NEW RULING CONCERNING TRANSIENT AIRCRAFT ENTERING CANADA

Effective as of February 1, 1968, the Air Transport Committee of the Department of Transportation in Ottawa, has issued a regulatory ruling that groups of persons entering Canada for pleasure, fishing, sight-seeing, etc., wherein the passengers share the costs of the flight equally, are to be considered as a commercial venture.

Being considered a commercial flight, it will need in addition to the usual prior Customs notification, a PRIOR CLEARANCE, issued by the Air Transport Committee of the DOT (Department of Transportation). This Prior Clearance can be secured by writing, telegraphing or in the event of dire necessity, by phone, to the following:

The Secretary
Air Transport Committee
200 Isabella St., Ottawa, Canada

During normal office hours - 613-996-1104
After normal hours - - 613-731-5137
(Hr. Pearce) or
(Hr. Osterhout)

Ask for a Prior Clearance Permit, state your name, number of aircraft and number of persons on board, point and time of entry. The Air Transport Board will issue the permit, sending you a copy, also sending the Customs official at the point of entry a copy. As an additional safeguard to prevent delays, caused by your authorization not reaching the Customs office at the point of entry, it is suggested that you be sure and carry your permit along with you. In the event you should reach your destination and no permit is on file and you do not hand carry a copy, you may have to wait until a reasonable hour before a phone call can be placed to Ottawa, to verify that you have made an application. It is not inconceivable that you may be made to leave and return to the U.S.

No charge is made for the Prior Clearance Permit and in talking to the officials in Ottawa via phone, several other points were made and we will pass them on.

(1) Even if all members of a flying club are on board, a permit will be required. This ruling came about because of the big flying clubs such as DC-3 to DC-7 Travel Clubs.

(2) A permit is needed if aircraft is private and your passengers share and contribute to the expenses. If entirely your guests, no permit is needed.

(3) A Cruising Permit will be issued by the Customs Official after you land, as has been done in the past, for all flights inside of Canada.

Air Taxi Operators can secure a five year Permit by asking for Air Transport Committee Circular 55/64 and showing financial capability, being fully licensed by FAA and having an Operators Specification or Operation Manual, showing Canada as a country you can operate into. The Air Taxi Permit will allow operators into any two adjoining Canadian Provinces, and also, if you do not allow you to pick up and ferry between Canadian cities. Most Air Taxi operators will want to apply for Group "C" under 2500 lbs. and Group "B" which is 2500 lbs. to 18,000 lbs.

BRUCE WRIGHT, PIONEER AVIATOR, DIES IN MINOT

Bruce Clifford Wright, 81, pioneer aviator and former Cooperstown resident, died in a Minot hospital Friday, April 12.

Mr. Wright was born in Prescott, Ontario, July 30, 1886 and grew up at Michigan, North Dakota. He learned to fly at Grand Forks in 1926 and in his early years as a pilot, traveled with air shows in North and South Dakota and Minnesota, doing all types of stunt flying.

From Michigan he moved to Cooperstown where he operated a welding shop and airport during the 1930's. He sold the shop to Ed Reiten and moved to Bottineau and during World War II went to Minot where he was chief mechanic with the Naval V-12 program.

Mr. Wright moved to Williston in 1944 and took over the municipal airport and in 1946 opened Wright Field and also operated Wright Flying Service. He retired in 1949 and in 1966 returned to Minot.

He was a civilian pilot, logging over 16,000 hours of flying time and during his years as a pilot never had an accident. He was the pilot when the first aerial deer census was conducted in the United States. The census was made in North Dakota in 1961 and he participated in similar aerial surveys in 1942 and 1943.

Mr. Wright taught hundreds of people to fly, including Air Force Col. Richard L. Johnson, holder of numerous awards and breaker of many aviation records.

In 1951 Mr. Wright received an award from the Aircraft Owners and Pilots Assn. for superior services and facilities, provided for transient planes. In 1956 he was named chairman for the organization of an N.D. chapter of the OX5 Club, a group composed of pilots who earned their wings using the OX5, which was the "Model T" of the airways.
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INSTRUMENT REFRESHER COURSE TO BE OFFERED AT THE UNIVERSITY OF NORTH DAKOTA

An FAA Instrument Refresher Course will be offered at the University of North Dakota December 17, 18 and 19, 1968. Co-sponsors are the Greater North Dakota Association Aviation Committee; the University of North Dakota Flying Club; the N.D. Aviation Operators Association and the N.D. Aeronautics Commission. John Oehmerts, Chairman of the Aviation Committee of the University of North Dakota is in charge of arrangements at the University of North Dakota. Flight Standards instructors from the FAA Academy at Oklahoma City will present the instrument refresher course.

AERONAUTICS COMMISSION GETS NEW OFFICE QUARTERS

The N.D. Aeronautics Commission effective May 1st, moved into newly remodeled 1st floor office quarters at the "Bismarck Old Airline Terminal Building" on the Bismarck Municipal Airport. The building is located one block north of our previous office.

