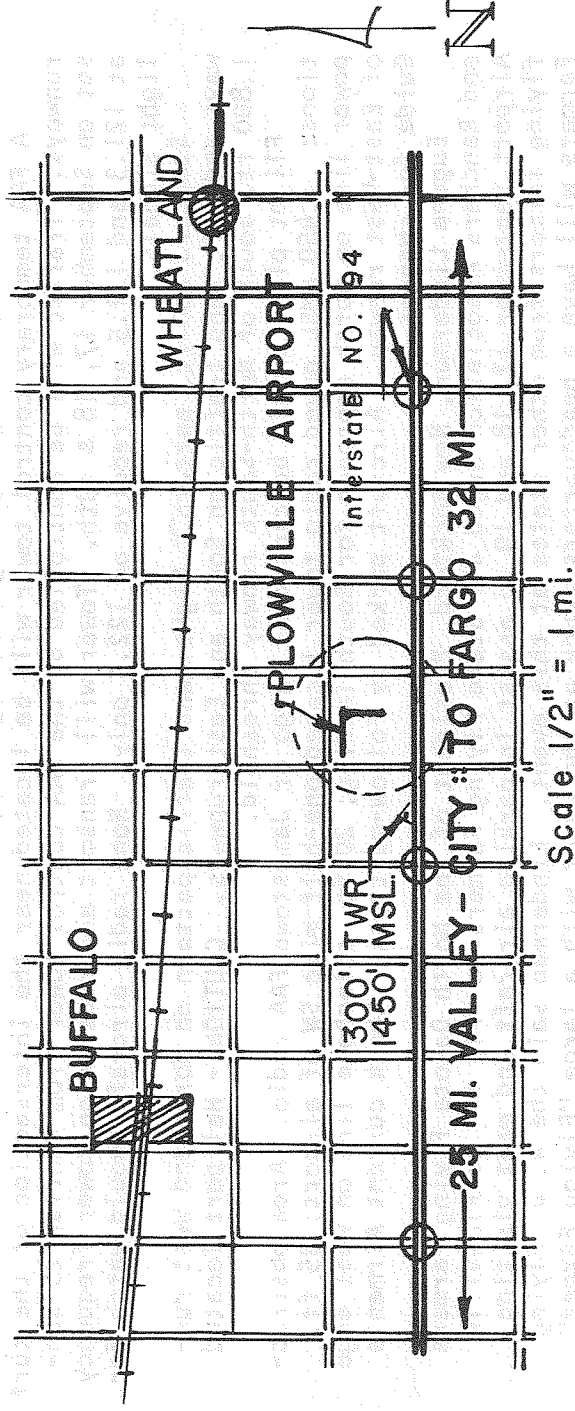


AIR FORCE THUNDERBIRDS TO APPEAR AT NATIONAL PLOWING CONTEST SEPTEMBER 17th

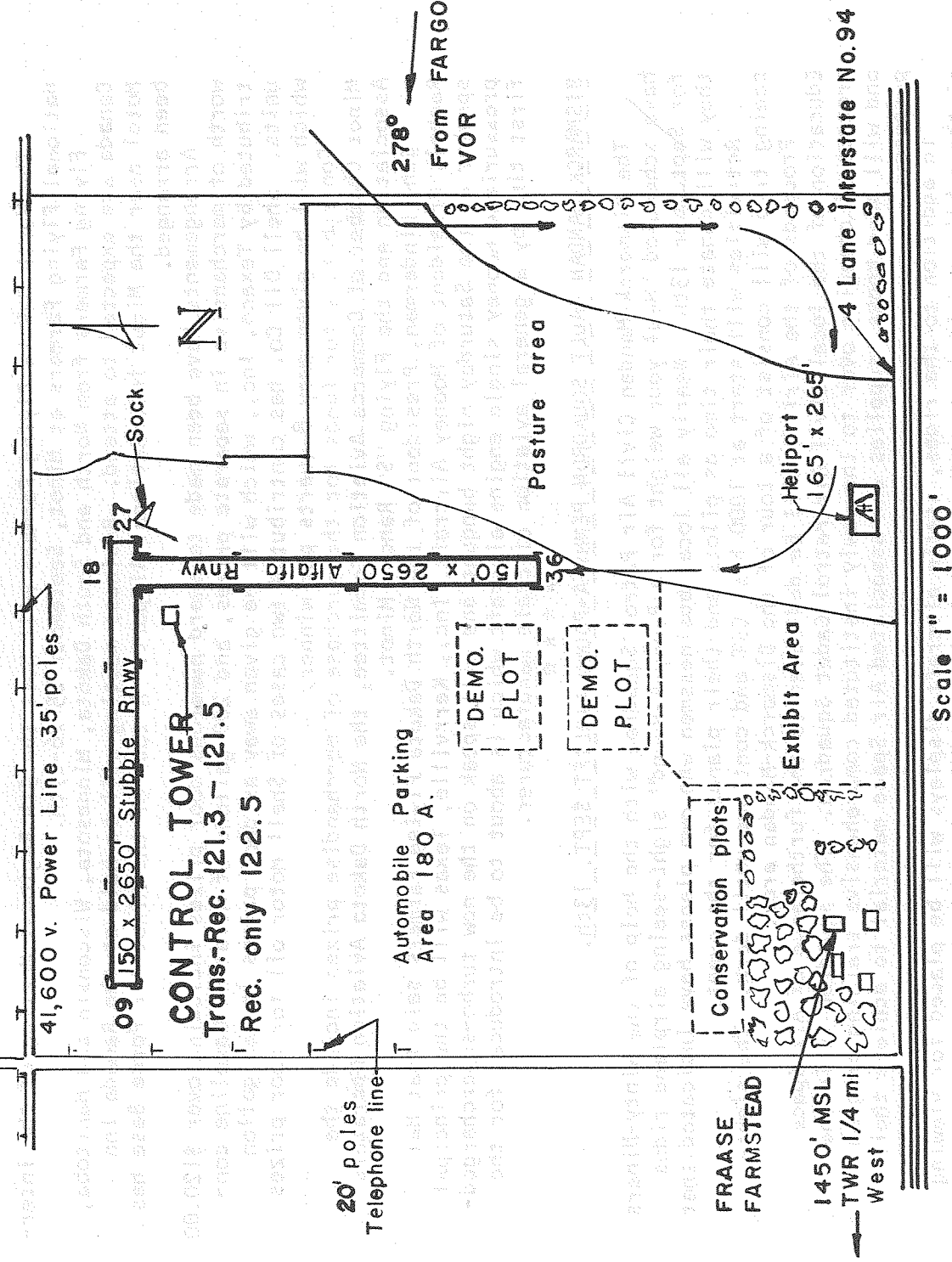
Performing for a half-hour show beginning sharp at 1230 hrs. CST Sept. 17th, the Air Force Thunderbirds will make one of their few appearances in the upper mid-west on the opening day of the three-day event. The State plowing contest will be held on September 17th, and the National contest, the 18th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



FLOWVILLE AIRPORT, BUFFALO, N. DAK.

ELEV. 1150', Right TFC on N. & W. Rnws; Left TFC on S. & E. Rnws.



The North Dakota Aeronautics Commission has arranged for a landing strip at the site of the 1964 National Plowing Contest which is located 32 miles west of Fargo; 25 miles east of Valley City, and just north of Interstate Highway No. 94 on the 1,500 acre Elmer Fraase farm.

The Plowville Airport will be closed to all air traffic at 1200 hrs. CST, Sept. 17th and will remain closed until after the performance when it will again be reopened. Pilots that expect to fly in on the 17th are cautioned to arrive before 1200 hrs. CST and those that may arrive late are asked to remain outside a 5 nautical mile radius. It is suggested that a landing be made at Valley City or Fargo in this event.

A 3 mile section of the E-W graveled road just north of the Plowville will be closed to automotive traffic at 1200 hrs. CST and will be used by the Thunderbird pilots as a reference and alignment guide during the performance. The temporary Plowville airstrip will have North-South and East-West turf runways, each 2600 feet long; elevation of 1,150 ft. AMSL and parking area for 200 light aircraft. Pilots should bring their own tie down ropes; no gas at temporary airstrip. Aviation gas available at Hector Airport, Fargo, Valley City, or Jamestown.

