-way radio communications with aircraft operating on the Sloulin Field runways surfaces are occasionally sporatic, therefore because of this reason, the control zone proposal has been withdrawn.

Remaining is the controlled area which comprises - that airspace extending upward from 700 feet above the surface within a 9-mile radius of Sloulin Field, Williston, N. Dak., (Lat. 48° 10' 35" N, Long. 103° 38' 10" W), and within 2 miles each side of the Williston VOR 316° radial, extending from the 9-mile radius area to 8 miles NW of the VOR; and the airspace extending upward from 1,200 feet above the surface within 8 miles SW and 5 miles NE of the Williston VOR 136° and 316° radials, extending from 4 miles SE to 13 miles NW of the VOR.

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GET THAT RESTRICTED RADIO TELEPHONE AND STATION LICENSE NOW

If you are a student or have never bothered to secure a Restricted Radio Telephone permit, better do it before Jan. 1, 1964 or it will cost you $2.00, at present, they are free. The same holds true of an Aircraft Radio Station License which will cost $10.00 after Jan. 1, 1964 and which now are free.

Forms can be secured at this office and should be mailed to the Federal Communications Commission, 208 Federal Courts Bldg., 6th & Market Streets, St. Paul 2, Minn.

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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.

MAJOR CAUSES OF AIRCRAFT ACCIDENTS

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 is what was actually happening--the swallows, who always eat and drink in flight, were out for an evening snack. The mosquitos and other night insects were also out on the prowl--lovewise 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 atmosphere 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 supersedes 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.

Another section in the guide contains recommended study materials. Copies of the Airframe and Powerplant Mechanics Examination Guide are available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. at 30 cents each.

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ACCIDENTS

Pilot: Duane Rau, Medina, N. Dak.
Time & Place: April 14, 1963 - 3:00 p.m. - 6 miles South of Medina
Pilot Time: 670 hrs. TT - Private ASEL, Age 33
Aircraft & Damage: Aeronca - Aircraft beyond economical repair.
Injuries: Serious fractures and lacerations to head, arms and legs.
Pilot Statement: I spent about 30 minutes inspecting my cattle head on my farm because the cows were calving. I normally fly about 200 feet above the ground when inspecting my cattle and I have no recollection of being lower than that prior to the accident. I recall the airplane hitting a down draft then I felt it strike something. I instinctively felt it was a wire. The airplane felt like it was starting to spin and I added full power and spin recovery but it was not effective. Prior to the accident, the aircraft and engine was operating normally.

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Pilot: Owen Kornkven, Souris, N. Dak.
Time & Place: May 15, 1963 - 5:00 p.m. - S.E. of Landa, N. Dak.
Pilot Time: 650 hrs. TT - Private ASEL, Age 26
Aircraft & Damage: Piper PA-18 - No damage.- - - Injuries - None
Pilot Statement: Stopped over to give a message to Mr. Johnson. His runway appeared dry and hard, but the runway had been just worked and was very soft after landing. After landing roll of about 200' the tail became light and I wasn't able to stop it by applying throttle. I then cut throttle and the plane nosed over.

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Pilot: J.T. Langley, 2402 Ave. I., Scottsbluff, Nebraska
Time & Place: June 2, 1963 - 2:15 p.m. - Minot International Airport
Pilot Time: 1200 hrs. TT - Private SEL, Age 49
Aircraft & Damage: Piper PA-24 - damaged propeller and fuselage - Injuries: None
Pilot Statement: Departed The Pas, Manitoba, three hours prior, gear failed to come down and plane was landed with gear up. The Omni and ADF were on and the rotating beacon was on. No other accessories were on. The plane had been inspected for gear operation supposedly on the 23, May, 1963. I would like a report from Pietsch at Minot and investigation by FAA as to cause of failure.

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Pilot: Dale L. Forsberg, 1915-1st Ave. SW, Minot, N. Dak.
Time & Place: June 6, 1963 - 6:00 p.m. - Fargo, N. Dak.
Pilot Time: 2000 hrs. TT - Private MEL, Age 37
Aircraft & Damage: Piper PA-23 Aztec - Fire in right engine.- - Injuries: None
Pilot Statement: I made a normal takeoff and was climbing out approximately 350' altitude, 300' beyond end of runway. I turned off Aux fuel pump and in approximately 30 seconds, right engine stopped. Requested landing instructions and tower gave me runway 17. Made normal landing and taxied to ramp. We checked right engine and found "T" fitting in fuel pump loose, also discovered we had a fire which had burned out diaphram in engine fuel pump causing engine to stop when I had turned off the Aux pump in flight. Failure of pump was caused by fire and fire was caused because the mechanic that had worked on fuel pump last, had not tightened "T" fitting, as we were able to turn fitting 3 full turns by hand.

