Bismarck has been chosen as the site of the annual North Dakota Aviation Operators Association Convention to be held Friday and Saturday, February 4th and 5th, 1966, according to Robert Walls, Langdon, President of the Association.

Walls stated that the Aviation Operators Association had reached a point wherein the time had come to expand and encompass all facets of aviation, such as Airport Operators, both public and private, fixed base operators, flight instructors, agricultural operators, business aircraft owners and all general aviation pilots.

Walls noted that the original Articles of Incorporation of the Association filed with the Secretary of State back in 1948 state that the purpose of forming the Association were "To promote, develop and encourage the aviation industry in North Dakota; To foster and encourage public opinion on aviation matters".

With this as the primary purpose he said, we hope to live up to this concept. He issued an invitation to all Airport Authority personnel, City Council and Aldermen, who have airports in their charge and anyone interested in airport operations, to attend this convention. General aviation pilots are also invited he added, and of course all wives are welcome and urged to attend.

Special events are being planned for the ladies and we want to make this convention a highlight for them.

Walls said that the convention will invite manufacturers and distributors of aviation products and related products to display their wares.

The Convention has been divided into four major sections that will run concurrently. The Sections and Chairmen are:

1. Airport Proprietors and Operators Section
   - Chairman: Jack K. Daniels, Williston
2. Agricultural Aviation Section
   - Chairman: James Montgomery, Grand Forks
3. Flight Instructors Section
   - Chairman: Ray Horne, Penn
4. General Aviation Section
   - Chairman: James Peterson, Fargo

The Call To Order will be at 1000 hrs. CST on February 4th with the sections 1 and 3 starting the meeting, while Sections 2 and 4 will be part of the afternoon agenda. A Banquet with a noted speaker is planned for Friday night and the General business meeting will conclude the affair Saturday morning.

HEARING ON WEATHER MODIFICATION AND AERIAL CROP SPRAYING RULES SET FOR FEBRUARY 5TH.

The North Dakota Aeronautics Commission has set Saturday, February 5, 1966, at the State Capitol, Bismarck, as the place for a dual public hearing, one on proposed rules and regulations to implement the new Weather Modification Act and the other to consider up-grading state regulations relating to aerial crop spraying.

A hearing for persons interested in 'Weather Modification Rules' is set for 10:00 a.m. on February 5, 1966 in the State Capitol and in the afternoon on the same day, a hearing will be held by the Aeronautics Commission at 2:00 p.m. to review state aerial spraying regulations with consideration given to up-grading the rules. The present state aerial spraying regulations were last reviewed in March, 1960.

All persons interested and the general public are invited to both hearings at the large hearing room on the ground floor of the State Capitol Building.

AIRPORT AUTHORITY GAINS NEW MEMBERSHIPS IN STATE -- MORE MEETINGS SCHEDULED

Since the last Newsletter was published, the City of Boulah has formed a Municipal Airport Authority. The Boulah Authority has leased the private airport SW of town and hired an engineer, who is drawing up plans and specifications for the hard surfacing of a 3,000 ft. NW-SE runway there.

In mid-December, the Aeronautics Commission has scheduled meetings at Bottineau and Langdon, to explain how a Municipal Airport Authority may be created by the governing bodies for the management, operation and improvement of the existing public airports at Bottineau and Langdon.

Cities in the state with Airport Authorities now include Bowman, Regent, Tioga, New Town, Stanley, Boulah, Kenneth and Carrington. Cities leaning in this direction, but not having acted as yet are Harveys, Wahpeton and Fessenden. Bismarck also has a modified form of Airport Authority. Mandan is becoming interested in the subject.
A Municipal Airport Authority can be created by a resolution of a city owning an existing airport, or not having no airport at all. The resolution appoints five airport commissioners, who then constitute a new body corporate and politic, for the purpose of administration of a public airport.

An Airport Authority has broad powers including the power to execute contracts, to plan, establish, and improve the airport; power of eminent domain; and the power to certify a tax levy not to exceed 1 mills to the city that created it for airport improvements. The Airport Authority may issue revenue bonds for improvements without an election.

