NORTH DAKOTA AVIATION NEWSLETTER

PUBLISHED BI-MONTHLY IN THE INTEREST OF AVIATION

2ND ANNUAL INSTRUMENT REFRESHER COURSE TO BE HELD IN MINOT, OCTOBER 20th and 31st.

All pilots with instrument ratings or interested in instrument flying are urged to attend the two day instrument refresher course at the Ramada Inn at Minot on October 30th and 31st.

The North Dakota Aeronautics Commission with the cooperation of the General Aviation District Safety Office of Fargo and the FAA Flight Academy of Oklahoma City are sponsoring the event.

The idea of the course was originally conceived by Major James A. Peterson of the N.D. Air National Guard of Fargo, N.D., where the first refresher course was held in 1964.

The course has been redesigned and split into a Basic and Advanced Section, so as to better fit the demands of the pilots interested. To attend the advance section, it will be necessary to show evidence that you have at least passed the written section of a instrument rating. The basic section is open to one and all.

The entire course is designed to review fundamental subjects as they affect the pilot and aircraft flying under instrument conditions and is presented free of charge to all who wish to attend. The majority of the lectures will be by specialists from the FAA Flight Academy, GADO and the U.S. Air Force.

The Ramada Inn has been chosen because of its ideal location and proximity to the Minot International Airport for those flying in to the course. Reasonable rates have been secured for those wishing to stay overnight October 30th and the inn has free transportation to and from the airport. Those wishing accommodations are asked to make reservations direct with the Ramada Inn. Stanford, Minot that you are attending the Instrument Refresher Course.

The cost of the banquet, lunches, coffee breaks and refreshments will be covered in a package fee of $10.00, optional to those attending. Banquet tickets can be purchased separately for those wishing to do so.

The complete course agenda follows:

**SATURDAY - OCTOBER 30**

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**SUNDAY - OCTOBER 31**

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INTERNATIONAL PEACE GARDEN AIRPORT IS OFFICIALLY OPENED - CUSTOMS SERVICE OFFERED

The International Peace Garden Airport, built by the North Dakota Aeronautics Commission, is officially opened as of October 26, 1965. The formal dedication of the Airport, however, will be held over to 1966.

In conjunction with the official opening date of the Airport, over 600 letters will be mailed from Dunseith, N.D. as commemorative mail of the opening date to persons all over the U.S.A. who have requested such mail. Mr. Robert Leonard, Dunseith Commercial Club is in charge of the mailing.
North Dakota State University

Interscholastic Activity Code: 1311

The North Dakota State University Intercollegiate Athletics Code of Conduct is a reflection of the values, mission and vision of the university. The code is designed to ensure that North Dakota State University's Intercollegiate Athletics program adheres to the highest standards of ethical behavior and integrity. It provides a framework for decision-making and actions that reflect the university's commitment to excellence in athletics.

The code is intended to guide all individuals associated with the Intercollegiate Athletics program, including athletes, coaches, staff, and spectators. It applies to all aspects of the program, from recruiting and competition to training and academic performance.

The code is based on the principles of fair play, sportsmanship, and respect for others. It emphasizes the importance of personal responsibility and accountability, and it requires all individuals to act with integrity and to promote a culture of ethical behavior.

Any questions or concerns about the code should be directed to the North Dakota State University Office of Athletics Compliance, located at 1000 North Dakota State University, Fargo, ND 58105. The office can be reached at (701) 231-8141 or by email at athletics@ndsu.nodak.edu.

The code is reviewed and updated on a regular basis to ensure that it remains relevant and effective in guiding the Intercollegiate Athletics program.

The North Dakota State University Office of Athletics Compliance is committed to ensuring that the code is effectively implemented and enforced, and that all individuals associated with the program are held accountable for their actions.

The code reflects the values and expectations of North Dakota State University, and it is designed to foster a culture of excellence and integrity in all aspects of the Intercollegiate Athletics program.

The code is a living document, and it will be continuously updated and refined to reflect the evolving nature of the Intercollegiate Athletics program and to ensure that it remains relevant and effective.

For more information about the North Dakota State University Intercollegiate Athletics Code of Conduct, please visit the Office of Athletics Compliance website at athletics.ndsu.nodak.edu.
This past summer three more North Dakota cities created Municipal Airport Authorities for administration of their airports. These are located at Kenmare, Carrington and Stanley. Both Kenmare and Carrington Airports were previously administered by Park Boards.

The Attorney General has ruled that a Park Board can transfer all of its title in an airport and its airport fund to a Municipal Airport Authority when created by the City involved.

