U.S. HOUSE OF REPRESENTATIVES SAVES FLIGHT SERVICE STATIONS

The U.S. House of Representatives on a floor vote of 59 to 56, attached a rider on the Federal Aviation Agency's 1965 fiscal year budget (July 1, 64 to July 1, 65) which provides for continuation of the existing authorized domestic flight service stations. This action took place May 21st.

The appropriations bill was then messaged to the Senate. The U.S. Senate has been held up for some time on the Civil Rights Debate, so that it is unknown now what the Senate will do with the rider attached to the appropriations bill. It is believed that the House action had a sobering effect as to any extensive plan to delete flight service stations for the time being. This is the first time that 'General Aviation' has won any significant battle in the legislative halls of Congress in Washington, D.C.

The North Dakota Aeronautics Commission urged both Congressmen Don Short and Mark Andrews to support the retention of FAA flight service stations, and following the House action, the Aeronautics Commission urged both N.D. Senators, Milton R. Young and Quentin Burdick to uphold the House action in the U.S. Senate. The Commission also entered testimony before the U.S. House Committee hearing conducted by Rep. John Bell Williams, Chairman of the Subcommittee on Transportation and Aeronautics, in which the Commission supported the continuation of all flight service stations in N.D.

The extent of the debate between the proponents and opponents for continuation of flight service stations is witnessed by the fact that it took ten pages in the Congressional Record to record the proceedings. Rep. Oren Harris (Ark.), Chairman of the House Interstate and Foreign Commerce Committee, led the floor debate for requiring the FAA to continue existing flight service stations, while Rep. Thomas (Texas) led the debate to let the FAA Administrator remove flight service stations at his discretion.

North Dakota has flight service stations at Bismarck, Fargo, Jamestown, Dickinson, Grand Forks, and Minot, with a remote controlled station at Williston and another under construction at Devils Lake.

GOVERNOR WILLIAM L. GUY APPOINTS TWO COMMISSION MEMBERS

Governor William L. Guy recently announced two appointments to the N.D. Aeronautics Commission. Reappointed for a five year term (July 1, 64 to July 1, 69) was Raymond Heilmeeyer of Bismarck, N.D. Also appointed for an identical term was a new member, John P. Wheeihlan of Ellendale, N.D.

Mr. Heilmeeyer has been a Commission member since 1952 and is the manager of the Bismarck Municipal Airport. He is also a member of the Board of Directors of the Northwest International Aviation Council and a member of the American Association of Airport Executives.

Mr. Wheeihlan, his wife, the former Clara DeVeling of Washington, D.C. and 3 sons, ages 14, 13 and 8 live on a 1800 acre spread near Ellendale, N.D. They raise purebred cattle and small grains.

The new Commissioner is a graduate of the University of N.D. in the school of commerce and learned to fly in the first CPT program there in 1940. His first tour of duty was on Ascension Island, doing mostly patrol work with the 1st composite sqdn. He then attended staff and command school at Leavenworth, Kansas and Air Force Staff school before going on a second tour in Italy with the 15th Fighter Command in the 15th Air Force. As of July 1, 64 he has retired with the rank of Major from the Air Force Reserve.

PEMBINA TO PAVE RUNWAY

The City of Pembina, N.D. is joining the fast growing list of Municipal Airports that are paving at least one runway. Plans and specifications have been drawn up and the City of Pembina has authorized the advertising for bids on the project.

The plans call for grading of a primary surface of 2600' x about 400' NNN by SSE and the paving of a runway of 2600' x 50' with connecting taxiway to the ramp area. Pembina has long enjoyed the distinction of being a port of entry for planes, in fact since 1930, the first in the State. According to J.L. Wood, Chairman of the Airport Committee, Pembina is one of the ports that have a clearance arrangement, whereby it is possible to clear into the U.S. free, except on Sundays and holidays, when there is a charge of $5.00 for overtime, only during odd numbered months. During even numbered months, there is no overtime charge on Sundays and holidays, when the U.S. Immigration Service is on duty. Odd numbered months, on Holidays and Sundays, U.S. Customs is on duty and they make a charge of $5.00.

Mr. Wood also stated that the Canadian Collector of Customs and Excise at Emerson, Manitoba has notified the City of Pembina, that the Pembina Municipal Airport is acceptable as a Canadian Airport of Entry and that they are authorized to provide service on an on-call basis for planes clearing into Canada, operated for health or pleasure purposes. This service is also free, although the person requesting the service is expected to pay for the officer's transportation to and from Emerson to the Pembina Airport. On the matter of transportation, Wood advised that Tom Nord, Pembina Airport Manager, will provide this transportation free, so how much better a deal can you look for?

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NORTH DAKOTA OPPOSES FAA 2 ALTITUDE AIRWAY SYSTEM

The Federal Aviation Agency published in the Federal Register a proposal, under Airspace Docket No. 63-HA-74, to amend new Part 71 and 75, to provide for a new two altitude airways system from 18,000 ft. to 24,000 and a second system from 24,000 ft. to 45,000 ft.

The reason given in the proposal for the new two altitude system is the claim that the three altitude system does not work satisfactorily.

