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 entirely 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.

ND FLYING FARMERS ELECT NEW OFFICERS AT JAMESTOWN CONVENTION

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

Clcill 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 Chitwood, Alexander and Judy Johnson, Gratton.

Mrs. Marlys Mutschler, Wimbledon 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, Wimbledon, President; Mrs. Lawrence Kraft, Mapleton, Vice President; and Mrs. Martha Kirschman, Regent, Sec. Treas.

One of the highlights of the convention was an 'Old Timers' Smorgasbord. One of the old timers to relate his flying experience was Ole Aslakson, New Rockford, who solod in 1930 in a C-3 with one magneto. Other old timers were Peter Bryn, Dazeby who recalled the 1929 Scot Standard; John Wehler, Jamestown, who solod in 1933; Walter Walsh who began flying in World War I; James Shaw, Minot, who solod in 1927 and Ric Swenson, Belfield, who solod in 1929 in a 0X5 Vaco.

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.

INSTRUMENT PILOT AND FLIGHT INSTRUCTOR SEMINAR - December 16th through 19th.

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 GADD #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.

The paragraphs below are a reference to historical federal defense regulations and formalities.

[Text continues here, detailing various points related to security and defense measures, including specific procedures and protocols for aircraft and airports.]

The text appears to be discussing regulations and protocols for aircraft security, possibly during a time of heightened national security or defense. It includes references to specific measures, such as checks, inspections, and procedures that were in place to ensure the safety and security of aircraft and airports.

For a complete understanding, it would be necessary to consult the full document or additional historical records.
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 Stoup of Hazen, N.D., sister of George Stoup of Hazen, one of our Flying Bankers in the State. Mrs. 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 to be installed this fall making this one of the nicest facilities in the NW part of the State.

CARRIO: This aggressive small community is one of the few that is teaching Aeronautics in its school system.

BISMARCK: LeRoy Cunningham has taken over the duties of State FAA 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 a 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.

CAVALIER: Elmer Kuball, Chairman of the Airport Authority, has informed us that paving has been completed on a NW-SE 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.

DARES: 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 surfaced runway. Opening date will be approximately July 1, 1969.

BRECKENRIDGE-WHAMPTON 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.
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 con-
sidered to be Class I Division II location up to a level of 18 inches above the floor.
Suitable "cut-off" generally would mean separated by vapor tight walls, curbs or partitions.
Class I Division II location also includes the area within 5 feet horizontally from the
engine, fuel tanks or aircraft structures containing fuel tanks. This area shall extend up-
ward from the floor to a level of 5 feet above the upper surface of the wings and engine en-
closures. 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. How-
ever, 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:

<table>
<thead>
<tr>
<th>Cause/Factor</th>
<th>No. of Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lighting &amp; Markings</td>
<td>8</td>
</tr>
<tr>
<td>Wet runway</td>
<td>63</td>
</tr>
<tr>
<td>Ice, slush, or snow on runway</td>
<td>90</td>
</tr>
<tr>
<td>Snow windrows</td>
<td>10</td>
</tr>
<tr>
<td>Unmarked obstructions</td>
<td>10</td>
</tr>
<tr>
<td>Soft shoulders</td>
<td>33</td>
</tr>
<tr>
<td>High vegetation or hidden hazards</td>
<td>35</td>
</tr>
<tr>
<td>Poorly maintained or soft runway</td>
<td>32 me</td>
</tr>
<tr>
<td>Other</td>
<td>38</td>
</tr>
</tbody>
</table>

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TRAFFIC PATTERNS AT UNCONTROLLED FIELDS

The above article points out an accident that happened at Beach, N.D. Saturday, October
19th wherein 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
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 verticle 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: Aerocna Model 7AC, 90 hp. with metal prop, 42 pitch for power, plus winter kit for
intakes & sump, Skill's & aerial spray kit not used since last recover. Engine time since new, 407:45, always hangared. Contact Gerald A. Geisen, Box 56, Linton,
N.D., Telephone: 254-4403

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ABOUT FLYING OVER WILDLIFE REFUGES

INTRODUCING KNUCK L. HEAD

KNICK HAS A KNUCK FOR CREATING TROUBLE

AS A PILOT, HE DIPS LOW OVER REFUGES DISTURBING WILDLIFE AND...

QUACK HONK QUACK

ENDANGERING HIMSELF

FLIP PAGE FOR REFUGEE LOCATIONS

PILOTS ARE ADVISED TO FLY HIGH OVER REFUGES