

FARGO CHOSEN AS SITE OF 1968 NDAOA 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. James Peterson, 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 is 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. Baltzer 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.

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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. Haverly, State Inspector of private schools, 803 - 6th St. North, Wahpeton, N.D. with the assistance of the N.D. Aeronautics Commission.

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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. Also 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.

GETTING CAUGHT ON TOP OF AN OVERCAST

1. DO YOU HAVE ALL OF THE FOLLOWING REQUISITES FOR INSTRUMENT FLIGHT?
(1) An Instrument Rating, (2) an aircraft fully equipped for instrument flight, and (3) recent instrument experience. If not, you should heed the following bit of advice concerning flight over an extensive overcast cloud condition - - DON'T!
2. SHOULD YOU AVOID FLYING VFR OVER CLOUDS ENTIRELY? No. Many times it is both practical and desirable to select a cross-country cruising altitude above a scattered cloud condition to take advantage of smoother air, improved visibility, more favorable winds, or provide for more terrain and obstacle clearance, provided (1) you have legal cloud separation for climb, cruise, and destination descent, (2) weather conditions are stable or improving, and (3) you stay alert and take immediate action if the clouds beneath you increase and the "sucker holes" start to shrink. Don't wait too long to descend or make a 180° turn (one of aviation's oldest safety devices) if the situation warrants it.
WHAT OTHER PRECAUTIONS SHOULD YOU TAKE TO AVOID AN "ON-TOP-OF-AN OVERCAST" TRAP?
(1) Prior to your cross-country flight, visit or telephone the local Weather Bureau Airport Station or your nearest FAA Flight Service Station or other flight service facility for a thorough weather briefing. Select an altitude that will be compatible with terrain and cloud separation requirements. (2) Use reasonable restraint in exercising the prerogative of VFR flight when conditions are close to minimums. Remember that, with the right conditions, a low overcast can form under you in a matter of minutes. Consider the weather, the terrain you are flying over, and allow yourself a margin of safety commensurate with your experience level. (3) When you file your VFR flight plan with an FSS, request Flight Following Service in order to take advantage of special weather briefings from your en route designated Flight Watch Station(s). Also, monitor appropriate frequencies for scheduled weather broadcasts at 15 and 45 minutes past each hour.
4. WHAT SHOULD YOU DO IF YOU SHOULD GET CAUGHT ABOVE AN OVERCAST?
You are admittedly "in a jam." Loss of orientation, a very probable sequel to loss of ground references, will further complicate your problem. However, you can improve your chances of avoiding disaster by following a few logical procedures. (See Airman's Information Manual - "Emergency Procedures".) For example, you should (1) establish communications with an FSS or other ground stations and confess your predicament. The personnel in these stations are well trained in assisting airmen in distress; give them a chance to help you before it's too late. If necessary, they can alert available VHF Direction Finding and Radar Stations (including military stations) to stand by for possible assistance. (2) If you have trouble establishing contact with a ground station climbing will increase the range of your VHF radio equipment and improve the chances of ground radar detection. (3) Conserve your fuel by using an economical or maximum endurance power setting. (4) If you really need help, comply with instructions received from your ground station.
5. Prevention is a much better approach to this problem than the cure. If you are a VFR pilot, AVOID GETTING CAUGHT ON TOP OF AN OVERCAST!
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MINOT EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER INVITES GUEST MEMBERS

Guest memberships are now open in the Minot Chapter 265 of the Experimental Aircraft Association (EAA) for \$5.00. It is a live wire organization and is now conducting a membership drive and is offering the chance to enjoy the privileges, fun and excitement of this type of flying. As a club project, they are going to build a open cockpit type pusher plane called the "breezy" and individual members have 12 other homebuilt aircraft projects going.

A big Fly-In is in the planning stages, which may turn into a Fly-In Campout at the International Peace Garden Airport, according to Joe Kasper of Minot, the President. Meetings are held the first Wednesday of each month and anyone interested, is invited to attend. An application blank for membership is attached below; detach and mail to:

TO: Joe Kasper, President
Chapter 265 EAA

2100 - 5th Ave. NW
Minot, North Dakota 58701

APPLICATION BLANK FOR MEMBERSHIP
CHAPTER 265 EAA, Minot, N. Dak.

Please find enclosed a check in the amount of \$5.00 for dues in Chapter 265

Name _____ Address _____

CIVIL AERONAUTICS BOARD REDUCES COMPENSATION FOR CARRIAGE OF AIRMAIL

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 situation 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.

