FARGO-MOORHEAD CENTENNIAL WEEK TO BE KICKED OFF WITH BLUE ANGELS, NAVY AND MARINE CORP. PRECISION FLYING TEAM PERFORMANCE THIS SATURDAY AND SUNDAY, JUNE 21ST AND 22ND

Fargo-Moorhead is gearing up to handle 20,000 to 30,000 people who are expected to be on hand to view one of the largest air shows in the area this Saturday and Sunday, the 21st and 22nd. A Centennial parade is to be held Saturday morning June 21st in the downtown Fargo area and the Airport is to be closed to automobile traffic with the exception of airline ticket holders. Spectators will be asked to park in designated points in the airport area and will then be transported by shuttle busses to the viewing sites in front of the National Guard Hangars.

The Blue Angels precision flying team will be arriving in Fargo on Thursday, the 19th and will make a preview flight on June 20th.

The Blue Angels first organized 25 years ago, number 14 officers and 74 enlisted personnel. Seven jet pilots and an alternating enlisted crew of 25 men will be in Fargo. They will bring 10 A-4 Skyhawk II aircraft, plus a Lockheed KC-130 Hercules transport plane, known affectionately as "Fat Albert".

A typical Blue Angel flight demonstration consists of six jet aircraft which perform a prescribed sequence of maneuvers. They will be seen in three components: a diamond of four aircraft, two solo aircraft that oppose each other along the line of flight and all six aircraft in a delta formation.

Commander of the Blues is Flight Leader Tony Less, a native of Salem, Ohio. He has been a member of the U.S. Navy since 1959. Less resides in Pensacola, Fla., home of the Angels.

Two other world-famous units, the Silver Eagles, a helicopter precision demonstration team, and the U.S. Army Golden Knights, a parachute jump team, also will perform during the two day event.

Delayed parachute jumps and other parachute demonstrations will be offered by the Army's Golden Knights. The Silver Eagles helicopter team also will present their low level maneuvers during the three hour program.

For the flying public, Hector Field will be closed during the hours of noon 1200 to 1250 CST and 2:00 to 3:00 p.m. CST on both days to air traffic, according to Dervin Hammond, the tower chief at Hector. Pilots are requested to contact Fargo approach ZONN out on 119.8 or 118.95 for any additional information and vectoring.

** AVIATION MECHANIC SEMINAR WELL ATTENDED **

With upwards of 70 people attending a 2½ day Mechanics Seminar in Bismarck's Holiday Inn recently, plans are already in the making for a repeat in 1976.

The seminar provided information of new products and services available, explanations of problem areas, and discussions geared toward improved services and communications.

Technical Representatives of various companies supplied the latest industry know how and were very informative and well versed in their fields. Chuck Maddox, of Van Dusen Supply was very instrumental in the securing of the speakers and representatives of the participating companies. Those in attendance overwhelming voiced the need to continue the seminars; and named a committee of 3 to make plans for 1976. Names were Gordon Person, Manager and part owner of Dakota Aero-Tech, Inc. of Fargo; Frank Argenzano, Chief Mechanic of the University of North Dakota Aviation Department and Vernon H. Baltzer of the North Dakota Aeronautics Commission.

March 2nd, 3rd and 4th, 1976 were selected as the dates and Bismarck was selected as the most logical location for the Seminar.

** AERONAUTICS COMMISSION HAS MOVED TO NEW QUARTERS **

The North Dakota Aeronautics Commission has moved into the south half of the new Bismarck Municipal Airport General Aviation terminal. The general aviation terminal also houses the Airport Manager's office plus the line refueling quarters and is one of the finest in the North Central Plains, according to Raymond W. Heinemeyer, Manager. The public is invited to drop in and inspect the new offices.
WATFORD CITY FLY-IN BREAKFAST, AIRPORT DEDICATION AND AIRSHOW

A fly-in breakfast is planned at Watford City, North Dakota Airport on June 22, 1975. Along with the breakfast, a full day of aviation events and activities is scheduled. There will also be a brief ceremony to dedicate the Watford City Municipal Airport. Guest speaker will be Jack Daniels of Williston, according to John Heggen of Watford City, Committee Chairman.

Several other events are planned and prizes will be given away. Among the events planned are a spot landing contest for all visiting pilots. The landing must be executed on the initial approach. The runway will be marked and judges will be on hand to measure. A prize will be given. A prize will also be given for the visiting pilot coming the longest distance.

Movies will be shown throughout the day. There will be an air show and a remote controlled model plane demonstration. Rides will be offered and airplane dealers will be invited to come in and display aircraft. We are also hopeful that there will be a few home built and antique aircraft to view.

Everyone is invited to come for the breakfast to be served from 6 a.m. to 1 p.m. Come by car, plane, bike, horseback or on foot. Tickets will be sold for the breakfast and a door prize will be given away in conjunction with the breakfast tickets.

A special invitation is hereby issued to flying farmers and fixed base operators as well as all private and commercial pilots.