The Aeronautics Commission has prepared a uniform enabling resolution, which can be used by either a city commission or a city council form of local government, to set up a Municipal Airport Authority. If you desire, a representative of the Aeronautics Commission to meet with your city government or Chamber of Commerce to explain how it functions and its advantages, please drop the Commission a letter to arrange such a meeting.

AERONAUTICS COMMISSION PAYS COUNTIES AND CITIES SHARE OF AIRCRAFT FEES

In late December, 1965, the Aeronautics Commission will send checks amounting to $13,935.78 to 52 Counties in North Dakota, which represents the counties' apportionment of aircraft and aerial spraying license fees collected in 1965. This makes the total state payments to the Counties and Cities for 1965 of $27,285.59. The counties and cities in the state will receive a wind fall of two payments this year, rather than one payment because of a change in the State Law, which takes effect January 1, 1966. The next payment will not be made until January, 1967.

A total of 987 civil aircraft were registered in 1965 with the Aeronautics Commission, which is a all time high. 307 aerial spraying planes were licensed in 1965, which is also at a high.

The county apportionment of funds amounts to 75% of each resident aircraft registration and 50% of the aerial spraying fees collected. The County Treasurer in turn must pay the proceeds to municipalities or airport authorities in the county owning and operating public airports. The funds are earmarked for airport improvements on a local level. The ten top counties in the state with number of aircraft follow: Cass - 99; Ward 93; Grand Forks - 78; Williams - 51; Burleigh - 43; Stutsman - 36; Barnes & Ramsey Counties tied at 30 each; Walsh - 29 and Bottineau - 28.

DEVILS LAKE FAA VOR STATION UNDER CONSTRUCTION

Devils Lake, N.D. FAA VOR radio station is under construction on the Devils Lake Municipal Airport. As of December lst, the VOR building was completed. The VOR equipment is scheduled to be installed in December and January, 1966. The VOR will have remote voice from the Grand Forks FAA Flight Service Station via an automatic relay system, using a land line wire system.

The tentative commissioning date of the new VOR is in January, 1966, but may be later if weather conditions delay installation and flight testing of the installation.

Upon completion of the Devils Lake VOR, a new federal vactor airway will be designated between the Devils Lake VOR and the Grand Forks VOR. It is anticipated that a 'Control Zone' around the Devils Lake Airport will be established at the time of commissioning of the new vactor airway.

The Devils Lake VOR is the end result of a drive started in 1963, when the North Dakota Aeronautics Commission with the support of the N.D. Air National Guard, petitioned the U.S. Senate appropriation committee, Washington, D.C., for the funds to be added to the FAA budget for the purpose of installation of a new VOR at Devils Lake, N.D., including an instrument landing procedure and associated airway. More in future editions of the N.D. Newsletter on commissioning date.

APPLICATIONS SENT OUT FOR PART 137 CERTIFICATE (Agricultural Aircraft Operations)

Form 3873 'Application for Agricultural Aircraft Operators Certificate' under Part 137 of the Rules and Regulations of the FAA Administrator have been sent to all holders of current low flying agricultural waivers by the General Aviation District Office No. 7 of Fargo recently. Along with the application, the GADO suggested that Operators get Part 137 from the Superintendent of Documents, Government Printing Office, Washington, D.C. at a price of 20 cents. On the inside cover of the Part, is an order form wherein all changes to Part 137 can be subscribed to at no cost from the FAA direct.

Part 137 becomes effective 1 January, 1966 and to be eligible to apply for a certificate under the Grandfather Clause, you must have a current and effective to December 31, 1965 low flying waiver issued to conduct agricultural operations and must have an aircraft equipped for agricultural operations under your control.

Since time is of an essence and as a service to the applicants, the North Dakota Aeronautics Commission has reproduced Part 137 and is sending a copy to all known aerial operators that were registered with the Commission in the 1965 season.

Of importance is if you as an operator are also engaged in any other activity that requires a low flying waiver such as aerial hunting, pipe line patrol, etc, you must make application for a low flying waiver to cover these activities, as in all likelihood, your waiver covering these activities will also expire Dec. 31, 1965.
INTEREST EXPANDS IN FAA APPROVED SCHOOL FOR AIRFRAME AND POWERPLANT MECHANICS

Thirty-one inquiries have been received by Kundert Aviation Inc., Fargo, from persons interested in enrolling in an FAA approved airframe and powerplant school from North and South Dakota and Minnesota, following a story on the subject in the October issue of this Newsletter, according to Lee Barnum, Chief Instructor.