A FAA temporary control tower will be located near the intersection of the turf runways. Traffic will be controlled by the FAA control tower from sunrise to sunset on September 17, 18 & 19th. Tower will transmit and receive on tower frequency at 121.3 and 121.5 and receive on 122.5 only. None radio aircraft should watch for light signals.

Standard 800 ft. pattern. Right hand traffic pattern on North and West runways and left hand traffic on South and East runways. CAUTION - Hellport located 1,800 ft. South of North-South runway threshold.

Flight plans should be closed at Fargo or Jamestown FAA radio. Area obstructions: 1,450 AMSL guyed radio tower located one-half mile SW of airport; 35 ft. power line on north approach for South landing; 20 ft. telephone line on west edge of East-West runway. Aircraft parked by Follow-me truck. Check current Airmen's Guide for changes.

Eugene Linderman, New Rockford, President of the North Dakota Flying Farmers and Ranchers Association urged all State Flying Farmers to "Fly In" to Plowville Airport September 17, 18 and 19 to assist in parking aircraft and meet visiting flying farmers from other states at this event. Linderman said the N. D. Flying Farmers will have a headquarters truck at the event with a large "Flying Farmer" sign.

* * * *

REGIONAL_FLYING_FARMERS_TO_MEET_AT_MINOT,_SEPTEMBER_25-26-27,_1964

The North Dakota Flying Farmers will host the 5th Regional Meeting of the International Flying Farmers at Minot, September 25-26-27th.

Flying Farmers from North and South Dakota, Minnesota, Wisconsin and Manitoba, Canada are expected to attend. Business meeting will be held at the Ramada Inn Motel near the Minot International Airport. A tour of the Minot Air Force Base has been arranged.

Arrangements have been made to award numerous door prizes including over \$120.00 worth of merchandise in separate prizes, and 200 gallons of Aviation Gasoline contributed by Texaco, Inc., which will be given away as door prizes in ten gallon units. Shell Oil Co. has contributed two cases of Shell Motor oil for door prizes which will be given away 8 quarts per winner.

Contributors for funds for the purchase of merchandise prizes include the Minot Chamber of Commerce Aviation Committee, the North Dakota Aviation Operators Association and the Flying "S" Ranch, Minot.

Gene Linderman, President of the North Dakota Flying Farmers said that Hal Rachal, President of Mooney Aircraft, Inc., Kerrville, Texas will be the principal speaker at the Saturday night banquet and will speak on the new turbo-supercharged-pressurized Mooney single engine aircraft which is about to be introduced for the first time by a general aviation aircraft manufacturer.

* * * *

BISMARCK-MANDAN_CADET_SQUADRON_PENNY-A-POUND_AIRLIFT_SEPT._13th.

The Bismarck-Mandan Civil Air Patrol Squadron with the help of the Ninety-Niners have scheduled "Haul your weight for a Penny-A-Pound" sight-seeing airplane rides for September 13th. Nearly all local businessmen who own planes have indicated that they will donate their time as pilots and their planes for the event.

Activities will start at 1000 hrs. CST and continue until dark. The sight-seeing trip will consist of a tour of the Bismarck-Mandan area.

Proceeds of the Airlift will be dedicated to the furtherance of Air Space Education of the local Civil Air Patrol Cadet Squadron. The squadron is in the process of changing over to the newly instituted comprehensive training program and will need books, supplies and associated Air Space material to achieve their purpose.

In addition to the rides, static aircraft displays will be placed for viewing of the public and it is expected that the Army Light Aviation Section will have helicopters on hand.

* * * *

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, Wings, Front gear, windshield, cowlings, prop, carburetor damaged.

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, fuselage, rear door, prop bent.

Injuries: None

Pilot Statement: At the point that I marked, lost power, the RPM dropped two hundred. 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. Clapham, Box 1728, Riverton, Wyoming (Crop Control)
Time & Place: 6:30 p.m., June 20, 1964, Northwood, N. D.
Pilot Time: 6500 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 direction on other side of road.

* * * *

Pilot: Robert H. Kroeplin, 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: Flew around grove of trees and flew into telephone wires.

