FARGO CHosen AS Site OF 1968 NDAAc Convention - DATE: February 1st and 2nd.

The North Dakota Aviation Operators Association at a Board of Directors meeting, held in Carrington recently, selected Fargo as the site of the annual convention for 1968. A two-day Convention is planned for the 1st and 2nd of February, 1968 and will be held at the Oak Manor Motel in Fargo. Mr. Jim Petersen, President of Flight Development, Fargo, was named Convention Chairman by President Dan Wakefield of Devils Lake, N.D.

Wakefield said that the theme of the Convention was to be 'Airspace Education', with special emphasis on establishing accredited airspace courses in High Schools and Colleges. Courses to be offered would, if the student so desired, lead to passing of the private pilot FAA written examination. It is expected that the major suppliers of 'Airspace Education' material will be on hand with displays and a cordial welcome extended to all educators, administrators and school board members and all pilots, to attend the special sessions on the entire Convention.

Jack Daniels, President of Servair Accessories of Williston was also named Chairman of a Committee by Wakefield, to study the insurance structure as it pertains to operators, along with committee members Jack Watts of Capital Aviation, Bismarck and James Montgomery of Montgomery Air Service, Grand Forks, N.D. President Wakefield named George Freadhoff of Valley City to be the 3rd member, along with Chairman Nate Thompson of Kindred, N.D. and Vernon H. Bultzer of Bismarck, to the Aerospace Education Committee.

A Sales Tax Committee was also named by Wakefield to work toward a streamlining of exemption procedures, as concerned in the exempted area of agricultural chemicals to the ultimate user and the rental of aircraft. Named to this committee were Gene Engel of Agrichemical, Bismarck; Jack Watts, Capital Aviation, Inc., Bismarck and Jack K. Daniels, Servair Accessories, Williston and Darrol Schroeder of Schroeder Aviation, Davenport, N.D. Schroeder was also named as contact representative to the N.D. Chemical Dealers Association, who are also working on the clarification and streamlining of Sales Tax exemptions to the ultimate user.

VETERANS TO BE ELIGIBLE FOR FLIGHT TRAINING UNDER GI BILL

August 31st, 1967 was a red letter day for Aviation, in that on that date, President Johnson signed into law certain amendments to the GI Bill, to permit flight training for Veterans of the Viet Nam conflict. To qualify for training, the Veteran must have a private license or enough time logged to obtain a private license. In addition, he must be able to pass a (Class II) flight physical and he must indicate to the Veterans Administration that he will utilize his flight training for professional reasons, to increase his income and earning power.

Passage of the Bill cumulated two years of joint efforts of the National Aviation Trades Association, Aircraft Owners and Pilots Association, plus others. Key man behind this legislation was Senator Ralph Yarborough of Texas, in the introduction of Senate Bill #9, which was merged with another Senate Bill, which in turn was compromised in a Senate House conference, before it finally passed in its present form.

Schools that will be offering this flight training must be approved by the FAA and be state accredited, before the Veterans Administration will approve the school and allow the Veteran to enroll.

In North Dakota, the accreditation will be controlled by the Board of Higher Education under Mr. G. W. Haverty, State Inspector of private schools, 803 - 6th St. North, Wahpeton, N.D. with the assistance of the N.D. Aeronautics Commission.

NEW PROCEDURE FOR PILOTS ENGAGING IN AERIAL HUNTING OF PREDATORY ANIMALS - WAIVERS

The 1967 Session of the N.D. Legislature repealed the State Game Department Laws which required this agency to license aerial hunters of predatory animals. The Legislature also repealed any power for the Game Commissioner to close Counties to aerial hunting. Thus, effective July 1, 1967, the State Game and Fish Department has no licensing authority in this field and cannot close any County for aerial hunting. The State Laws do not give the County Commissioners any power to close counties for aerial hunting of predatory animals.

The State Legislature enacted a new law, which provides that "No person, while in flight in this state in any aircraft, shall intentionally kill or attempt to kill, any GAME BIRD OR GAME ANIMAL". So far, predatory animals are not classified as "Game Animals".

LOW FLYING WAIVERS REQUIRED

Applicants for aerial hunting must obtain a "Low Flying Waiver" from the State Aeronautics Commission. Application forms for State Waivers for aerial hunting, may be obtained by requesting same from the State Aeronautics Commission, Box U, Bismarck, N.D. If a FAA Low Flying Waivers may be obtained by asking for a FAA application for waiver by writing Lester E. Severance, Supervising Inspector, FAA, Box 2128, Fargo, and asking for FAA Form 400.
Please find enclosed a check in the amount of $5,000 for loss in Chapter 76.