Improvements include a 50% increase in floor area; wall to wall carpeting and convenient access for "General Aviation Aircraft" for parking nearby. The building is situated on the west edge of a large paved apron at the Airport.

Stop in and visit us during your next flight to Bismarck and the Commission staff will give you a cook's tour of the new layout.

VHF COMMON CHANNELS

The frequencies herewith tabulated are common to the system and, where assigned, will usually permit the limited radio-equipped aircraft to obtain basic VFR services. These common frequencies, as well as the discrete 100 kHz channels below 127.0 MHz, are all within the tuning range and operating capability of 90-channel equipment. Except as noted, the channels are simplex (transmit and receive on the same frequency).

a. 121.5 - Emergency
b. 121.6 - Control Tower, Ground Control
c. 121.7 - Control Tower, Ground Control
d. 121.8 - Control Tower, Ground Control
e. 121.9 - Control Tower, Ground Control
f. 122.0 - FSS's, Weather (future), General Aviation, and Air Carriers at selected stations
g. 122.1 - FSS's Receive-Only
h. 122.2 - FSS's (this frequency is not always available at all towers)
i. 122.3 - FSS's
j. 122.4 - Control Tower, Receive-Only
k. 122.5 - Control Tower, Receive-Only
l. 122.6 - FSS's
m. 122.7 - Control Tower, Receive-Only
n. 122.8 - UNICOM, Non-Tower, Non-FSS Airports
o. 123.0 - UNICOM, Tower and FSS Airports
p. 123.6 - FSS's Airport Advisory Service

FAA ADOPTS HIGHER WEATHER MINIMUMS FOR VFR FLIGHTS ABOVE 10,000 FEET

Increased visibility and cloud clearance requirements for visual flight rule (VFR) operations between 10,000 and 14,500 feet mean sea level (MSL) have been announced by the Federal Aviation Administration in a move designed to give pilots utilizing this airspace more opportunity to "see and avoid" other air traffic.

Effective as of March 16, 1968, VFR operations at or above 10,000 feet MSL (or more than 1,200 feet above ground level, if higher) will be prohibited unless pilots have five miles minimum visibility and can remain at least 1,000 feet vertically (over or under) and one mile horizontally from cloud formations.

These weather minimums already are in effect above 14,500 feet. However, VFR flying normally is not permitted in positive control airspace which is in effect from 18,000 to 60,000 feet over virtually all of the rest of the country.

The new FAA rule will not affect weather minimums for VFR flights below 10,000 feet. The Agency already has acted to improve the "see and avoid" capability of pilots operating below this altitude by limiting their operating speed to 250 knots (288 miles per hour). This speed limit went into effect on December 15, 1967.

BISMARCK CHAMBER OF COMMERCE AND AMERICAN LEGION TO HOST NAVY BLUE ANGELS JUNE 18TH

In commemoration of the 50th Anniversary of the Founding of the American Legion, Bismarck Lloyd Spetz Post #1 and the Bismarck Chamber of Commerce are sponsoring the famed precision flying team of the "Navy Blue Angels".

The event will take place on Tuesday, June 18th - 12:00 noon, the last day of the N.D. American Legion Convention, which will be held in Bismarck June 16,17,18, 1968.

The team and their support groups will arrive at Bismarck on Monday and depart Wednesday. At press time, the event had not received final confirmation. It is expected that details can be worked out.
INTRODUCTION

AIRPORTS

A report on the development and operation of airports is presented in this document. The purpose is to provide a comprehensive understanding of the current state and future prospects of the airport industry, including the challenges faced and the strategies employed to address them. This report aims to enhance the awareness and knowledge of stakeholders, including policymakers, industry leaders, and the general public, on the importance of airports in facilitating economic growth and connectivity.

MAJOR FINDINGS

1. **Growth of Aviation Demand**: The demand for air travel has been growing steadily, driven by increased tourism, business travel, and the expansion of low-cost carrier airlines. This trend is expected to continue, with significant implications for airport capacity and infrastructure needs.

2. **Challenges in Airport Expansion**: The expansion of airports is often constrained by limited space availability, environmental concerns, and regulatory hurdles. Innovative solutions are required to address these challenges, including vertical expansion and the development of smart airports.

3. **Role of Technology**: Technological advancements, particularly in the areas of automation and data analytics, are playing a crucial role in improving airport efficiency and enhancing the passenger experience. The integration of these technologies is expected to further enhance airport performance in the future.

4. **Economic Impact**: Airports have a significant economic impact, contributing to the growth of related industries and generating就业 and economic development in surrounding areas.

CONCLUSION

The report highlights the dynamic nature of the airport industry and the need for continuous innovation and adaptation to meet the evolving demands of passengers and the wider economy. The recommendations of this report aim to guide policymakers, airport operators, and stakeholders in making informed decisions to ensure the sustainable development of the airport sector.