* * * *

Pilot: Larry W. Leake, Emerald, 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, 244 - 8th St. NW, Valley City, N. D.
Time & Place: 1720 p.m., June 20, 1964, Valley City Airport
Pilot Time: 41 hrs. TT, Student, Gyroplane, Age 47

Aircraft & Damage: Bensen LOH, 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 6-30-64 at 4:45 motor started (using ether) but when take off attempted 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 kept 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 unsteady (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 est 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.

* * * *

ACCIDENTS - Continued

Pilot: A. G. Andrikopoulos, Box 56, Cheyenne Woming

Time & Place: 1:20 p.m., July 27, 1964 - Bismarck Municipal Airport

Pilot Time: 125 hrs. TT, Student, Age 32

Aircraft & Damage: Bonanza - Gear up landing, undercarriage, prop bent, engine mount and front gear box, engine compartment.

Injuries: None

Pilot Statement: Control tower instructed me to land on runway '1021' or to the Northeast; I made final approach, then tower instructed me that I could not land on taxi strip but should land to the Northeast. I immediately advanced the throttle and retracted the flaps and landing gear. I was about 200 ft. above the ground when the engine lost power. I then pulled the mixture control from full rich to lean to full rich, then the engine started again. At this point I started to trim the airplane nose down, then the engine quit again, then started for an instant, then quit or lost power again. By this time I had contacted ground in a level attitude with gear up. The aircraft slid on pavement for 30 or 40 ft. before I ran out of runway and slid off into the grass beyond the runway. There was no fire. I cut the switches and the aircraft stopped.

* * * *

Pilot: Harold W. Gunn, Antler, N. D.

(Crop Control)

Time & Place: 2:00 p.m., Aug. 26, 1964, 3 mi. south, 4 mi. west of Antler, N. D.

Pilot Time: Approximately 9000 hrs. Commercial, SMEL, Flight Instructor, Age 56

Aircraft & Damage: Piper PA-11, Aerial applicator, Total - burned.

Injuries: Severe, pilot burned over 45% of body.

Summary: Details as to the accident are unknown at printing time, although it is believed that the plane struck a power line while spraying on the Roy Engstrom Farm, rural Antler, crashing and burning. An Air Force Helicopter was summoned by a missile crew nearby and Gunn was rushed to the John Moses Air Force Hospital as it is the only one in Minot with a landing pad for helicopters. Gunn spent 2 hours in immediate surgery and at 3:30 a.m., the 27th (10 hrs. later) he was rushed by Air Force Jet to Brooke General Army Hospital at San Antonio, Texas. Brooke Army Hospital, located at Fort Sam Houston in San Antonio is recognized as a leading medical institution in the Nation for the treatment of burns.

* * * *

FOR SALE: 1946 Cessna 140, 375 hrs. SMOH, VHF and L.F. February annual, clean, always hangared. Contact Leanoth Broadhead or Gary Lentz, Carson, N. D.

* * * *

FOR SALE: 64 Cessna 210 new; 64 Cessna Super Skywagon, 30 hours; 64 Cessna 205, 32 hrs.; 64 Cessna Skyland, 160 hrs.; 64 Cessna 172, 453 hrs; 64 Piper PA-18 Sprayer, 95 hrs; 63 Cessna 150, 525 hrs; 63 Cessna 205, 225 hrs; 63 Cessna 180, 255 hrs; 60 Cessna 310, 1245 TT, 250 SMOH; 52 Tri Pacer, 600 SMOH; 49 Piper PA-11, 385 hrs new engine; 47 Piper PA-12, 217 SMOH; 46 Cessna 140, 400 SMOH; 39 Luscomb, 450 SMOH; Airplanes needed immediately! Singles and twins. List yours FREE with Northwest's largest aircraft brokers. Contact Kundert Aviation, Inc., Hector Airport, Fargo, North Dakota.

* * * *

FOR SALE: 1960 Pawnee, 150 hp; 1964 Pawnee 235 hp; Callair 220 Cont. Sprayer; 1963 172 Cessna, 570 hr TT; 1958 PA24 Comanche; 1956 Apache. Contact Mid-State Aviation, Inc., Box 517, Mandan, N. D. Phone 3059.

* * * *

FOR SALE: Luscombe-Model 8-A, 65 HP Continental, 2410 TT, 140 since major. (chromed jugs, new pistons, rings, valves). New license, fresh annual, new battery, navigation and two landing lights. \$1700.00. Contact Ron D. Polsfut, Benedict, N. D., Telephone - RA 24328.