Chapter 76 File: Date: 5/10/20

APPENDIX B: FOR MEMBERSHIP

To: Joe X., President


DETACH AND MAIL TO:

The information contained herein is confidential and proprietary. Use of this information without written consent of the Association is prohibited.

5. If you are in a position where a decision must be made, a careful review of the information provided in this document is recommended. The information contained herein is subject to change without notice.

4. The information contained herein is subject to change without notice.

3. The information contained herein is subject to change without notice.

2. The information contained herein is subject to change without notice.

1. The information contained herein is subject to change without notice.

Federal Aviation Agency

FOUR THINGS TO CHECK ON TOP OF AN OVERCAST.

- Airport/Instrument Approach Plate
- VFR Approach
- IFR Approach
- Overcast Conditions

Note: The information contained herein is subject to change without notice.

Please refer to the attached document for more information.
A reduction of 4¢ per ton mile for airmail has been established recently by the CAB as fair and reasonable to 22 air carriers. The former rate was 34¢ per ton mile, this being reduced to 30¢ per ton mile retroactive to January 1, 1967. The CAB claims that this reduction will result in a saving to the Postal Department of the Government of 9 million per year.

EDITORS NOTE: It appears from a cursory look at awards being made to aerial star routes that the figure of 30¢ per ton mile is being used by the postal department as a guideline to negotiate with the apparent low bidders. It further appears that this star route is unfair to the bidder of the Star Route, in that, to the air carrier, the revenue derived from the mails is a secondary source of revenue while to a Star Route bidder, it would be his primary source of revenue and the chances of passenger carriage practically nil, at the odd hours demanded by the postal department.

ENGINE EXHAUST SYSTEM FAILURES

The Federal Aviation News made some comment recently in a well written and interesting feature article on the dangers besides well known carbon monoxide poisoning of the results of engine exhaust system failures. CO poisoning is only one of three serious consequences of a defective system. Fire can result on the ground during runup or in the air and complete failure or a serious power loss can result, causing a forced landing with often disastrous results and loss of life.

In the interests of weight-saving, aircraft engine exhaust parts generally avoid the heavy metal components found in automobile engines, such as cast iron manifolds. In the presence of high temperatures and constant vibration, the lighter metals are more vulnerable to imperfect design and overheating. In the interests of safety, the general aviation pilot should become familiar with the exhaust system of his own aircraft, and know how and where to look for signs of trouble. Removing waste gases in an airplane is not as simple a task as it may sound. The high temperatures of these gases (in the range of 1,400° F.) demand careful shielding, and the piping is usually confined to a small, cramped area within the cowling which makes it highly susceptible to engine vibration. If metal failure occurs at any point, the stage is set for the escaping hot gases to set fire to lubricants, fuel, or inflammable solids.

The age of that craft is interesting - nearly new. A detailed FAA study (still in progress) of exhaust systems shows the frequency of exhaust system failures reaching as high as between 200 hours of operating time. The frequency of failure curve then falls off sharply at a generally constant rate to 1,200 operating hours. About 94% per cent of the failures happened within 1,200 hours. Significantly, more than 50% per cent took place within 400 hours. Thus, the newness of an airplane is no guarantee that all systems and components can be taken for granted.

Studies and tests are being conducted by FAA's National Aviation Facilities Experimental Center (NAFEC) near Atlantic City and as an adjunct, FAA canvassed its Regions for reports on exhaust system failures. Analysis of these reports disclosed that slightly more than 50 per cent of reported failures were hazardous fatigue cracks and ruptures in the muffler outer wall that could admit carbon monoxide to the cabin through the heating system.

Thirty-eight reported cases of CO in the cabin came to light, along with 19 illnesses and 12 fatalities attributed to CO. These figures were regarded by investigators as being extremely conservative because these documented cases are believed to be only one-tenth of the actual number of failures. Failure of baffles and diffusers inside mufflers accounted for 21 per cent of all reported exhaust system failures. Exhaust manifolds, stacks, etc., which had deteriorated to a point where they no longer could contain exhaust flames, showed up in 20 per cent of the reported system failures. In addition to presenting a high fire potential, there was the accompanying danger of carbon monoxide poisoning because firewalls in many aircraft are not airtight. Fourteen fires were reported which were directly attributed to manifold and stack failure.

