JAMESTOWN SIXTH ANNUAL AIR DAYS - FLIGHT BREAKFAST & BIG AIR SHOW ON SUNDAY,
AUGUST 12TH

Bob Richardson, Commissioner of the Jamestown Airport Authority announced the Jamestown Sixth Annual Air Days, free flight breakfast and big air show on Sunday, August 12, 1973. A free pancake flight breakfast will be served to fly-ins from 8:00 to 10:00 a.m.

The airport will be closed at 1:00 p.m. for the first section of the air show between 1:00 and 2:00 p.m., which will feature the Mayville Skydivers; aerobatics by Bob Lyjak flying a taper wing Waco and Eldon McDaniel flying a Cassutt III.

The second section of the air show will start at 3:00 p.m. to 4:30 p.m. and will include the Mayville Skydivers; aerobatics by Bob Wagner in a 750 HP Boeing Stearman; Stuart Lucke, Inker, North Dakota flying a Chipmonk; Mrs. Bob Wagner featuring a "Wing Walk" and Don DeBaker making an auto to plane transfer.

In addition, there will be a model airplane competition all day and an air industry static display. The Jamestown Sixth Annual Air Days is jointly sponsored by the Jamestown Municipal Airport Authority, The Jamestown Chamber of Commerce and the Jamestown City Council.

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AIRCRAFT USED IN WEATHER MODIFICATION PROGRAMS GROW RAPIDLY IN NORTH DAKOTA

Because of the severe drought in central and southeastern part of North Dakota this year, six additional counties awarded emergency weather modification contracts for the first time in 1973. Aircraft cloud seeding operations have been contracted for on a crash emergency basis this year in Burleigh, northern Emmons, Stutsman, Foster, Eddy and Barnes Counties. The monies to fund these projects were raised by farmers on a voluntary contribution basis.

A total of 13 aircraft have been contracted for cloud seeding in 13 North Dakota counties. Wilbur Brewer and Bill Meszaros of Bowman, doing business as Weather Modification, Inc., have contracted for seven twin engine aircraft in North Dakota and 5 twins in South Dakota for a total of 12 in North and South Dakota.

In North Dakota, the Bowman firm is providing four twin engine aircraft for the southwestern counties of Bowman, Adams, Hettinger and Slope for hail suppression.

This firm also has contracted 2 turbo-charged twin Aztecs for the counties of Burleigh and northern Emmons and one turbo-charged twin commando for Barnes County, located at Valley City.

Fred Anderson, doing business as Aviation Services, Inc., Minot, was awarded cloud seeding contracts in Ward, Mountrail and McKenzie Counties. Two turbo-charged Cessna 210's are used in Ward County; one Cessna 210 in Mountrail and one Piper Comanche A-24-400 in McKenzie County.

Ben Meier and Maurice Birkholz of Jamestown Aviation, Inc. have cloud seeding contracts in Stutsman and Eddy Counties. Utilized for this purpose is a Cessna 310 and a Beech twin engine Baron. L.S. Reimers and Wilbur Brewer as consultant, have a contract for cloud seeding in parts of Foster County with a twin-engine Piper Comanche based at Carrington.

SIX INFORMATIONAL WEATHER MODIFICATION MEETINGS HELD

In May, June and July, six informational Weather Modification meetings were held in the counties of Burleigh, Emmons, Kidder, Stutsman, Barnes and Dickey upon requests of farmers. The last information meeting was held at Oakes on July 30th, which involved five southeastern counties of Dickey, LaMoure, Ransom, Sargent and Richland.

An informational team has been organized to conduct these meetings, including three persons from the NDSU, who participated in a three-year study of cloud seeding and the economic effect of increased rainfall to the farmer, a representative from the North Dakota Aeronautics Commission, who reviews the 1973 Law enacted by the State Legislature, which permits the creation of a county-wide weather modification authority by petition. The petition authorizes a two mill tax on all property in the county to pay for the program. At these meetings, sample 'Petitions' are available, if the farmers decide to petition for a county-wide weather modification authority,
SAFETY INFORMATION - TRAINING ACCIDENTS IN TWINS INVOLVING STALL, SPINS

Last year in August, a Turbo Commander 690 crashed at Wellsburg, West Virginia, killing 3 people, a 5,500 hour instructor pilot, a 2,750 hour trainee and one passenger.