The North Dakota Aeronautics Commission is opposed to lowering the low altitude system to 18,000 ft as per the proposal. Under the new proposal, jet controlled altitudes would extend from 18,000 ft. to 45,000 ft. MSL.

It is the opinion of the North Dakota Aeronautics Commission, there is no demonstrated need or requirement for controlled airspace from 18,000 ft. to 24,000 ft. and the requirement that all aircraft file instrument flight plans above 18,000 ft. and have TSO'd electronics, as well as a radar beacon installation.

In the first place, pure jet traffic does not operate between 18,000 ft. and 24,000 ft. for cruise flights, since the operating efficiency is too low. Most pure jet aircraft operate at 30,000 ft. or above.

The instant proposal does not afford any benefits to Boeing 707; Boeing 727; DC-8's; Convair CV880 or CV 990's, since all of these aircraft operate above 24,000 ft.

By applying great restrictions on the 18,000 ft. to 24,000 ft. altitudes, the proposal definitely has many economic and operational disadvantages to 'General Aviation' aircraft manufacturers and General Aviation flying businessmen.

It has been announced that one or more 'General Aviation' aircraft manufacturers plan to come out with a single engine pressurized cabin type of aircraft, which will have operating capability up to 24,000 ft. MSL. As a matter of fact, one manufacturer plans a 1965 production aircraft with a pressurized single engine design, with flight capability to 24,000 ft. MSL.

At the present, this manufacturer is shooting for a retail $29,500.00 aircraft. We have been advised that if this proposal goes into effect as per Docket No. 63-HA-74, that the added cost of TSO'd electronics, hardware, and Radar Beacon, will add from $15,000 to $23,000 to the cost of the basic aircraft over and above that presently planned.

We believe that complete IFR control of the airspace from 18,000 to 24,000 ft. MSL is premature and have asked the Federal Aviation Agency to show or demonstrate who is using this airspace now. At present, practically no one is using this airspace.

For example, in the United States, there are about 160 model L-188 (Lockheed Electra's) and perhaps, 40 to 50 Viscount V-785 and V-810 aircraft, which normally would cruise in the 18,000 to 24,000 ft. media.

What this proposal really amounts to is the Federal Aviation Agency coming along with a regulation to knock out general aviation's use of the 18,000 to 24,000 ft. area for the benefit of not over 200 turbo-prop aircraft, utilized by the scheduled airlines in the United States. Besides, it must be pointed out that the Viscount series of aircraft are practically obsolete and will be phased out as the Boeing 727, which is a pure jet and will operate higher than 24,000 ft. is phased in.

Because of the foregoing reasons the North Dakota Aeronautics Commission contends that:

1. The proposal in Docket 63-HA-74 is premature.
2. No substantial benefits have been outlined in the proposal.
3. Substantial restrictions will result to "General Aviation" aircraft manufacturers and General Aviation as a whole, if this proposed rule goes into effect.
4. A study should be made to determine who will benefit and to what extent, if any.
5. After a 'more complete review and study has been made, it may result in a different Agency opinion as to a requirement of such 'Rule Making'.

* * * *

MOONEY READIES MARK 22 FOR QUANTITY PRODUCTION

Kerrville, Texas: Ralph M. Harmon, Vice President Engineering and Manufacturing for Mooney Aircraft, announced significant progress toward production of the new pressurized, single engine Mark 22 airplane to be built at the Kerrville, Texas plant.

Harmon revealed that the company has committed for engines and other major purchase items for quantity production through 1965 and early 1966.

The Mark 22 will be unveiled this year and will be the world's first commercially produced single engine, pressurized airplane. The Mark 22 will fly at speeds up to 250 miles per hour and will be powered by a Lycoming TIO 541 engine. 290 Horsepower.

* * * *

FOR SALE: 1963 Cessna 210, 215 TT, like new, ADP T-128, Harco Mark 12 - 360 channel with VOA-4, 3 light markers; 1960 Cessna 210, 1039 hrs. TT, SMOH - 0, 3 radios, full panel, head rests, heated pitot tube, contact Kundert Aviation, Inc., Hector Field, Fargo, N.D. Telephone: AD2-2932

UNITED: Want good used airplanes. Write Dick Currier, Box 346, Fargo, N.D.

* * *
Dr. John Smith

Department of Psychology

University of California

123 Main Street

San Francisco, CA 94118

Phone: (415) 123-4567

Dear Dr. John Smith,

I am writing to express my interest in your recent research on the effects of sleep on cognitive function. As a graduate student in the Department of Psychology at the University of California, I have been actively engaged in a number of projects that focus on the role of sleep in memory consolidation and emotional processing.

I have reviewed your recent paper in the Journal of Sleep Research, titled "The Role of Sleep in Emotional Processing: A Review." Your findings are particularly intriguing, and I believe they could be expanded upon in future research.

I am currently working on a project that explores the relationship between sleep and cognitive flexibility. My research involves a longitudinal study of college students, examining changes in cognitive flexibility across different sleep conditions.

I am confident that my experience and expertise in sleep research, combined with your insights, would be invaluable to the success of this project. I would be honored to collaborate with you and contribute to the advancement of this field.

