

**NORTH DAKOTA AVIATION NEWSLETTER**  
**PUBLISHED IN THE INTEREST**  
**OF AVIATION**

North Dakota  
Aeronautics Commission  
Box U  
Bismarck, North Dakota  
October - 1968

**AIRPORT AUTHORITY PROGRAM GAINS MORE AIRPORT DEVELOPMENT**

The airport authority program in North Dakota has been responsible for more new and improved public airports and hard-surfaced runways in North Dakota in the past two years than any other program in the State in the past twenty years, according to Harold G. Vavra, director of the State Aeronautics Commission.

At present, there are 34 organized airport authorities in the State. More are being considered and created each month. The City of McClusky has created an airport authority. McClusky has no airport.

In the past month, Vavra has conducted airport authority meetings with City Councils at Mohall, Arthur, St. Thomas and Linton.

The principle advantages of the airport authority concept is that a five-man board is created. In addition, the Municipal Airport Authority has all powers of "Home Rule" in the ability to finance airport improvements quickly through a revenue bond issue. This permits the authority to take immediate action to raise local capital funds for the airport. The revenue bonds are paid off from up to a 4 mill airport levy, which is available to all airport authorities for airport improvements.

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

**N.D. FLYING FARMERS ELECT NEW OFFICERS AT JAMESTOWN CONVENTION**

90 Flying Farmers & Ranchers from North and South Dakota, Minnesota and Canada attended the Jamestown convention held there on October 4, 5 and 6th, in connection with the Jamestown Airport Dedication.

Clell S. Rambough, Braddock was elected President succeeding Francis Simmers of Jamestown. Rudolph Johnson, Grafton was named Vice President; Harold G. Vavra, Bismarck and Mrs. Elma Rambough, Braddock were re-elected Secretary and Treasurer. Directors named for two year terms are Francis Simmers, Jamestown; Billy Thorson, Bucyrus; Robert Chiitwood, Alexander and Rudy Johnson, Grafton.

Mrs. Marlys Mutschler, Wimbleton was crowned State Flying Farmer Queen at the Saturday night banquet. An aircraft trophy was presented to the Queen by Cessna Aircraft Co. Dr. Hiram Drache, professor of History at Concordia College, Moorhead, Minnesota and author of "The Days of the Bonanza" was the banquet speaker.

The Flying Farmer Ladies Auxiliary elected Mrs. Marlys Mutschler, Wimbleton, President; Mrs. Lawrence Kraft, Mapleton, Vice President; and Mrs. Martha Kirschman, Regent, Sec. Treas. One of the highlights of the convention was an "Old Timer's" Smorgasbord. One of the old timers to relate his flying experience was Ole Aslakson, New Rockford, who soloed in 1930 in a C-3 with one magneto. Other old timers were Peter Bryn, Dazey who recalled the 1929 Scot Standard; John Wehler, Jamestown, who soloed in 1933; Walter Walsh who began flying in World War I; James Shaw, Minot, who soloed in 1927 and Ric Swenson, Belfield, who soloed in 1929 in a 0X5 Waco.

Dignitaries from the International Flying Farmers attending included David Martens, President, with his wife Bessie from Fairview, Oklahoma and International Secretary Robert Ingle from Cavour, South Dakota.

The Flying Farmers participated in the dedication of the \$700,000 Jamestown Airport improvement on Sunday. The NW-SE runway there has been extended 800 ft. for a total length of 6500 ft. with a 7" overlay for 727 Jet Service. Other improvements included beefed up apron, taxiways and new high intensity lights.

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

\* \* \* \*

A three and one-half day seminar for rated instrument pilots and flight instructors is being sponsored by the North Dakota Aeronautics Commission; the University of North Dakota and GAD0 #7 at the University Campus December 16th through December 19th. Due to the very technical nature of the material to be presented and to the limited facilities, the course must be limited to only those that are instrument rated and to persons that are flight instructors.

No flight is attached to this course and registration will begin at 1300 hrs. on the 16th of December. At 1500 hrs., Lycoming Engine Company will make a very interesting Engine Operating presentation, which will take two hours.

Other areas that will be covered in the three days are Medical Factors of Flight; Attitude Instrument Flying; Meteorology; TERPS; Flight Instruments and Performance and other interesting subjects.

If interested in attending, drop a line stating your intentions to:

INSTRUMENT WORKSHOP, Box 8027, University Station, Grand Forks, North Dakota 58201.