Recently, representatives of the Aeronautics Commission held meetings at Harvey and Fessenden, with both cities leaning towards the idea of creating an airport authority. Harvey is interested in a hard surfaced runway, taxiway and ramp; Fessenden is interested in building a landing strip for general aviation aircraft. Fessenden doesn't have any airport at present.

The speed under which a Municipal Airport Authority may act is demonstrated by Carrington, N.D. The City of Carrington created a Municipal Airport Authority in the summer of 1965. The Authority took over the airport and the airport fund, which was formerly administered by the Carrington Park Board.

The Carrington Airport Authority in the matter of several weeks issued revenue bonds in the amount of $35,000, for the purpose of paving two runways. The bonds were issued and sold at 3-3/4% interest, with a planned seven year capitalization. The Authority certified a 4 mill levy, which along with the farming income from the airport will pay off the bonds and interest in about seven years. By State Law, Airport Authority revenue bonds interest income is tax exempt from both state and federal taxes.

In the meantime, an engineer was hired and the paved runways designed. In mid-August the Carrington Authority entered into a contract with a construction firm, which was paving Carrington city streets for the hard surfacing of two runways; NM-SE - 2600 ft. X 50 ft. and the NE-SW runway 2,200 ft. X 40 ft. wide, at a total cost of about $33,000.00 or $1.38 per square yard. Specifications call for a base of 5 inch soil cement and one inch hot mix asphalt overlay. The soil cement base is expected to be completed this fall and the hot mix wearing surface in the spring of 1966. There is no federal aid funds involved in the project.

The Aeronautics Commission has drafted a uniform resolution which can be used by a City Commission or a City Council for creating a Municipal Airport Authority in accordance with state laws. The Authority, when created, has five commissioners appointed; has independent status, the power to levy taxes for airport construction and improvements; power to enter into contracts, issue and sell revenue bonds without an election; and adoption of rules and regulations for administration of the airport.

Other cities or persons interested in creating an Airport Authority should contact the State Aeronautics Commission for guidance and information.

AERONAUTICS COMMISSION PAYS COUNTIES SHARE OF AIRCRAFT FEES.

This month, the Aeronautics Commission mailed checks to 52 Counties for a total disbursement of $13,349.81, which represents the counties' apportionment of the aircraft and aerial spraying license fees collected in the state. A total of 971 aircraft were licensed. The county apportionment of funds amounts to 75 percent of each resident aircraft registration and 50 percent of the aerial spraying fees collected. The County Treasurer in turn must pay the proceeds to municipalities within the county owning and operating public airports. The funds are earmarked for airport construction, maintenance or improvements. The top two counties in the state with number of aircraft follow: Cass - 99; Grand Forks - 81; Ward - 77; Williams 52; Burleigh - 44; Stutsman - 35; Barnes - 33; Richland - 31; Bottineau - 27 and Walsh 27.

AIR TAXI OPERATORS AUTHORITY EXTENDED AND GIVEN AIR MAIL RIGHTS.

The Civil Aeronautics Board announced effective November 4, 1965 that Part 298 of the Board's regulations, authorizes the operation of air taxi companies for an indefinite period.

At the same time, the CAB granted air taxi operators, for an experimental period of three years, authority to carry mail within the 48 contiguous states and Hawaii on a service mail rate basis to be paid by the Postmaster General. There are now some 3,000 air taxi operators in the U.S. engaged in direct transportation of persons and property, most of whom fly on a "request" basis, although about 60 are providing scheduled service.

Air taxi operators are restricted by the CAB to the use of light aircraft under 12,500 pounds maximum weight and they do not hold certificates of public convenience and necessity issued by the CAB.

NEW RULE PROPOSED BY CAB TO PERMIT AIR TAXI USE OF JET AIRCRAFT.

The Civil Aeronautics Board has proposed to amend Part 298 of its regulations to permit air taxi operators to use jet aircraft over 12,500 lbs. (certificated take off weight) up to 25,000 lbs., provided that the maximum passenger capacity does not exceed 12 persons. Interested persons may participate in the proposed rule making by submitting 10 copies of written data to the Docket Section, CAB, Washington, D.C. on or before November 8th.
To operate the field, although it is within the confines of the Hector control zone, access from Air Force Park for a period of 10 years and has been extended to 15 years by the City of Forest Grove. This curtailment has taken over the operation of former berm and Streamline mowing program. The city is responsible for the safety of the field's public and private areas.

A public meeting was held at the city hall to discuss the situation, and the city commission decided to pursue the option of using a private company to mow the field. The city is responsible for the maintenance of the field, and the city commission has approved the use of a private company to mow the field. The city commission is responsible for the safety of the field's public and private areas.