The instructor pilot had advised Air Traffic Control shortly after his 11:01 a.m. takeoff from Greater Pittsburgh International Airport that he would be doing "air work" southwest of Pittsburgh at 12,500 feet. About nine minutes later his aircraft hit the ground and the ATC radar scope. The consensus of 16 witnesses was that the aircraft went through a series of spins and apparent recoveries before a final stall and near-vertical dive to the ground.

The National Transportation Safety Board determined that the probable cause was "the loss of aircraft control in a stall maneuver, for reasons unknown, from which recovery was not accomplished."

Board investigators found no preimpact failure or malfunction of the aircraft, and no evidence of inflight fire or structural break-up. Study of the company's training guide for a first transition flight suggested that at the time of the accident, the aircraft was being flown in an approach to an aerodynamic stall, possibly with one engine inoperative.

The Board noted that the company's training guide prescribed only the approach to a stall rather than a full stall. The instructor pilot, however, might have operated his instruction after the full-stall maneuver he had been required to perform during his own checkout as a flight instructor in the 690, the Board said.

Although 690 spin characteristics were not established in FAA certification of the aircraft, the Board held that "can reasonably be assumed" that a full intentional or unintentional, would require immediate and correct recovery techniques to regain control of the aircraft. And in the prolonged spin described by eyewitnesses, the Board said, "it is problematical as to whether effective control of the aircraft could be regained."

Because certification rules do not require spin testing of multi-engine aircraft, the Board observed that full stalls with the 690 "may not have been fully explored by experienced test pilots." Thus the operational pilot attempting a full stall in the 690 or other light twins would not have adequate information on handling characteristics when the aircraft is fully stalled, the Board said.

Investigators' findings of cruise and flight-idle power settings at impact for the left and right engines, respectively, were interpreted by the Board as evidence of either a single-engine-inoperative training maneuver or the use of unequal thrust by the crew in the unsuccessful attempt to regain control of the aircraft.

The Safety Board recommended that FAA (1) reissue its Advisory Circular 61-40 to re-emphasize to all pilots and flight instructors the requirement for only approaches to stalls, not full stalls; (2) require airplane flight manual information and a suitable aircraft placard prohibiting intentional full stalls in all twin-engine aircraft which have not been spin-tested; and (3) describe in each airplane manual the aircraft characteristics in an approach to stall "to assure that pilots will be able to preceive the end point of this maneuver."

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NEW AIRPORT BUSINESS AT THE VALLEY CITY MUNICIPAL AIRPORT

Flip Avionics owned and operated by Phillip (Flip) Miller is one of three North Dakota aircraft avionics repair stations certified by the Federal Aviation Administration. The business is located in a new building on the Valley City Municipal Airport which was built by the Valley City Airport Authority and leased to Phillip Miller. Miller completed the interior of the building by adding pilots waiting room, office and maintenance areas, all with plush wall to wall carpeting.

Flip Avionics is equipped to repair all types of navigation, communication and pulse aircraft electronic equipment. The radio repair section is the only one in North Dakota rated to repair pulse equipment involving radar, indentification and surveillance of aircraft. Miller's business extends to the sales and service for two major lines of navigation and communication equipment. Miller previously owned General Air Service which sold to Larry and Dan Lindemann. Miller plans to attend a ten-day factory refresher course this month on pulse techniques and airborne radar systems at the NARCO factory at Fort Washington, Pennsylvania.

A total of $250,000 of travel and living expenses involved in attending the course is being paid by the State Aeronautics Commission. Miller won the State Aviation Mechanic Award and was unable to take the course last year because of illness in the family. The annual FAA - State Aviation Mechanic Award includes expense funds up to $250 to attend an educational course.
WINS SKYHAWK AIRPLANE IN SWEEPSTAKES

Clifford Moses, Minot, North Dakota, has been named grand prize winner in Cessna Aircraft Company's national Super Sweepstakes.

The grand prize, a fully-equipped four-place Cessna Skyhawk aircraft, highlighted a list of more than 260 prizes awarded nationwide in the Sweepstakes.