\* \* \* \*

## SECURITY OF AIRCRAFT ON ALL AIRPORTS

The North Dakota Aeronautics Commission wishes to caution all aircraft owners that improved security is needed especially at unattended airports. In the past year, we have known of 3 cases where unauthorized persons, non-pilots, have attempted to fly and have succeeded in wrecking the aircraft.

At Rugby, an Aeronca was started and completely demolished after being airborne only a short distance, when the engine quit because of fuel starvation.

The culprits are usually young males that have bolstered their ego and non-flying ability by liquor.

At Hettinger, A cessna 150 was started, damaged quite severely, when it was taxied into a ditch.

Recently at Harvey, a Piper PA-18 was removed from its hangar and upset in the flax field, adjacent to the runway.

The following is taken from an Advisory Circular published by the FAA and gives a picture what is happening elsewhere and the suggested steps to control the problem. Pilferage from and the stripping of aircraft while parked on an airport are becoming serious problems on a national scale. Not only are large amounts of money represented by the equipment stolen, but lives of pilots and their passengers are endangered by the loss of some vital component or fuel. Some instances of theft are:

- a. A very active criminal ring operating in the Southwest stole more than one million dollars worth of electronic equipment from airplanes.
- b. More than \$27,000 worth of electronic equipment was stolen from one executive airplane. The instrument panel was not disturbed, and the pilot discovered his loss only when he tried to establish radio contact with a Flight Service Station.

- c. Theft of aviation fuel (which is common) and fuel contamination have been contributory causes of accidents.

- d. At one airport, a light airplane was stripped of its engine, engine mount, cowling, and propellers. At another, a truck was driven down the flight line and every controllable propeller was removed from the aircraft by thieves.

e. Thieves have arrived at the scene of an accident, introduced themselves as representatives of the aircraft owner or the insurance company, and stripped the wreckage of everything of value.

**RECOMMENDED COUNTERMEASURES:** Certain countermeasures can be taken by both airport management and aircraft owners. Some will help to inhibit pilferage; some will help to apprehend the criminals; and some, while not preventing thievery, will minimize loss to the owner.

- a. Keep aircraft locked at all times when not in use. This applies to doors, windows, and ignition switches.

b. If possible, place the aircraft in a locked or guarded hangar. If hangar space is not available, tie down in a well-lighted and patrolled area.

- c. If doors and windows cannot be locked, remove all portable electronic equipment and personal belongings.

d. Strange persons seen working on aircraft should be kept under surveillance. If they are not known by sight, they should be required to produce a satisfactory identification.

- e. If an aircraft is involved in a crash or forced landing, arrange to have the wreckage guarded until it is released by a representative of the Federal Aviation Administration or National Transportation Safety Board.

- f. Aircraft and equipment should be inventoried. A list of all equipment, including serial numbers, make, model, and other significant data, should be made and retained in a safe place for aid in identification.

- g. In case of theft, notify the police and furnish a copy of the list of equipment to them. It will be useful in identifying and recovering the property. In your preflight, check all of the equipment and the fuel supply. This may prevent a fatal accident.

- h. Airport management should consider using security fencing, lighting, and guards as methods to help prevent the huge losses in money and human life that could result from pilferage, malicious mischief, and sabotage.

- i. Airport owners or operators are urged to post signs in appropriate locations, carrying the following statement:

### WARNING - FEDERAL OFFENSE

Damaging or disabling any aircraft located on this airport by stealing radios, navigation equipments, autopilots, engines, propellers, fuel, or any other parts is, in most cases, a Federal offense punishable by fines up to \$10,000, imprisonment for 20 years, or even death if such a theft causes an accident resulting in loss of life.

The signs can be ordered from National Safety Products Company, 424 New Road, Avon, Connecticut, 06001 at \$3.00 each in lots of 12. The price of course will be higher for smaller lots.

## SURPLUS PROPERTY

Airports that would like to have a vehicle such as a pickup or perhaps a four-wheeled drive unit, should contact the North Dakota Aeronautics Commission.

At the present time, a fair quantity of vehicles are available at the Air Bases, for transfer to airports under the Federal Aviation Administration Surplus Property Program. Available are Dodge and International Power Wagon type 4-wheel drive, with the large passenger cabs. These units have fair tires as a rule, although it is best to plan on towing the vehicle off the Base. The only cost to the airport will be the cost of removing the unit and of course the necessary repairs to put it into the desired shape. The Dodge and International vehicles could be used for snow removal with the attachment of a push blade. If any airport is interested, stop in at the Aeronautics Commission offices to discuss the program and to sign the necessary applications.