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Pilot: Harold W. Hanisch, Crosby, N. Dak.
Time & Place: June 10, 1963 - 7:25 p.m. - Sloulin International Airport, Williston,ND
Pilot Time: 1850 hrs. TT - ASMEL, Private - Age 57
Aircraft & Damage: Piper PA-23 - Scraped bottom rear of fuselage and tail cone, lower right wing and flap. - - - Injuries: None
Pilot Statement: Completed normal landing and has rolled through about two-thirds of the landing roll when landing gear warning light and horn were activated. Immediately cut mixture to engines, right wheel retracted, nose gear and left wheel remained down. Aircraft veered to right knocking down runway boundary light, coming to rest on runway edge laying on right wing and tail of fuselage. Nose gear and left gear remained down

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Pilot: George W. Devers, 1928 Orchard Place, Fort Collins, Colorado
Time & Place: June 23, 1963 - 10:25 p.m. - Sloulin Field, Williston, N.D.
Pilot Time: 430 hrs. TT - Private ASEL - Age 47
Aircraft & Damage: Piper PA-24 - Damaged right main landing gear. --Injuries: None
Pilot Statement: At the time of the accident, the end of the runway was under construction. The surfacing was cut back inside the end marker lights with a square shoulder 6 to 8 inches high, and the ground was cut away beyond that point, about 18 inches below the runway. There were no flares positioned at the end of the oiled surface to signify that the surface had been cut or that there was construction work being done on the end of the runway, and that there was no over-run or blending with the existing ground beyond the runway. I therefore caught the square shoulder inside the end marker lights with the main landing gear. The nose wheel cleared this. Flare pots had been placed at the end of the runway, but the contractor had not lit them. I checked the gear with a flash light after landing and found no visable trouble. I took off after fueling and the gear would not retract. I returned to the field and landed checking with a field mechanic on intercom to make sure there were no broken parts at the end of the runway where the mishap first occurred. On the second landing the right tire blew, as a result of the injury on the first landing. The right gear folded partially to the rear.

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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 hrs. TT -Student SEL, Age 35
Aircraft & Damage: Cessna 140 - Damaged wheels and landing gear. - - Injuries: None
Pilot Statement: While landing brakes failed, plane overshot field, hitting some ruts. Plane spun to left, sliding into a fence and stopping approach made from SE to NW. Some tall 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, windshield, 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.

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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 brakes on the bonanza which veered the bonanza into the Ercoupe, which was parked. Destroyed 2 rudders, twisted 2 verticle fins, fuselage and horizon stabelizer.

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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.

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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 $\frac{1}{4}$ mile South to eat lunch. 13:00 departed from field $\frac{1}{4}$ 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.

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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.

The register will be published semi-annually by FAA. The first edition is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is $5.25 per copy. The North Dakota Aeronautics Commission has a copy in the office.

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OILBURNER ROUTE NAME CHANGED TO FLINT ROCK

In case you were wide awake and caught the communicators 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 Airman's Guide for more details.

FOR SALE: 1957 - 182 Cessna, 320 hrs. SMOH, real clean; 1958 - PA18, 150 hp, nice aircraft, 700 TT; 1953 PA18 - 150 hp, 75 gal Sorenson Unit; 1947 PA11 - 90 hp, 65 gal. Sorenson Unit, A good Sprayer; 1963 PA25 -Pawnee - 235 hp, NEW; 1963 PA28 Cherokee.- 235 hp, NEW; 1961 PA22 - 108 hp, Colt, 670 TT, Super Homer, nearly full panel; 1962 PA24 Comanche, 180 hp, 260 TT, Fresh Annual. Contact Midway Flying Service, Inc., Mandan, N. Dak. Telephone: 3059

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FOR SALE: 1960 Aztec - 6 place configuration, Auto Flite Model, 900 TT, 120 hrs STOH, Maintained on Air Taxi Certificate & Corporation Flown. Contact Montgomery Aircraft, Inc., Grand Forks, N. Dak. Telephone: 772-0805

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FOR SALE: 1948 - Navion, 205 hp. loaded with equipment; 1963 Used Mooney, like new. Contact Pietsch Flying Service, 2300-2nd Ave. N.W., Minot, N. Dak. TE5-2263

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FOR SALE: Sanderson Instrument Ground School Films, records and books, like new. No reasonable cash offer refused. Write Hewitt Aviation, 2515-4th Ave. N.,Grand Forks,ND

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FOR SALE: 1958 Cessna 182, 1140 TT, 300 SMOH, LTR6 with Omni, clean; 1949 Cessna 170A, Primary panel, LTR-6, 270 SMOH, Contact Midway Flying Service,Mandan, 3059

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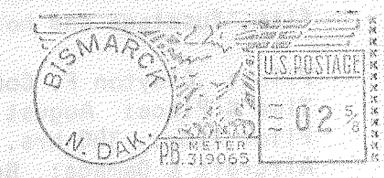
NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
P.O. BOX 206
BISMARCK, NORTH DAKOTA

BLK. RT



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak.

AIRPORTS & OPERATORS

Grenora, N. Dak. - has officially designated a Municipal Airport. It has a Turf N-S landing strip 1800' in length, located east and north of the City.

Jamestown, N. Dak. - Ben Meier and Leigh Aslakson have been named Co-managers of the Jamestown Municipal Airport, succeeding Wardie and Darlene Hayden. Aslakson will live on the field. No word has been received as to the plans of Mr.and Mrs. Hayden.

Brantford, N.Dak. - Eugene Linderman now has 100 Oct. gasoline available at his farm /strip.

Devils Lake, N. Dak. - Some site exploration has been completed and will be subject to evaluation on the proposed $480,000 VOR that will be built, presumably in 1964.

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NEW PILL FOR AG OPERATORS

FAA's Civil Aeromedical Research Institute (CARI) has high hopes that a newly developed self-test pill for aerial application pilots may cut their fatal accident rate in one-half.

CARI investigators found that certain commonly used chlorinated hydrocarbon compounds affect a pilot's nervous system leading to chronic toxicosis and faulty flight decisions.

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REMEMBER THE MANDAN FLY-IN ON OCTOBER 26 & 27, 1963