AIR FORCE THUNDERBIRDS TO APPEAR AT NATIONAL PLOWING CONTEST SEPTEMBER 17th

Performing for a half-hour show beginning sharp at 1230 hrs., CST Sept. 17th, the Air Force Thunderbirds will make one of their few appearances in the upper midwest on the opening day of the three-day event. The State plowing contest will be held on September 17th, and the National contest, the 18th & 19th at the Elmer Fraase farm 32 miles west of Fargo, N. Dak.

Both the Democratic and Republican candidates for President have been invited to attend and present their respective farm programs to the Nation. About 100,000 people are expected to attend the three-day event. Over 50 acres of new farm equipment will be exhibited.
Regional Flying France. 4th Meeting. September 25-26-27, 1949

First time by a gallant aviation aircraft manufacturer.

Special issue 001. 002. The 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th.

Flying France on North and South bodies. Wisemus, Wisemus and Madrag.

Flying France from North and South bodies. Wisemus, Wisemus and Madrag.


The North Flying France will be held on the 25th, 26th, 27th of September.
ACCIDENTS

Pilot: Gerald L. VanCleave, RR/2, Wahpeton, N. D.
Time & Place: 12:10 p.m., June 3, 1964 - West Fargo Airport
Pilot Time: 22 hrs. TT, Student
Aircraft & Damage: Champion, Ulings, Front gear, windshield, cowling, prop, car.
Injuries: None
Pilot Statement: Took off from Wahpeton Airport on cross-country solo to land at West Fargo Airport. Practiced flying to omni radio until crossed Fargo Station. Trip normal and routine, approached West Fargo Airport in 600 ft. pattern. Approached in normal procedure, crossed south boundary of runway, a IAS of 60 mph at approximately 20 ft. altitude. Touched down stick full back. After I felt it touch down the nose seemed to drop some. After a short distance, nose dropped way down and plane flipped over.

Pilot: Ralph A. Dowker, Box 1253, Minot, N. D. (Crop Control)
Time & Place: 7:00 p.m., June 17, 1964 - 5 miles east and 1 mile north of Ryder, N.D.
Pilot Time: 500 hrs TT, Commercial SEL, Age 30
Aircraft & Damage: Champion - Damaged landing gear, spray equipment, struts, fuse-
lage, rear door, prop bent.
Injuries: None
Pilot Statement: At the point that I marked, lost power, the RPM dropped two hund-
red. I put on carburetor heat but it only dropped the RPM 75. I tried to make it to the road alongside the field, but didn't have enough altitude to turn on to the road above the highlines. As I started to set down in the wheat field, the engine picked up a little so I decided to try to make it to a better place to set down. The rpm dropped again just as I approached the small trees at the end of the field. I was able to fly through the top of the trees but stalled the plane about 12 ft. above the ground. It rolled a short ways on the ground then the gear gave way on it.

Pilot: Bruce T. Clopham, Box 1728, Riverton, Wyoming (Crop Control)
Time & Place: 6:30 p.m., June 20, 1964, Northwood, N. D.
Pilot Time: 500 hrs TT, Commercial, ASMEI, Instrument, Age 25
Aircraft & Damage: Stearman - Damaged landing gear, lower wings, upper wing & prop.
Injuries: None
Pilot Statement: I was preparing to spray. Aircraft was loaded with approximately 45 gals. of spray. Made a medium turn of 180° to the left from level flight. After turn was established, I checked my speed and RPM. RPM was approximately 2000 and speed was approximately 70. Turn felt solid until I started to roll out. Felt the aircraft start to mush. Applied full power released some back pressure and leveled aircraft simultaneously. Aircraft continued to mush. There was no place to land as a road crossed in front. There was no stick wobble indicating speed was too low. Aircraft settled in, bounced, struck a road, stopped up right facing opposite di-
rection on other side of road.

Pilot: Robert H. Kroepin, Bottineau, N. D. (Crop Control)
Time & Place: 4:00 p.m., June 22, 1964 - Upham, N. D.
Pilot Time: 1250 hrs TT, Commercial SEL, Age 51
Aircraft & Damage: Cessna 172B, Damaged left wing, nose gear, carburetor, bent prop.
Injuries: None
Pilot Statement: Flow around grove of trees and flew into telephone wires.

Pilot: Larry W. Leake, Emerado, N. D. (Crop Control) Minn.
Time & Place: 11:30 a.m., June 25, 1964 - 1 mi. south and 3 mi. west of Sherack,
Pilot Time: 315 hrs. TT, Commercial ASEL, Age 19
Aircraft & Damage: Piper PA-11, Damage to tail, propeller, wing struts.
Injuries: None
Pilot Statement: After I had sprayed off half a load, the flagman waved for me to land. When I landed, I landed in a low spot in an alfalfa field, the alfalfa was too high and the plane nosed over and went on its back.