## ANOTHER DAKOTAN MAKES GOOD

James O. Leet formerly of Webster, North Dakota was appointed as Chairman of the Board of Directors of Northeast Airlines, recently. Mr. Leet now 46 is married to the former Margaret Jean Stroup of Hazen, N.D., sister of George Stroup of Hazen, one of our Flying Bankers in the State. Mr. Leet is a son of Mr. Louis Leet, a former State Legislator, who served many years in the N.D. Legislature. He is also a cousin of Governor William Guy. Leet's appointment was effective October 1, 1968. He had been senior vice president at Northeast the past two years. Prior to joining Northeast, he was Irish International Airlines Vice President and general manager for North America from 1959 to 1966.

Leet previously had served for 17 years in operational and sales post for Pan American Airways. He was operations manager at the London base and then traffic and sales manager for the United Kingdom and later New York. He has also served in Brazil, France, Germany and Newfoundland. Mr. and Mrs. Leet have 3 children and have homes at Weston, Mass. and at Grenada in the Windward Islands of the Caribbean.

\* \* \* \* \*

## AIRPORTS AND OPERATORS:

BISMARCK: Taxiway lights are being installed and it is expected that the project should be finished by late fall. An airport shop and maintenance building, enclosing 8,500 sq. ft. of approximately 155 ft. X 55 ft. in size, is also being built. The building will have 6 vehicle bays and is being built on property acquired from the Fort Lincoln site, south of the new terminal. Contracts have been awarded for a \$28,000 Airline ramp and ground support equipment storage building, which is being built north of the new terminal. This building will be leased to the airlines.

MINOT: Taxiway lights are being installed on the old N-S runway, which has been converted to a taxiway. The lights will lead to the recently enlarged ramp and parking area.

WATFORD CITY: Work has been completed on the paving of a 3800' X 50' runway with connecting taxiway to a large ramp area. The new airport also has a 2400 X 150 NE-SW turf runway. The site is just south of the old airport on the SE edge of the City. Runway lights are to be installed this fall making this one of the nicest facilities in the NW part of the State.

CARPIO: This aggressive small community is one of the few that is teaching Aerospace Education in its school system.

BISMARCK: LeRoy Cunningham has taken over the duties of State FAAP Airport Engineer for North and South Dakota. He replaces Gerald Trout, who has moved on to the Regional Office of FAA.

GWINNER: Paving has been completed on the new airport site at Gwinner of the NW-SE 3600 ft. X 60 ft. with connecting taxiways and ramp area. Lights will be added and the facility will be ready for use at a later date. This project was slated as a Federal participation job, but when the Federal funds were froze, the sponsor elected to complete the project without aid. Funds were later released but by that time, the project contract had been awarded and it became impossible to qualify for aid.

CAVALLER: Elmer Kuball, Chairman of the Airport Authority, has informed us that paving has been completed on a NNW-SSE of 2767 ft. X 50 ft. with connecting taxiway to a ramp. Lights are being installed and the facility should be open for traffic by the 15th of Oct.

OAKES: This city is in the process of building a new airport 3 miles south of the City. Grading has been completed for a N-S of 2600' X 100' Turf and a 3300' X 50' Bituminous paved runway. Opening date will be approximately July 1, 1969.

BRECKENRIDGE-WAHPETON INTERSTATE Airport Authority will open bids October 28th for paving 3,300 ft. X 75 ft. NW-SE runway, taxiway and apron. The runway being paved has a ultimate future design of 5,500 ft.

DEVILS LAKE: The Municipal Airport has a new 1,200 ft. extension on the NW-SE runway which increases the NW-SE runway from 4300 ft. to 5,500 ft.. The extension will handle North Central Airlines' Convair type aircraft.

WESTHOPE: The Westhope Airport Authority has completed hard surfacing of a 3,000 ft. X 60 ft. NW-SE runway and paving of a taxiway and apron. New runway lighting is installed with a rotating beacon and lighted windsock.

The Westhope improvements have been completed at a cost of nearly \$50,000.

WESTHOPE - continued: A FAA grant of \$22,900 provided part of the money. The Westhope Airport Authority issued \$24,000 in bond through the Bank of North Dakota. The bond will run for 20 years and will be paid off through a four mill levy together with farming operations of airport land. This project was quite a undertaking for a city of 850 population.