In addition, inquiries were received from the State of Wisconsin and from an aviation operator in Baltimore, Maryland, asking how such a school could be organized in those areas.

Several aviation magazine editors also made inquiries as to how such a school would function. The manager of aircraft operations for the Firestone Tire-Rubber Co., of Akron, Ohio also wrote and called Kundert Aviation, Inc. making inquiry about hiring a young person who had completed or was about to complete such a course.

Lee Barnum has advised the editor that the whole training package and curriculum has been sent to the approving agency for final review and approval.

The airframe and powerplant training course is being organized under the new Federal Manpower Development Training Act set up by Congress for training under-employed or unemployed persons for new occupations that are in demand in the state. Once the school is approved and applicants accepted for the aviation mechanic training course, students will have their tuition paid for them by the Federal Government. In addition, trainees that are accepted will be allowed weekly subsistence and housing allowances, which can run anywhere from $35.00 to $95.00 per week.

The course is planned for 18 months.

Persons interested in the aviation mechanics training course under the Federal Manpower Training Act provisions, who have not done so, should write to Mr. Lee Barnum, Chief Instructor, Kundert Aviation, Inc. (Hector Airport) Box 1487, Fargo, ND.

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NEED FOR AERIAL HUNTING NUMBER ON PLANE RELAXED

The North Dakota Aeronautics Commission has contacted Mr. Wilbur Boldt, Deputy Commissioner of the N.D. State Game and Fish Department and has received assurance that the Game and Fish Regulations requiring numerical marking on the side of the fuselage of the aircraft used for hunting, will be abolished because of conflict to FAA Part 45.

As provided in Part 45, effective January 1, 1966, all aircraft must have, if possible, registration marks of at least 12 inches high on the fuselage or vertical tail surfaces and also provides that no person shall place on any aircraft a design, mark or symbol that modifies or confuses the nationality or registration marks.

It was felt by the Aeronautics Commission and concurred to by the Game and Fish Department that the present system of lettering with 12 inch high letters would give sufficient legibility for identification purposes.

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SHORT COURSE PEST CONTROL

Wayne J. Colberg, Entomologist of Cooperative Extension Service of the N.D. State University announces that a short course on Crop Pest Control will be held in Fargo, January 4, 5 and 6th, 1966. Purpose of the course is to provide background information on pest identification, biology and principles of control. The course will include lectures, laboratory exercises and tours. Subject covered will be diseases, insects, weeds and safe use of pesticides. The enrollment is limited to 30 people and has a $5.00 charge, so if interested, write to Mr. Colberg for more information.

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EXTENSION SERVICE TO HOLD SERIES OF SPRAY OPERATOR'S MEETINGS

The Extension Service- N.D. State University will hold a series of 'Dealers and Customs Spray Operators' meetings around the state in February. Aerial applicators are invited. The schedule follows: Jamestown, February 2; Devils Lake, Feb. 3; Dickinson, Feb. 15 and Minot, Feb. 16, 1966. All meetings will begin at 4:00 p.m. Present will be Wayne J. Colberg; Dr. Howard Bissonnette and Dr. Lawrence Mitish, to cover the use of agricultural chemicals from a dealer and applicator viewpoint.

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DICKINSON L/HF FACILITY TO BE RETAINED

The Air Traffic Division of the FAA, Central Region has put out a letter dated the 26th of November, wherein they state that: An operational review of the decommissioning of L/HF at the following facilities listed below, has been made and a decision to retain these facilities has been reached. The letter further states that these facilities have a public need for VFR purposes and will be approved as VFR navigational aids only.

Dickinson, N.D.
Cut Bank, Montana
Dillon, Montana
Livingston, Montana
Pierre, South Dakota
Lewistown, Montana

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The pilot failed to correctly judge the closure rate and in the process of pulling up, struck the truck with his tail wheel and tail section. The tail wheel, its support and the entire rudder was torn from the plane, which then rose into the air about 50 ft. then plummeted to the ground bursting into flames upon impact. A 2-22 Savage Rifle and a .44 Cal. Magnum Blackhawk revolver, plus a large quantity of expended ammunition were found in the wreckage. The rear cockpit area was not reduced in volume to any appreciable degree, tending to the belief that had not fire engulfed the crash, the rear occupant may have lived.