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ACCIDENTS

Pilot: Roger A. Lyman, Grace City, N. Dak.
Time & Place: June 16, 1965 - 7:30 a.m. - Churches Ferry, N. Dak.
Pilot Time: 420 hrs. TT, Commercial, ASEL, Age 24.
Aircraft & Damage: Piper PA-11, Damaged left wing, fuselage, bottom cowl, prop.
Injuries: None.

Pilot Statement: I was spraying this field making my runs N & S. This tree was at the south end of the field. I was going to make a flat ruddering turn around the tree and I caught a left wing on the tree, which resulted in a stall about 5 ft. above the ground. I tried to keep the plane flying but was unsuccessful.

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Pilot: Reuben Miller, Binford, N. Dak.
Time & Place: June 19, 1965 - 2:00 p.m., 6 miles north of Binford, N.D.
Pilot Time: 1800 hrs. TT, Commercial, ASEL, Age 41.
Aircraft & Damage: Piper PA-18, Aircraft total loss.
Injuries: Fractured right ankle, left arm at wrist, jaw, burns on right arm and hand.

Pilot Statement: Engaged in aerial crop spraying. Flag man was in wrong field, was circling field to be sprayed, was about cross wind when aircraft stalled, was making a left turn.

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Pilot: James V. Acosta, 2029 - 2nd Ave. N., Grand Forks, N. Dak.
Time & Place: June 27, 1965 - 17:30 p.m. - Approximately 7 miles west of Hatton, N.D.
Aircraft & Damage: Cessna 150 - Prop damaged, windshield, right strut.

Injuries: None.

Pilot Statement: Departed Grand Forks at 1700 CST and headed SW toward Hatton, N.D. approximately 7 miles west of Hatton there is a privately owned grass strip. On 6-27-65 I made one pass over the strip and decided there was too strong a crosswind to practise any more approaches. At this time I decided to try an approach into the wind on a country road. As I was almost set up for such an approach, I merely pulled off the power and began a descend and did not see any wires until actual impact on the windshield. Soon after impact, the wire snapped, airplane landed all right so flight was continued back to Grand Forks.

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Pilot: James A. Keller, 305-25th St. N.W., Minot, N. Dak.
Time & Place: June 29, 1965, 5:15 p.m., Bisbee, N. Dak.
Pilot Time: Approximately 1000 hrs. TT, Commercial, ASEL, age 31.
Aircraft & Damage: Piper PA-11, Extensive landing gear damage, wing struts, one wing, engine mount, prop, mid-section fuselage.

Injuries: Serious.

Pilot Statement: Unable to recall circumstances causing crash.

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Pilot: Anthony B. Valser, Park River, N. Dak.
Time & Place: July 2, 1965, 7:30 a.m. - Park River, N.D.
Pilot Time: 425 hrs. TT, Commercial, ASEL, age 28.
Aircraft & Damage: Piper PA-18, damaged fuselage and propeller. INJURIES - None.

Pilot Statement: It was my last pass on the field. I come into the field with a normal approach. There were shelter belts on the west and north side of the field and the wind was out of the northwest. After getting down below the height of the shelter belt on my round out, I hit turbulent air, the aircraft touched the ground and the tank let go, forcing the aircraft to go over its top.

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Pilot: Lloyd C. Hazzard, 3045 - 23rd St., Boulder, Colorado
Time & Place: July 4, 1965 - 9:15 p.m. - Edgeley, N.D.
Pilot Time: 96 hrs. TT, Private, ASEL, Age 22.
Aircraft & Damage: Piper Tri-Pacer, Damaged both wings, fuselage, nose gear, prop, engine, empennage.

Injuries: Minor to one passenger.

Pilot Statement: I was executing an approach for a landing to the east. I came over the end of the runway and touched down about 800' from the west end of runway. I touched down some 50 feet west of a runway marker which I struck with my nose wheel. This caused the aircraft to nose over coming to a stop on its top.

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Pilot: Steven M. Gowin, Glenburn, N. Dak.
Time & Place: July 18, 1965 - 12:30 p.m. - 6 miles north of Minot on Harrington Rd.
Pilot Time: 26 hrs. TT, Student, ASEL, Age 26.
Aircraft & Damage: Luscombe, Aircraft total loss. INJURIES: None.

Pilot Statement: Ran out of gas at altitude of 1500 ft. Attempted a road landing but stalled out, pulling up over telephone wires and pancaked into a ditch. Aircraft was totally destroyed.

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