GLENBURN: Glenburn has completed construction of a turf NW-SE runway adjacent to the City of Glenburn. The contract for grading and culverts amount to \$4,597.00. Runway markers are being installed, windsock and aircraft tie down area. The City of Glenburn has been allocated State airport-aid in the amount equal to 50% of the cost of constructing the new facility.

MINOT: Minot International Airport has opened bids for an addition to the airport terminal building.

FARGO: The Fargo Chamber of Commerce has submitted a recommendation to the City Council for construction of a new airport terminal building at Hector Airport. The terminal, according to the recommendation, would be located on the west side of the North-South runway. The recommendation is based on a study of Hector Airport and its facilities by James C. Buckley, Inc., New York City.

#### FAA IS NOW ACCEPTING REQUESTS FOR FEDERAL AIRPORT AID FOR FISCAL YEAR 1970

The Federal-aid airport program is back in gear for the 1970 fiscal year, which begins July 1, 1969. Requests for aid are being received now by the Federal Aviation Administration, Area Office, 6301 - 34th Avenue South, Minneapolis, Minnesota 55450. Mr. Roy Cunningham is the FAA State Airport Engineer for North Dakota. Eligible projects include land, development of runways, taxiways and airport lighting. Terminal buildings, hangars and auto parking lots are not eligible.

Requests for federal-aid are made on FAA Form #5100-3. A city or airport authority requesting federal-aid must be listed on the National Airport Plan.

Application forms may be obtained from the North Dakota Aeronautics Commission, Box U, Bismarck, N.D. 58501 or from Roy Cunningham, FAA Airport Engineer at the above address in Minneapolis.

The deadline for receiving requests in Minneapolis, Minn. is November 22, 1968. Cities or Airport Authorities desiring to file an application should do so well before the deadline, if possible. Requests will be evaluated by the FAA on a priority basis, rendering the greatest public benefit.

\* \* \* \* \*

#### IMPROPER FUEL SELECTOR VALVE HANDLING CAUSES 3 ACCIDENTS IN STATE

Since the first of the year, 3 aircraft have been severely damaged with no injuries because the pilots were unfamiliar with the fuel selector valves. The problem arises when pilots trained in Beech's switch to Piper Cherokee's or could possibly happen when Piper Cherokee pilots switch to Beech's. In the Beech product, the selector handle has a small red tip opposite of the handle, which points to the tank being used. In the Piper product, the handle itself is the indicator. What is happening is that Beech trained pilots, when switching inadvertently, turn the fuel off when flying pipers, because of the difference.

In one instance, a pilot departed an airport with full fuel tanks and after one hour, proceeded to switch tanks. At the time it was dark, so he was unable to see and after the engine stopped, he merely kept switching from off to off position. In the other two accidents, the pilots switched to the off position and proceeded to take off, engine quit.

\* \* \* \* \*

#### NEW ROCKFORD LATEST AIRPORT AUTHORITY

The New Rockford Municipal Airport Authority is the newest authority created in North Dakota. The New Rockford City Commission took action on October 7th creating the authority and naming five airport authority commissioners as follows: Myron Birkeland (1-year term); Richard Dungan, 2 years; Pat Caulfield, 3 years; Harold Rohde, 4 years and Merv Bjornson, 5 year term. The New Rockford Airport Authority is studying the feasibility of building a large hangar building. New Rockford recently paved its runways and taxi-ways. The creation of the New Rockford Airport Authority pushes the state total to 35 airport authorities.

#### ELECTRICAL WIRING FOR AIRCRAFT HANGARS - By Leo Nagel, Executive Secretary, State Electrical Board.

In recent months on several occasions the State Electrical Board inspected a number of aircraft hangars and found that the electrical wiring did not meet the minimum standards. Article 513 of the National Electrical Code provides minimum standards for electrical wiring in aircraft hangars. An aircraft hangar is defined as an occupancy or building used for storage of servicing aircraft in which gasoline, jet fuels or other volatile flammable liquids, or flammable gases, are used, but shall not include such locations when used exclusively for aircraft which have never contained such liquids or gases, or which have been drained and properly purged.