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Pilot: John P. Jensen, Box 1402, Grand Forks, N. Dak.
Time & Place: August 16, 1965, 6:30 a.m. - 15 miles southeast of Grand Forks Airport.
Pilot Time: 8100 hrs. TT, Commercial, ASEEL, Flight Instructor, Instrument, Age 33.
Aircraft & Damage: Boeing 75, Aircraft totally demolished. INJURIES: None
Pilot Statement: Departed the spray strip 2 miles southwest. The engine was running normal to the field which was to be dusted until I backed off power to start my first pass across the field. When I added power, it would not take hold, only in spurts and in trying to get over the road, I stalled the airplane and hit the ground on the other side of the road and ended up on my back.

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Pilot: Joseph P. McFarren, B42A Missouri, Grand Forks AFB, N. Dak.
Time & Place: August 21, 1965, 3:18 p.m. - Grand Forks International Airport.
Aircraft & Damage: Cessna 140, Damaged nose gear strut, propeller. INJURIES: None
Pilot Statement: During the Student's flare prior to landing, the student pilot made a quick abrupt pitch attitude change. The nose wheel contacted the runway surface with a force sufficient to shear the nose strut of the aircraft's modified METCS-Aire landing gear. Within seconds, the aircraft main wheels were rolling on the surface of the runway as in a normal landing. As the speed of the aircraft decreased, the nose of the aircraft lowered into close proximity of the runway surface, resulting in propeller damage. The power had remained at idle setting during the flare and landing roll. The aircraft stopped straight ahead on the runway with the engine cowlings resting on the floor under nose wheel assembly. The propeller damage indicates that low throttle setting was used (propeller bent back) and the blades struck (each blade) approximately six times prior to engine stoppage. Neither fuel nor oil spillage occurred. No fire followed impact.

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Pilot: David L. Pickering, 712 Richmond St., Rockwell City, Iowa
Time & Place: August 26, 1965, 10:30 a.m. - Ashley, N. Dak.
Aircraft & Damage: Piper PA-28, Damaged prop, fuselage, left wing tip.
Injuries: None
Pilot Statement: Immediately after take off, gear was raised and power reduced approximately 5-10 seconds later, the engine quit completely. I switched tanks, checked mixture, boost pump and pumped throttle. With airspeed of about 100 MPH and only 75-100 ft. altitude, I stopped trying to restart engine, decided to leave gear up, made slight left turn to avoid hitting roadway and landed. Upon touch down, the airplane skidded sideways and stopped.

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Pilot: Wayne Wright, 705-MW 3rd, Minot, N.D.
Time & Place: September 13, 1965, 5:30 p.m. - Minot International Airport
Pilot Time: 14 hrs. TT, Student, ASEEL, Age 21.
Aircraft & Damage: Maule M-4, Bent left wing, left landing gear collapsed, bent prop.
Injuries: None
Pilot Statement: It was my third solo landing. I went through the normal procedures for landing and was in the landing roll when the airplane started swerving. I lost control and ground looped the airplane.

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AVIATION MECHANICS AWARD FOR 1966

The N.D. Aeronautics Commission in cooperation with the FAA will make an award in 1966 to the aviation mechanic in North Dakota who makes the most outstanding contribution or suggestion contributing to air safety.

The State winner of this contest will be offered an aviation maintenance training course of their choice at the FAA Academy in Oklahoma City, Oklahoma free of charge.

The N.D. Aeronautics Commission has agreed to reimburse the award winner the travel expense round trip plus certain other allowable expenses at Oklahoma City, provided the total does not exceed $250.00.

Three judges will select the award winning idea and make its decision known by January 5th, 1966. The award presentation and the maintenance training course will be awarded in the latter part of February, 1966.

The 1966 mechanic award is well worth your time and energy. If you have not already done so, write to the FAA, Box 2128, Fargo, N.D. and request Form #3338 to enter the contest. Entries must be submitted by December 31, 1965.

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