Thank you for considering my proposal. I look forward to hearing from you.

Sincerely,

[Your Name]
ACCIDENTS - Continued (Upham S. Meriwether)

He had completed the last roll, but was in such a stalled condition, that he lost control of the aircraft and the roll continued with the right wing striking the ground and then the right under carriage and engine.

Pilot was wearing a crash helmet and shoulder harness and seat belt at time of the accident. The shoulder harness failed above the point of attachment on to the seat belt. Seat belt held, although crash helmet cracked open.

Pilot was killed instantly and accident can be classed as non-survivable, in spite of all safety devices. Occupiable space was reduced 3/4, resulting in severe damage to all parts of the pilots body. Autopsy showed a blood alcohol content.

Pilot: Robert L. Whitely, 6261 South LaBrea, Los Angeles, California-Aerial Applica-
Date of Birth: Aug. 17, 1916, age 47

Rating: Commercial, Multi and Single Engine Land, Instrument and Instructor

Pilot Time: Approximate 8000 hours Total, in type - 300 hours.

Aircraft: Piper PA-18, N-4870A, Lycoming 150 hp. 110 gal. belly tank, approximate 100 gals on board, nearly full gas tanks. Aircraft total loss, owned by Leo Froelich, LaHoure Aerial Spraying, LaHoure, N.D.

Summary: Accident that caused fatality occurred 4 miles SW of Jamestown, N.D. at
approximate 10:30 a.m. CST on the 25th of June, 1964. Sky was clear and visibility
was 15 miles plus, temperature 86° with a wind from 210° true at 10 knots. Elevation
at scene of crash about 1600' MSL. At the time of the crash it has been determined
that approximate 100 gals of chemical was aboard plus full gas tanks, both having
been filled only 3 passes of the field earlier.

From what can be determined from one eye witness Mr. Everett Murch, age 38, a
farmer who was about 3/4 mile away and the flagman Melvin Krause, age 15, who had
watched the plane leave the field but did not witness the crash, the following events
occurred:

Pilot had made 2 passes on field and was making his 3rd turn around at the north
end of the field where crash occurred midway of the turn. Pilot made standard break-
away turns down wind and completing into the wind. Turn was made at a lower than
standard height and when pilot compensated for a rise in terrain, he inadvertently
killed off some of his flying speed and as his proximity to the Bureau of Reclamation
transmission line became too close, he tightened his turn, which demanded more lift,
which caused the plane to stall. As he stalled, the plane lost altitude, dragging the
right wing on a knoll and then striking the under carriage and lower control

Plane burst into flame immediately upon impact and pilot probably died from a
combination of super heated air inhalation and oxygen deficiency. Shoulder harness
and seat belt held and a crash helmet was in use at the time of crash.

AIRCRAFT AND OPERATORS

Grand Forks: Montgomery Air Spray Inc. has completed the move to the new

Municipal Field and are offering complete services, according to Jim Montgomery,
President.

Full shop services are offered and they are in the process of getting FAA ap-

The shop is equipped for both single and twin engine charter and air

relance service. They also have an FAA approved school in both single and multi engine

ratings from private through instrument. Montgomery himself is chief pilot with

Bob Hewitt, who also doubles as instructor and Bob Wood as the 3rd instructor.

Montgomery also stated that a satellite spray field is being opened in July. This

field is 2 miles south of Grand Forks and has turf runways of N-S and E-W, both 2200'
in length. He expected a large percentage of the entire aerial application work, to

that the firm also does, to be carried out from this new location.

Valley City: Election day, June 30th, will be remembered at Valley City Airport

for some time. An aircraft owned by Melvin O. Dallman, an aerocnna, burned while in a

holding pattern, destroying both completely. Benson Gyrocopter, built by a local man, crashed

while on powered flight. Damage was confined to the rotor blades and the pusher prop.

Very slight injuries were sustained by the pilot.

Bismarck: The Bismarck VOR facility is to have a new frequency of 116.5 mc. It

will shut down at 0001 hours local time the 23rd of July, 1964 and will remain down until

on or about the 31st of July, 1964. During the shut down, the facility will be on at
different hours for test purposes only and is not to be used for navigational purposes

Interference caused by an identical frequency being received by high altitude
(24,000 ft or more) aircraft, is the reason given for the change.

New Town: New Town has at long last come out of the doldrums and is advertising
for Bid to construct their new Municipal Airport, SE of the City.
North Dakota Aeronautics Commission

Bismarck, North Dakota
P.O. Box 906

North Dakota Aeronautics Commission

Airports and Operations - continued

Official: a service connector for the hangar's interior display shelter building. New features include: a new control panel, building that will feature modern aircraft maintenance facilities. The building, formerly used for maintenance, will be converted to a display area for the rotors of newly acquired aircraft. The development of new features will enhance safety and efficiency of the aircraft maintenance area. The building will be equipped with modern, state-of-the-art equipment. Additional lighting and other improvements will enhance the area's operations.

Further notice:

** NYX - 03000 - 00300 - 00600 - 00900 - 01200 - 01500 - 01800 - 02100 - 02400 - 02700

Airports and Operations - continued