According to Article 513, National Electrical Code, most of the area in an aircraft hangar is classified as hazardous area, either Class I Division I or Class I Division II,

## ELECTRICAL WIRING FOR AIRCRAFT HANGARS - continued

depending upon the specific area or location within the hangar itself. Any pit or depression below the level of the hangar floor shall be considered to be Class I Division I location, including any wiring installed in or under the hangar floor. The entire area of an aircraft hangar including any adjacent areas not suitably cut off from the hangar area shall be considered to be Class I Division II location up to a level of 18 inches above the floor.

Suitably "cut-off" generally would mean separated by vapor tight walls, curbs or partitions. Class I Division III location also includes the area within 5 feet horizontally from the engine, fuel tanks or aircraft structures containing fuel tanks. This area shall extend upward from the floor to a level of 5 feet above the upper surface of the wings and engine enclosures. The horizontal distance shall be measured from the wing tip if the gasoline tanks are built into the wing. The wiring method in the hazardous area shall be of a type suitable and approved for such location.

If there are any questions regarding the electrical wiring in aircraft hangars, the State Electrical Board should be contacted. It is far more practical and less costly to do the job right in the first place than to re-wire the building later.

\* \* \* \* \*

## AIRPORT ACCIDENTS

A high percentage of all aircraft accidents occur on or in the immediate vicinity of airports. It's true that the great majority of the "airport-sited" accidents occur through no fault of the airport, but rather result as a goof on the part of the airplane driver. However, there are accidents that are caused directly or indirectly by airport conditions. In a CAB Bureau of Safety study of general aviation accidents occurring on the airport during 1966, the following were either the direct cause of, or at least a contributing factor in, accidents:

Cause/Factor	No. of Accidents
Lighting & Markings	8
Wet runway	63
Ice, slush, or snow on runway	90
Snow windrows	10
Unmarked obstructions	10
Soft shoulders	33
High vegetation or hidden hazards	35
Poorly maintained or soft runway	32
Other	38

## TRAFFIC PATTERNS AT UNCONTROLLED FIELDS

The above article points out an accident that happened at Beach, N.D. Saturday, October 19th where in a Beech Bonanza taking off to the NW and a Piper PA-12 landing to the SW collided at the runway intersection. Luckily no injuries resulted, although extensive damage occurred to both aircraft.

It is imperative at uncontrolled fields that pilots maintain a sharp vigilance for other aircraft and adhere to traffic patterns at all times. The assumption that he is the only person flying at that particular time because of no visible traffic will cause many pilots to deviate from what is standard, thereby causing accidents. One of the most violated rules is flying off the traffic pattern altitude. If a field is approached at a very low altitude, such as 200' above terrain, the pilot that is at the proper altitude will in all likelihood not ever see the low pilot and may descend on top of him. In flying a proper traffic pattern, the change in direction will give the pilot a chance to observe a larger area and determine if it is occupied by another aircraft. In circling an uncontrolled field to see the windsock or cone or for any other reason, do it well above 800' above terrain and circle to the left.

On departures, respect the small airport and its local pilots and make a break to the left above 400' and a turn away at 45 degrees. The distance traveled on the upwind leg, should be short, only the time required to roll from the conclusion of the left hand turn to the 45 degree departure turn. This procedure will give you good lateral separation as well as vertical from incoming traffic, even using only one needle width of turn. The entire bit will only take 45 seconds at the most and is your means of visually communicating to everyone you are leaving this airport and saying goodbye. Local pilots take a dim view of their city cousin making what is akin to a U-turn on the main street of their small town, just because there is no traffic in sight, so lets all obey the traffic rules.

\* \* \* \* \*

FOR SALE: Aeronca Model 7AC, 90 hp. with metal prop, 42 pitch for power, plus winter kit for intakes & sump, Skis and aerial spray kit not used since last recover. Engine time since new, 407:45, always hangered. Contact Gerald A. Geisen, Box 56, Linton, N.D., Telephone: 254-4403

FOR SALE: 1946 Piper J-3  $\frac{1}{4}$  75hp continental, Annual June, \$1300. Contact E11 Torrance, Box 367, Bismarck, N.D., Tel: 223-0200

\* \* \* \* \*

FOR SALE: Wm. L. Skivington, 1001 Valley View Dr., Minot, N.D. Tel: 838-0790 or 838-8557 Contact

FOR SALE: 1961 Mooney, 150 hr SMOH, 1285 TT, KX-100 NAV-Comm. Radio, \$8950. August Annual, Recording tach. New battery, Narco MK-III, new Narco ADF-31 & Loc. Receiver, Fresh annual with sale, \$4500. Less ADF for \$3500. Contact D.T. Lindsay, Fargo, Tel: 701 - 232-8720.