Pilot: John L. Loh, 214 - 8th St. NW, Valley City, N. D.
Time & Place: 11:20 p.m., June 20, 1964, Valley City Airport
Pilot Time: 2 hrs TT, Student, Gyroplane, Age 47
Aircraft & Damage: Bensen LNH, Rotor & propeller destroyed, frame bent and/or broken many places. Total loss of machine except motor.
Injuries: Minor
Pilot Statement: On 6-28th motor would not rev up after 2 3/4 hrs use, & failed to start, replaced plugs, on 6-30 at 4:45 motor started (using ether) but when took off the motor coughed & came back when trying to get up rotor speed so did not fly off strip, landed, taxied back to try again, got rotor up to speed, took off at 10 feet, motor again sputtered acting like it would stall then come back strong, it kept surging this way, I worked throttle to get it going steady but motor unstable (typical of this motor under 4000 rpm) motor came on while machine at slightly up angle and drove me up so cut throttle as rotor mushy at this time and poor to no response on control stick, tried to dive but response so poor and falling fast from 20 to 25 feet up, aware of crash so tried to get machine to fall on side to avoid rotor over me, crashed on right side of me and machine about half way down runway.
TWO-LAYER AIRWAYS STRUCTURE TO BECOME EFFECTIVE ON SEPTEMBER 17

A new simplified airways route structure will be implemented by FAA on September 17 when the three-layer system is replaced by a two-layer system. The two-layer system will alleviate many of the problems associated with the three-layer system (particularly the transition of aircraft between layers and the workload of both pilots and air traffic controllers). The lower airways structure will extend from generally 1,000' above the surface to 18,000' and the jet route structure from 18,000' to 45,000'. Above these altitudes, there will be no defined airways or routes.

In other action the FAA is withdrawing their proposal to lower the floor of the Area Positive Control from 24,000' to 18,000' over a large portion of the country. Positive Control currently is now in effect from 24,000' ft. to 60,000' ft. over virtually the entire continental U.S. Only properly equipped aircraft operating under Instrument Flight Rules are permitted to fly in this airspace.

Comments received in response to the Notice indicated that certain military and general aviation activities would be adversely affected if the proposal were adopted and soaring (glider) operations would be curtailed.

The North Dakota Aeronautics Commission objected to the original proposal on the grounds that the weight penalty imposed by the weight of sophisticated gear required to operate under the IFR Rules in this area would hamstring and hinder the break-through of turbo-charged and pressurized single engines in this area. Director Vavra in his brief to FAA suggested that further study be made of the utilization of the 18,000' to 24,000' ft. area.

"David D. Thomas, FAA's Associate Administrator for Programs, said, 'In view of the comments received, the Federal Aviation Agency concludes that further study of operations and operational requirements in the 18,000' to 24,000' foot strata is required.'"

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CESSNA AWARDED CONTRACT FOR 170 AIR FORCE TRAINERS

The Cessna Aircraft Company of Wichita, Kansas has been awarded the contract to supply 170 trainers for the Air Force. Planes are basically four-place single-engine commercial Cessna Model 172's which will be designated T-41A.

Describing the Air Force training program as 'something new in pilot training concepts,' Cessna said the T-41A's, powered by 145 hp piston engines, will be used to provide flight training for student pilots prior to their entry into jet training phases.

The T-41A, which is capable of day and night operations, will be used for basic flight instruction. After completing approximately 30 hours of flight instruction in the T-41A, Air Force student pilots will continue their training in Cessna's T-37B, a 400 mph primary twin-jet trainer. More than 800 T-37B's have been delivered in this and other countries.

Instruction and operation of the T-41A will be conducted by civilan contractors located near eight ATC training bases.

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WAYNE W. PARRISH TO SPEAK AT INTERNATIONAL NORTHWEST AVIATION COUNCIL CONVENTION

One of the featured main banquet speakers at the International Northwest Aviation Council convention, set for September 24, 25 and 26 in Helena, Montana, will be Wayne W. Parrish, publisher and founder of American Aviation Publications.

Parrish, whose talk will conclude the three-day event, has promised to take a long and careful look at the whole industry by way of his report, and few men in the industry today are better equipped to undertake such a study.

In addition to a long list of awards and honors heaped on Parrish, and membership in many national and international organizations, the publisher has logged 1,507,863 air miles and says he has landed at or taken off from every airport in the U.S. mainland served by a scheduled airline and on regularly scheduled flights. He has visited all continents and 120 countries.

No item is being overlooked by any segment of the aviation industry in Helena, Montana, and surrounding area in order to make the September INAC affair an interested fact-filled and fun-filled affair for delegates and their wives.

The Helena Chamber of Commerce Aviation Committee and the Helena Hangar of the Montana Pilot's Association are also helping with plans for coordinated effort at the late September affair.

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FAA RETAINS 200 HOUR MINIMUM FLIGHT TIME FOR INSTRUMENT RATING ELIGIBILITY

After many months of deliberation, FAA has amended Part 61, revising instruction and training criteria for an airman seeking an instrument rating. In response to numerous comments, the revised regulation maintains the 200-hour flight time requirement. Had FAA's original proposal been accepted, the total flight time requirement for an airman seeking an instrument rating could have been reduced to as low as 80 hours.

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