MECHANICS SAFETY AWARD PROGRAM FOR 1967

The deadline for Aviation Mechanics to enter the 1967 'Aviation Award Program' is December 31, 1967. Entries should be made on FAA Form #1210-1, which may be obtained from the FAA, Box 2126, Fargo, N.D., or from the Aeronautics Commission, Box U, Bismarck.

The State award is sponsored jointly by the FAA and the State Aeronautics Commission. Entries will be judged in three categories: (1) For the suggestion of a design or improvement to an aircraft or powerplant or any of its components that led to increased reliability or safety; (2) For the development of a maintenance or inspection procedure that contributed to safety; (3) And a new one- "For the consistent demonstration of a high level of professionalism and excellence in the performance of aeronautical mechanic." The State Award winner will not only receive a FAA Certificate citation, but will also be offered his choice of maintenance training course of his choice at the FAA Academy, Oklahoma City or a correspondence type study course. Harold Vavra, Director of the State Aeronautics Commission said that the "Commission" will sponsor travel & living expenses to the award winner, in an amount up to $250.00.
AERONAUTICS COMMISSION TO SPONSOR 4th ANNUAL (CFI) CERTIFIED FLIGHT INSTRUCTORS REFRESHER AND STANDARDIZATION COURSE

January 22nd through January 27th, 1968 are the dates that have been set to conduct the 4th annual Certified Flight Instructor Refresher and Standardization Course. The course will be held at Fargo, N.D. in the class rooms located in the Terminal Building of the Municipal Airport.

Sponsors and Course Managers will be the North Dakota Aeronautics Commission, along with the cooperation of the North Dakota Aviation Operators Association and the Federal Aviation Administration. Mr. Les Severance, Chief of GADO #7 and Mr. Tom Walenta, Flight Inspector, will be in charge of the flight section, while Vernon H. Baltzer of the Aeronautics Commission will be the Course Director. The Course will consist of approximately 2 hours of flight time per day, per instructor. This flight time will consist of 2 instructors flying with a FAA General Aviation District Office tutor, for an hour, one being the observer and then switching for the second hour.

Subjects to be covered in the ground school course are Flight Maneuvers, Instruments, Air Traffic Control, Meteorology, Psychology of Training Flight Students, and various other topics, such as the legal aspects, as it pertains to flight.

Upon successful completion of the approved course, it will be possible to accomplish the bi-annual renewal of the CFI Certificate, as prescribed in Part 61 of the FAR's. This feature in itself should be an added inducement for CFI's to attend.

Any instructor interested, is asked to complete the application below, returning it to the Aeronautics Commission as soon as possible. Admittance will be on a "first come, first serve" basis. You will be promptly notified, if selected, so that firm arrangements can be made.

Aircraft for the course are badly needed and if any instructor has an airworthy aircraft and would like to put it on the course, he is invited to do so. Four-place are preferred, although 2-place can be utilized, all must have 2-way radios. Under the arrangements, the Commission will pay the gas and oil, although the CFI will have to reimburse the owner of the plane directly for a minimal hourly cost.

The Course will start at 0800 hours sharp, Monday morning, January 22nd and will continue through Saturday, January 27th, with a Graduation and Awards Banquet Friday Evening. All arrangements for housing must be taken care of by the Individual.

APPLICATION

NORTH DAKOTA AERONAUTICS COMMISSION
FLIGHT INSTRUCTORS REFRESHER AND STANDARDIZATION COURSE
January 22nd to January 27th, 1968
FARGO, NORTH DAKOTA

Date __________________________

Name __________________________ Address __________________________

Telephone: Residence __________ Business __________

License Type __________ No. __________ Date __________

Ratings: __________ Date __________

Medical Class __________ Date __________

I have an aircraft that I can use for the Course - Yes __________ No __________

Make __________ Model __________ Year __________ N.D. Registration # __________

Signature __________

Complete and return to the North Dakota Aeronautics Commission, Box U, Bismarck, North Dakota 58501

CIVIL AIR PATROL RUNS ANNUAL CIVIL DEFENSE TEST

The N.D. Wing of the Civil Air Patrol successfully conducted its annual Civil Defense evaluation test October 21st and 22nd.

The test was flown from the Bismarck Airport with 59 members and various aircraft from every squadron in the State participating.

According to Col. Stan C. Frank, Wing Commander, the Wing scored a 96 percent out of a possible 100 on a Air Force evaluation test. The test uses the same criteria throughout the entire United States. Col. Frank stated that he sincerely appreciated the fact that members took time out from their duties to participate and wished to thank all. He said that he was especially pleased by the good cooperation from the State Headquarters of CD and that they recognized and availed themselves of Civil Air Patrol potential.