\* \* \* \* \*

FOR SALE OR TRADE: 1957 Cessna 172, Full panel, Lear RT-10-E radio and omnimeter, Rotating beacon, 940 hrs. TT, always hangered, Licensed April 68, excellent condition. Will trade for Money or Skylane. Contact James Romig, Rugby Tel: 776-6512 or Ray Friederich, 776-6262.

\* \* \* \* \*

FOR SALE: Part or all of my spray operations located in Ramsey and Towner Counties. Contact Ray Horne, Penn, N.D. Telephone: 393-495

\* \* \* \* \*

NORTH DAKOTA AERONAUTICS COMMISSION  
BISMARCK MUNICIPAL AIRPORT  
BOX U  
BISMARCK, NORTH DAKOTA 58501



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

FOR SALE: Established spraying operation in Red River Valley on good new airport. Offers buyer advantage of a long season on various crops. Low time 1966 Pawnee 235, two nurse trucks and 1966 Pickup, priced right for quick cash sale. Operator with CFI and A&P license could keep busy year round. For details write P.O. Box 232, Hillsboro, N.D.

\* \* \* \* \*

FOR SALE: 1967 Beechcraft Musketeer Super II, 200 Lyc. 860 TT A&E, 0 since overhaul. Full gyro panel, beacon, MK-3, very clean, no damage history. Useful load 1140 lb. easily cruises 140 TAS. Priced well below book. P.O. Box 232, Hillsboro, N.D. Tel: 436-7351

\* \* \* \* \*

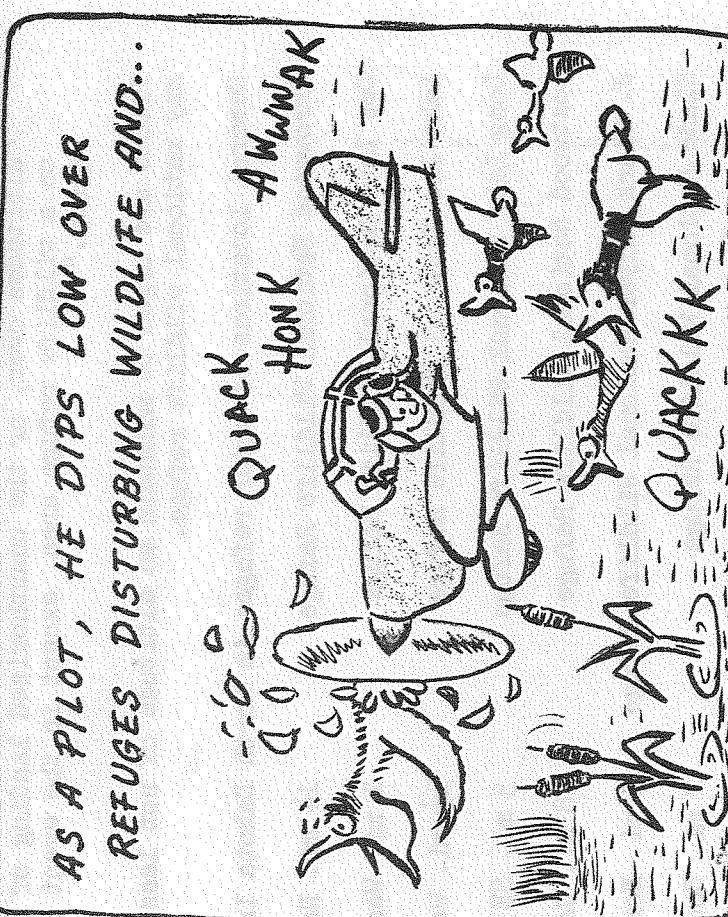
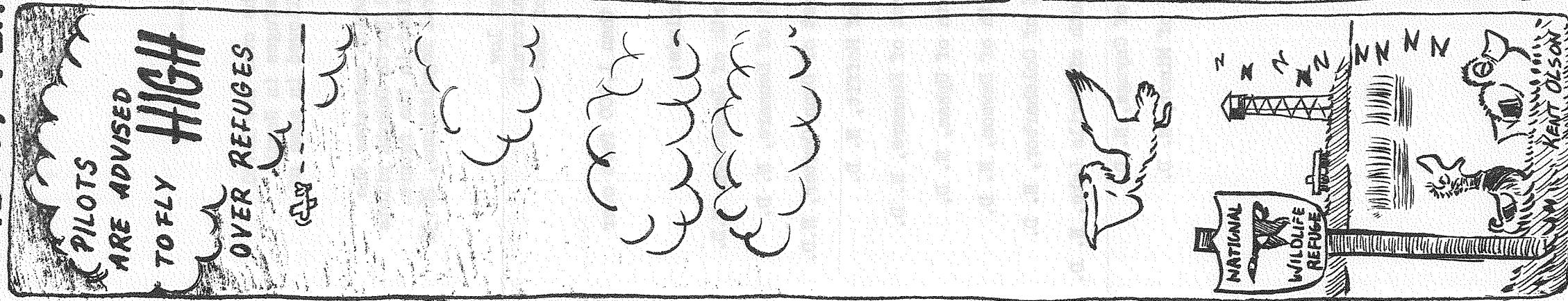
FOR SALE: 1968 Mooney Mark G (Statesman) MK 12-360 and ADF, 750 TT A&E, tinted glass, curtains and headrests. Contact Agrichemical Aviation, Inc., Box 585, Bismarck, Tel: 223-2332 or