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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 as the result 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 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 cowlings 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 maximum at between 100 and 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.

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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 2128, 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 his duties as an aviation 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.

FLIGHT SERVICE STATION FREQUENCIES TO BE CHANGED EFFECTIVE NOVEMBER 9th.

Effective the 9th of November, the frequency of 126.7 mc will not be available as a communication frequency at all Flight Service Stations. The frequency of 122.6 mc will be available in its place. The present 126.7 mc will be turned over to ATC for their use as well as the adjacent frequencies of 126.65 mc & 126.75 mc.

Further changes that may take place, depending on the activity of the Flight Service Station are: Simplex use of 122.2 to be dropped at low activity FSS's. High activity FSS's may keep 122.2 simplex if they have it or they can change to 122.3 mc.

Basic thing to remember is that 122.6 mc and 123.6 mc are simplex at all FSS's, you can still contact FSS's on 121.1 and listen on VOR and when in doubt on other frequencies, use your Airman's Information Manual.

* - To be completely in the know, it is entirely proper to refer to the term megacycles as Megahertz - the term mega (million) combined with hertz (cycles per second) is being preferred, because it is understood internationally. Heinrich Hertz was a 19th Century physicist who first measured the length of electromagnetic waves.

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UNICOM FREQUENCIES

Much has been said in the past about abuses and illegal uses of the Unicom frequencies for plane to plane use or chatter on any frequency, except 122.9 multi-com.

To alleviate the situation, the Federal Communication Commission, sometime last year, made available additional frequencies. Most of the new frequencies are on the 50 Kc spacings (360 channels), so if your radio does not have 50 Kc capability, you will not be able to use the new Unicom frequencies.

The most important change is that the frequency of 123.0 will not be used at all airports that have either a control tower or a flight service station at the airport. In North Dakota, the locations that will be changed, pending hard to get crystals, will be Devils Lake, Pembina, Grand Forks, Jamestown, Dickinson, Minot and Williston. If on about the second or third call up, no one answers on 122.8 mc at the foregoing stations, switch to 123.0 mc, as they may have secured a crystal.

Frequency 122.8 mc will be available for use at public use airports that do not have Control Towers or Flight Service Stations. 122.85 mc is a alternate and is to be used at private airports not open to the public, as is 122.95 also.

A special frequency of 123.05 can be issued for heliports and this is issued in all categories of fields, i.e. Control Tower, FSS or private fields.

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AREA POSITIVE CONTROL NO LONGER 24,000 ft.

The Federal Aviation Administration recently announced that after hearings and in the interests of safety in heavily traveled airspace, it is lowering (APC) Area Positive Control down to 18,000 ft. from 24,000 ft. The change takes place effective 12:01 A.M. EST November 9th, 1967. The area covered is mostly in the northeastern and north central United States and involves about 24 per cent of the U.S. and is bounded roughly by a line from Presque Isle, Maine south to Danville, VA, west to Salina, Kansas, north to Minneapolis, Minn. and back to Presque Isle. Area Positive Control requires that all aircraft operating therein, be under the control of FAA air traffic control facilities. ATC then provides separation service so that each aircraft has its own reserved block of Airspace.

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CIVIL AERONAUTICS BOARD REQUIRES AIRLINES TO PAY DENIED BOARDING COMPENSATION

Effective October 17, 1967, the CAB, under Parts 221 and 250, requires Air Carriers to compensate passengers denied boarding an aircraft, holding confirmed reserved space in the event it is oversold. Denied boarding compensation is 100 percent of the first remaining flight coupon with a maximum of \$200 and a minimum of \$25.

Under the new rules a passenger is ineligible for denied boarding compensation if:

- (a) The flight for which he holds confirmed reserved space is unable to accommodate him because of government requisition of space or substitution of equipment of lesser capacity when required by operational or safety reasons; or
- (b) The carrier arranges for alternate means of transportation, which, at the time such arrangement is made, is planned to arrive at the passenger's next point of stopover earlier than, or not later than two hours after, the time the flight for which he holds confirmed reserved space is planned to arrive in the case of interstate and overseas air transportation (four hours in the case of foreign air transportation); or
- (c) The passenger is accommodated on the flight for which he holds confirmed reserved space, but is offered accommodations or is seated in a section of the aircraft other than that specified in his ticket at no extra charge. But a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund.

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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, is 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.