Moses registered for the Sweepstakes at the University of North Dakota, Cessna Pilot Center at Grand Forks, N.D. He is married and has one daughter.

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MUSIC PROFESSOR PILOT WINS GAMA SWEEPSTAKES

Ward Woodbury, who is a Music Professor, also a pilot of Winter Park, Florida has won the General Aviation Manufacturers Association (GAMA) Safe Pilot year long Sweepstakes. He won the choice of a GAMA manufactured airplane, retailing up to $30,000. Second prize of a $1,000 retail gift certificate for pilot or aircraft related services was won by Frank H. Mayo of Falmouth, Mass. The third prize of $1,500 tuition toward a private rating went to H. Roger Glenn, Victorville, Calif. One hundred third prize winners won aviation weather band radios. A North Dakota winner of a radio was Jim Templeton, Emerado, N.D. GAMA said that over 200,000 pilots attended the FAA 1605 education seminars.

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AVIATION ORGANIZATIONS BID GENERAL AND AIRLINE OPPOSE USER CHARGES

In a statement presented jointly by 17 aviation organizations and delivered recently by Stuart Tipton, Chairman of the Air Transport Association to the Senate Appropriations Committee, that user charges were opposed. The statement urged the Senate Appropriations Committee to hold seminars for flight instructors and pilot examiners to explain new changes.

Robert Broadbent, Chief of the Flight Section of GADO#4 of Fargo, stated that four aviation seminars would be held throughout the State during October and the first week in November to explain and discuss the new FAA's as they pertain to Part 61. These regulations deal with new areas of responsibilities as they affect Flight Instructors and Pilot Examiners and go into effect November 1, 1973. He urges all instructors and Examiners to attend and said that individual mailings would be sent out telling of the specific meeting places, sometime before they would take place.

Meetings would all be held on Saturdays, starting at 10:00 a.m. lasting to 3:30 p.m. Places are as follows: October 6th at Bismarck; October 13th at Grand Forks; October 20th at Minot and November 3rd at Fargo, N.D.

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CURRENT NORTH DAKOTA PILOT EXAMINERS AND RATINGS

Larry K. Anderson - 66 Country Club Acres, Minot, N.D. - Instruments
Elton Lee Barnum - 703 Park Drive, Grand Forks - Instruments
Vincent L. Cartwright - 808 - 21st St. N.W., Minot - Airplanes
Earl C. Desrosier - 2514 - 10th St. N.W., Minot - Airplanes
Donald D. Ehlers - 328 - 1st Ave. E., Dickinson - Airplanes
Lyle J. Hilden, 614 North 7th St., Bismarck - Airplanes
Beth L. Lucy - 170 - 4th Ave. SW., Jamestown - Airplanes
Everett C. Luthar - Box 326, Mohall - Airplanes
James M. Peterson - 105 - 19th Ave. N., Fargo - Instruments
Alfred C. Pletsch, 2300 - 2nd Ave. N.W., Minot - Airplanes & Instruments
James E. Smith - 1109 - 10th St. N., Fargo - Airplanes & Instruments
Robert D. Wood - 1103 - 25th Ave. South, Grand Forks - Cessna 3106 PA 23 Series

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NEW MAILING ADDRESS FOR GADO #4

Effective July 1, 1973 the mailing address for the General Aviation District Office, Fargo, will be changed from P.O. Box 2128 to P.O. Box 5496, State University Station, Fargo, N.D. 58102.

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NOTICE TO ALL PILOTS

This is a reminder to all pilots who have not renewed their airman certificate. Certificates are due now and will be valid for two years ending June 30, 1975. So fill in your application now along with $3.00 for private, commercial or mechanic and $1.50 for students. Your renewal will keep you on the N.D. Aviation Newsletter mailing list.
LONG TIME AVIATION HISTORY OF ASINARAK, IL.

Not available for reading.

COMMISSIONER PROFESSIONAL OF DEPARTMENT OF AVIATION MAKING TO AERONAUTICS

Not available for reading.

STATE AERONAUTICS COMMISSION ALLOCATES OVER $200,000 FOR AIRPORT IMPROVEMENTS
Effective September 1973, the College of Agriculture of the North Dakota State University of Fargo, N.D., is offering an option in the application of Agricultural Chemicals (for professional farm custom aerial and ground chemical applicators).