[Source: [Airport Development and Operations: A Comprehensive Guide], 2023]
AIRPORTS AND OPERATORS

BISMARCK: A new approach frequency has been installed and as of the 1st of May, is operational. The frequency is 126.3 MHz and should be used well before arriving at the Airport Traffic Area. Approach control will give you all of the pertinent data and advise you to contact tower at a specific point. When contacting tower, specify that you have their numbers and the controller will then sequence you for landing, not repeating the information you already have.

BISMARCK: Capital Aviation Corporation has achieved a first in the area and for that matter in the entire state, in securing approval from both the Federal Aviation Administration GAD #7 and from the Veterans Administration and State approving Agency for a Multi-engine course. Both Jack and Bob Watts are to be commended.

GLEN ULLIN: Tony Schirado, the President of the Glen Ullin Airport Authority, has informed us that the main NW-SE runway of the Glen Ullin Airport has been resurfaced and resurfaced to 2600' X 150' and that 100 and 80 Oct. fuel is available. A telephone has been installed on the field and that considerable flying is taking place.

HETTINGER: A new pilots office and lounge has been added in a building near the large hangar. This information is from Frank Broesamle, the Hettinger fixed base operator.

PARSHALL: June 21-23 - Fly-in fish derby and spot landing contest, Hanks Field, Parshall, N.D. Trophies for biggest walleyes and northern, spot landing winners and pilot coming greatest distance. Displays of new planes; aerobatic show; contest and awards presentation Sunday afternoon. Housing and boats provided. Contact John C. Rinehart, Box 582, Parshall, N.D. 58770; phone 701-862-6175.

PARSHALL: This progressive city has joined the ranks of those that have formed an Airport Authority. Members have at this time been named to the Authority, although it is expected that at the next City Council meeting, they will be named.

BOWMAN: The Bowman Municipal Airport Authority has purchased Wokal Field from Vic & Joe Wokal and are in the process of building and hardsurfacing a 3000' X 60' runway. Several new hangars are being built and some of the hangars will be moved from the Miller site. Purchase of the Wokal site from Joe Wokal ends a long and dedicated public service that the City of Bowman received without cost. It will only be after the City starts to supply its own facility that the contribution supplied by these veteran pilots, will be fully appreciated. Joe will still be operating on the field and will continue all prior services as he so ably, has in the past.

MOHALL: Jack Luther, the Fixed Base Operator at Mohall, has recently obtained his Instrument and Instrument Instructor Ratings.

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ALTITUDE - TEMPERATURE EFFECT ON AIRCRAFT PERFORMANCE

Much educational effort has been directed at informing pilots of the effects of temperature and altitude on aircraft performance. In spite of this continuing campaign, temperatures-altitude effects are at least partially responsible for many light aircraft accidents.

We all know that the density of our atmosphere decreases with altitude. A given volume of air at a particular temperature and humidity at sea level will support more weight than the same volume at higher altitude. This reduced density of the atmosphere in which an aircraft operates will result in less lift being created by the wings and less thrust being created by the propeller. The aircraft's takeoff run will be increased proportionately. Because of the lower pressure and lower oxygen content of the air at higher altitudes, the efficiency of the engine is also reduced. Higher temperature and higher humidity have similar effects on aircraft and engine performance.

The performance figures listed in the manufacturer's manual for length of takeoff run, horsepower, rate of climb, etc., are generally based on standard atmosphere (Temperature 59 degrees Fahrenheit, Pressure 29.92 inches of mercury) at sea level, however, since standard atmosphere is the exception rather than the rule, inexperienced pilots may run into trouble when they encounter an altogether different set of conditions. This is particularly true in hot weather. When the temperature becomes higher than standard for a certain locality, the density of the air for that locality is reduced. This in turn aerodynamically affects the aircraft performance. The horsepower output is decreased and the propeller loses some of its efficiency from the loss of power and because the blades, being airfoils, do not obtain as much thrust from a bit of the less dense air. Since the propeller may not pull or develop its maximum force, it will take longer for the aircraft to obtain the necessary forward speed to produce the required lift for takeoff. Thus, the takeoff distance will be increased. The loss of horsepower and propeller efficiency will also result in a decrease of the climb performance.

It is possible to fly from a field at sea level, and have the temperature high enough to give the airplane operational performance that could be expected at 3,000 feet above sea level. Under similar conditions, airplane performance on an airport at 2,000 feet elevation could be reduced to the performance expected at 5,000 feet elevation. An average small airplane requiring 1,000 feet for takeoff at sea level under standard atmospheric conditions will require a takeoff run of approximately 2,000 feet at an operational altitude of 5,000 feet.

Learn to use the Aircraft Flight Manual or owner's handbook should be used, if available, as this information will show the performance to be expected under various atmospheric conditions. If this data is not furnished or available in your aircraft, the Koch Chart for Altitude-Temperature Effects on Airplane Performance should be used.

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