* * * *

MODEL 18-A GYROPLANE ARE NOW IN PRODUCTION

The Model 18-A Gyroplane is now in production at Muncie, Ind. having been completely certificated by FAA, according to W. Woodham of Missouri Slope Aviation, 300½ West Main, Mandan, N. Dak. The Air & Space Model 18-A formerly the Umbaugh, has had extensive testing since its certification. It has vertical take-off & landing capabilities, two place, 180 HP, cruises over 100 mph, 600 lbs useful load, with a service ceiling of 12,000 ft. and is all metal construction, according to Woodham. For more information contact W. Woodham, Missouri Slope Aviation, 300½ W. Main, Mandan, N. Dak.

* * * *

FOR SALE: A Model Bonanza, 205 HP, 1980 TT on frame, 600 on engine. Contact Grand Forks Air motive, Box 1402, Grand Forks, N. D., Phone 772-6322.

* * * *

MODERN AG PLANES SAFER

According to AVSER (Aviation Safety Engineering & Research) a division of Flight Safety Foundation, Inc., present generation aerial application aircraft show a definite reduction in serious and fatal injuries sustained by accident - involved occupants: one fatality or serious injury in every four crashes of the old generation aircraft against one in eleven for the new generation of agricultural aircraft.

* * * *

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 ft. 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 entered objections to the original proposal on the grounds that the weight penalty imposed by the wealth 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 engine equipment into 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."

* * *

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-41As, 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-37s have been delivered in this and eight other countries.

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

* * *

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 interesting 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.

* * *

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 airmen 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.

* * *

PART 55

Part 55 is still under review by the Federal Aviation Agency, Washington, D. C. Arguments were presented by the North Dakota Aeronautics Commission that Part 55 should be scheduled for a public hearing before any action is taken by FAA, or the rewritten version of Part 55 should be republished in the Federal Register for additional industry comments. The FAA is also considering dropping present Part 55, and coming out with a commercial agricultural rating. If this is done Part 55 will be republished in the Federal Register for another round of industry comments for and against.

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OPERATORS AND AVIATION MECHANICS AWARDS SELECTION DATE-SEPTEMBER 15th

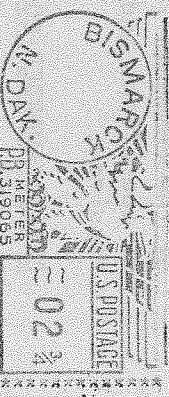
The annual Aviation Mechanic Safety Awards selection will be made Sept. 15. The awards will be made for calendar year 1963 contributions. State winners will be selected by Sept. 15 and awards will be presented between Oct. 15 and Oct. 31.

Eligible mechanics may submit their own entry form. In addition, supervisors or other knowledgeable personnel may submit an entry form for an eligible aviation mechanic. Entries should be made on FAA Form 3338, Entry Form-Aviation Mechanic Safety Award, and submitted to the FAA district office having jurisdiction over the geographic area in which the mechanic is employed.

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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.

AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRCRAFT - The Federal Aviation Agency has issued Advisory Circular AC No. 120-14 to assist the air-taxi/commercial operator in analyzing the privileges and responsibilities under Federal Aviation Regulations Part 135. All affected individuals may obtain a copy of this Advisory Circular by routing a request to the Federal Aviation Agency, Distribution Section, HQ-438, Washington, D. C. 20553, and identifying the publication as "FAA Advisory Circular AC No. 120-14, Air Taxi Operators and Commercial Operators of Small Aircraft" dated July 6, 1964. There is no charge for this publication.

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FORMER MANDANITE APPOINTED TOWER CHIEF AT FARGO, NORTH DAKOTA

Gunnar Kjol who was raised in Mandan, N. Dak. attending High School there and later Concordia College at Moorhead, Minnesota, has recently been appointed Communication Station and Tower Chief, CS/T, at Fargo, N. Dak. taking over from S. C. Aarskaug who is retiring after completion of his terminal leave status.

Speaking for the entire flying fraternity of the area, we certainly welcome Gunnar back to invigorating North Dakota, and we know that Mr. Aarskaug will have plenty to do upon retiring.

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