The aerial and ground chemical applicators' option may be pursued to the Associate of Bachelor degree in an Agricultural Engineering, Agronomy, Entomology, Horticulture, Plant Pathology or Soils curriculum. The course will have a total of 183 credits for the entire four years of study. In a letter to the N.D. Aeronautics Commission Assistant Dean Peder, a Myron of the College of Agriculture stated that:

"You will recall on January 19, 1973 at the annual convention of the North Dakota Aviation Association, Bismarck, that I presented a proposal for a curriculum option in the application of agricultural chemicals. This option is intended for young professional farm custom aerial and ground applicators as well as for sales representatives of business firms handling agricultural chemicals.

The curriculum option has now been duly approved and the offering is available effective September 1973.

The option is designed for students needing as well as not needing pilot training. Recommended electives for those needing pilot training would include Mechanical Engineering 320, Introduction to Aviation, 4 credits and 321, Introduction to Flight, 2 credits, plus meeting pilot licensing requirements.

We are interested in establishing contact with prospective students for this curriculum option. Your assistance in referring interested prospects to us will be greatly appreciated."

** NATIONAL WEATHER SERVICE AND FAA TO OFFER EXTENDED (TWEBs) AND NEW AIRMETS & SIGMETS **

The FAA and National Weather Service will begin a nationwide test of new Transcribed Weather Broadcasts (TWEBs) and In-Flight Advisories (AIRMETS and SIGMETS) on July 20, 1973. This is the first of several aviation forecast test innovations which will be initiated this year. The test will be carried out in the contiguous United States for a year. After that time, the results will be evaluated and discussed with all interested parties before final implementation.

DETAILS:
Transcribed Weather Broadcasts (TWEBs & PATWAS)

The major changes in this program are: (1) New numbered TWEB routes for the entire contiguous United States, which will be available on Service A teletype request/ reply (R/R) for the use of pilots and pilot weather briefers of the National Weather Service and the FAA's Flight Service Stations, as well as providing the route portion of the TWEB broadcasts and PATWAS recordings; and (2) A series of cross-country routes (made up from the individual TWEB routes) which will also be available to pilots and briefers on R/R. The number of TWEB and PATWAS locations has expanded in the past several years and more expansion of these aviation services is anticipated.

In-Flight Advisory (AIRMET/SIGMET) Changes: The new AIRMETS and/or SIGMETS will have a flight precaution (FLT PCTN) statement in the first sentence (which includes location, type and timing of weather hazards). These will help the pilots as well as providing a flight precaution statement for the TWEB broadcasts. Example of a SIGMET with FLT PCTN (underlined):

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BOS MS 022210  
202210-210200Z
SIGMET ALPHA 1. FLT PCTN. SRV ICG NH WARN MA BLO 160 22-022.
OVNG CONDS RESULTING IN SRV ICGT CIP SFC-160. CONDS CONT TO BYO 02Z.
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** BISMARCK NATIONAL WEATHER SERVICE HAS NEW CHIEF AND EXPANDED WEATHER SERVICES **

Ellis B. Burton has taken over as Chief Meteorologist in Charge of the Bismarck National Weather Service with new and enlarged offices located southwest of the Bismarck Terminal building. The Bismarck Weather Bureau office has been expanded by the addition of 6 additional personnel to staff the newly organized Weather Forecast Office for N.D. Herman Stormal is Assistant to the Meteorologist in charge.

The Bismarck Weather Center will originate or be responsible for all official weather forecasts and warnings for the entire state, as well as for the Bismarck-Mandan vicinity.

Aviation weather services, including weather forecasts and briefing will be provided. A new long-range radar has been commissioned at the Bismarck Weather Bureau and provides the means for realization of a new dimension in N.D. Weather Service. The area that can be covered includes most of N.D. and parts of several adjoining states.

The Bismarck National Weather Service office will be particularly concerned with severe weather, such as tornadoes, heavy rain, hail and snow, blizzards and conditions conducive to river flooding. Bismarck is now the River District Office for the Missouri and James River and their tributaries and will also provide flood warnings and river forecasts. The new Bismarck Weather Center will be officially dedicated on August 11, 1973 at 10:00 a.m. with a dedication ceremony.

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