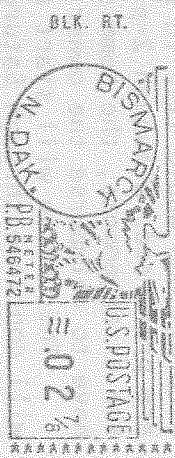
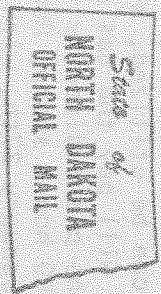
According to Col. Stan C. Frank, Wing Commander, the wing scored a 96 percent out of a possible 100 on a Air Force evaluation test. The test uses the same criteria throughout the entire United States. Col. Frank stated that he sincerely appreciated the fact that members took time out from their duties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

FOR SALE: One hangar - 28' X 40' Door operated by a 12 volt hoist. Call 255-4478,
Roy K. Reed, Box 345, Bismarck, N.D.
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FOR SALE: 1965 Comanche 260, MK12 - VOA4, ADF T-12, Fuel Int; 1966 Mooney Super 21,
King KX160, MK12 - 360 VOA4, UDI-4, DMF, ADF-31, 3lite, PC, 2 Axis, auto pilot;
1966 Skylane, 800TT, full panel, NAV Com 300 R; 1957 Piper Tri-Pacer, 500 TT from
new, VHT-3; 1959 Piper Tri-Pacer, Auto Flite, VHT-3, Bird Dog, Auto Pilot, 830 TT,
Wing Tip Extensions, speed ferrings; 1947 Ercoupe, 540TT, Rudder controls, 27 channel
simplexer; 1946 Ercoupe, VHT-3, clean coop; 1947 PA-12 Super Cruiser, VHT-3, 3 yr.
old cover, 350 SMOH; 1966 Cherokee 180C, 750TT, MK-12, VOA-4, Palm Beech Interior &
Exterior; 1962 Pawnee 235 combination unit; 1964 Pawnee 235, 600TT, Comb. unit;
2-1960 Pawnee's 150, comb. units; 1963 PA-18 150 Super cub; 1947 PA-11 Cub, 90 HP,
4 yr. old cover, 350 SMOH; 1962 Champion Challenger, full panel, Lifetime cover.
Spray Units For Sale: 3-90 gal Sorensen units for PA-18 Cubs; 3-60 gal. Sorensen
units for J-3 - PA-11 Cubs; 2-60 gal. Sorensen units for Champ Challengers, also
used Radios: 1-MK2-A; 1-MK12-90 ch., VOA4 head; 1-MK12A-90 ch., VOA4 head. Contact
Mid State Aviation, Inc., Box 1014, Bismarck, N.D. Tel: 223-6862.
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WANTED TO BUY OR LOCATE: Ranger 200 HP Engine, Should be in good shape. Call
Vernon H. Baltzer at 223-6809, Bismarck or write to Box U., Bismarck, N.D. 58501
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NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
BOX U
BISMARCK, NORTH DAKOTA 58501



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak. 58501

GREATER N.D. ASSOCIATION CREATES AVIATION COMMITTEE

The Greater North Dakota Association has created an aviation committee for the purpose of promoting aviation in the State. Members of the committee are J.V. Melroe, Gwinner, Chairman; Francis Simmers, Jamestown; Vince Buck, Jamestown; Francis Butler, Fargo; William Swanson, Fargo; R.C. Crockett, Fargo; Jack Daniels, Williston; Gail Hernet, Ashley; John Klingenberg, Jamestown; M.M. Meadows, Carrington; Robert Reimers, Melville; Harold G. Vavra, Bismarck; Vernon H. Baltzer, Bismarck; Dan Wakefield, Devils Lake and Erling Nasset, Fargo, Secretary.

At the GNDA annual meeting at Fargo, N.D. October 29-30, the Aviation Committee decided to promote the creation of "County Wide Airport Authorities", discussed the benefits of well-organized and operated gl flight training schools recently authorized by Congress and adopted a resolution urging the Congress to adopt legislation, which would eliminate high U.S. Customs overtime inspection charges for Sundays and holidays at all International Airports.

The GNDA committee heard a report from Harold Vavra, director of the State Aeronautics Commission, in which Vavra said that in N.D. there are 44 counties in the State with less than 20,000 population; 28 counties with less than 10,000 population and 7 counties with less than 5,000 population. It was concluded that County-Wide Airport Authorities will most likely be created first in the smaller counties, due to a lack of population in any one city, to underwrite the cost of airport improvements. Vavra said that there are a total of 23 airport authorities now operating in the State, of which one is a County-Wide authority, while the balance are municipal type.