\* \* \* \* \*

FOR SALE: 1967 Bellanca 260, 100 hrs. TT. Loaded; 1965 Cherokee 140, 200 SMOH, MK-12, VOA-4, 1968 Cherokee 180D, 290 TT; 1968 Cherokee Arrow, 50 TT; 1947 Cessna 120, 280 SMOH; 1947 Cessna 140, 0-SMOH; 1947 PA-12 Super Cruiser, 700 SMOH; 1953 Piper Tri-Pacer, 500 SMOH; 1956 Piper Tri-Pacer, 400 SMOH; 1963 Cherokee 180 B, 0-SMOH,  $\frac{1}{2}$ " valves; 1963 Cessna Skyhawk, 240 SMOH, RXT50B; 1964 Cessna Skyhawk, 600 SMOH, 0-time TOP; 1960 Comanche 250, 350 SMOH; 1949 Luscombe 8F, 150 hp Lyc. Engine; 1964 Pawnee 235, 680 TT; 1968 Pawnee 260, Like New; 1960 Pawnee 150, 700 SMOH; 1966 Cherokee 6, 260, 375 TT. We buy, sell and trade, call Mid-State Aviation, Inc. Box 1014, Bismarck, N.D. Tel: 223-6862 or 255-4907

\* \* \* \* \*

# ABOUT FLYING OVER WILDLIFE REFUGES



FLIP PAGE FOR REFUGE LOCATIONS

NOTICE TO NORTH DAKOTA PILOTS

Several complaints have been received in recent months over low level flights of private aircraft over national wildlife refuges in North Dakota. Legal action against pilots involved has followed in some of these cases.

The federal Bureau of Sport Fisheries and Wildlife, which operates the national wildlife refuges, is anxious to acquaint all North Dakota pilots with the problem so that similar problems can be avoided in the future. The Bureau calls attention to Title 50, Code of Federal Regulations, 26.32 which prohibits:

" . . . unauthorized operations of aircraft at low altitudes over, or the unauthorized landing of aircraft on a wildlife refuge area, except in the event of emergency."

Pilots are urged to maintain an altitude of not less than 1,000 feet over any national wildlife refuge.

General locations of major refuges in North Dakota include:

Arrowwood National Wildlife Refuge	14 mi. North of Jamestown, N.D.
Des Lacs National Wildlife Refuge	1 mi. West of Kenmare, N. D.
Lake Ilo National Wildlife Refuge	1½ mi. West of Dunn Center, N.D.
Long Lake National Wildlife Refuge	3 mi. SE of Moffit, N. D.
Lostwood National Wildlife Refuge	18 mi. West of Kenmare, N. D.
J. Clark Salyer National Wildlife Refuge	3 mi. North of Upham, N. D.
Slade National Wildlife Refuge	2 mi. South of Dawson, N. D.
Audubon National Wildlife Refuge	3½ mi. NE of Coleharbor, N. D.
Sullys Hill National Game Preserve	15 mi. South of Devils Lake, N. D.
Iewaukon National Wildlife Refuge	4 mi. SW of Cayuga, N. D.
Upper Souris National Wildlife Refuge	25 mi. NW of Minot, N. D.