A schedule of events is as follows:
6 A.M. to 1 P.M. — — Fly-in Breakfast (Pancakes and Sausage served by a lot of good local people)

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<td>1:30 P.M.</td>
<td>Dedication Ceremony (Jack K. Daniels, Speaker)</td>
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<td>2:00 P.M.</td>
<td>Airport closed and Air Show featuring Al Pletsch and his Star Duster</td>
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<tr>
<td>4:00 P.M.</td>
<td>Model Plane Demonstration</td>
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Rides All Day - In the event that the weather does not cooperate, the events will be held one week later on June 29, 1975.

Call John Heggen of Watford City for further information at 842-3742, 842-2311 or 842-3265.

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IMPORTANT REMINDER TO AIRPORT MANAGERS AND AUTHORITY CHAIRMEN

With ample June moisture, grass is growing at a tremendous rate and within the next 5 days or preferably sooner, it should be cut. The temptation is great, especially on the part of farmers that have leased the haying rights to obtain as much hay as possible by deferring mowing. Managers and chairmen are reminded that serious accidents can be the result of tall grass and that airports notwithstanding other thinking, are primarily designed as a facility for the safe landing of aircraft. Let's get that grass cut.

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Culver City, Calif. — In an effort to expedite the approval process for NBC Universal, the Federal Aviation Administration (FAA) has issued a Notice of Proposed Rulemaking (NPRM) for the 2009-2010 air traffic control (ATC) program.

The NPRM, which was released on Thursday, includes a proposal to implement a new system for the management of air traffic in the Western U.S. The system, known as the Western Airway System (WAS), is designed to improve the efficiency and safety of air traffic operations in the region.

The WAS proposal includes a number of key features, including:

- A new air traffic control system for the Western U.S. that will be based on the latest technologies and practices
- A new approach to air traffic management that will allow for more efficient use of airspace
- A new set of procedures for handling complex air traffic situations
- A new set of rules and regulations for air traffic operators

The NPRM is expected to be issued for public comment in the coming months, with a final rule expected to be issued in early 2010.
A recent released report on a fatal midair collision between a New Jersey National Guard F-106 jet interceptor aircraft and a Piper PA-24-250 Comanche, which occurred near Saxis, Virginia at 2033 EDT on October 11, 1974 by the National Transportation Safety Board follows:

The National Transportation Safety Board today released its report that the four occupants of the Piper were killed and the aircraft destroyed; the F-106 returned to its base at Atlantic City, New Jersey without further difficulty.

The Safety Board determined that the probable cause of this collision accident was "the failure of the interceptor pilot to see and avoid a civil aircraft during a high-speed, low altitude, intercept training flight conducted in an area which included major north-south airways. Also contributing to this accident, "the Board said, "was the system which permitted an incompatible mix of traffic in controlled airspace which resulted in the probability of an inadvertent radar lock-on to a civil aircraft."

The privately owned Piper was on a visual flight plan from White Plains, New York to Georgetown, South Carolina. The pilot was receiving "radar following" from the en route Federal Aviation Administration air traffic control centers and contacted the FAA Washington Center while over Salisbury, Maryland at 2010:29.

At 2012:12 the Washington Center advised the Piper pilot "...you have traffic in your six o'clock position and five to seven miles southeast bound, indicated VFR below ten; he's slowly overtaking you" and the Piper pilot acknowledged and said we'll be looking out for our shoulder next." At 2032:07 Washington Center told the Piper pilot "he's in your eight o'clock position now and about five miles; he looks like he's gonna be off your left wing." There was no reply or further contact with the Piper and its radar return disappeared from the Washington radarscope.

The two F-106 military aircraft, Echo Lima 10 and Echo Lima 08, the latter involved in the collision, were both from the 177th Fighter Interceptor Group based at Atlantic City, New Jersey. They were conducting a low-level intercept training mission under control of the North American Defense Command (NORAD) facility at Fort Lee, Va. EL 08 was being vectored from a stern attack on its target aircraft EL 10, which was at 3,000 feet on a heading of 190 degrees. The NORAD controller was aware of the conflicting traffic (the Piper) and advised EL 10 and EL 08 of its location three times. "However," the Board said, "neither he nor the pilots suspended the intercept operation," and "the NORDAD controller cleared EL 08 for an attack with the conflicting traffic in the area.

Finally, the NORAD controller called the conflicting traffic at 250 degrees 4 miles from EL 08 and EL 10 when actually the F-106's were 9 miles apart and EL 08 was closing within 1 miles of the conflicting traffic. EL 10 acknowledged that he saw the traffic and apparently assessed it as no threat to him. However, EL 08 either did not see the Piper or saw it, returned to his intracockpit duties, and inadvertently locked on the civil aircraft rather than EL 10. This probability is substantiated by the fact that EL 08 climbed from the initial intercept altitude of 6,000 feet to the collision altitude of 8,500 feet, the cruising altitude of the Piper on Victor 1 alman.

A witness on the ground in Saxis, Virginia saw the jet aircraft approach and strike the small aircraft from the rear. After the collision, he saw the Piper fall straight down with its light on. The jet aircraft flew south-southeast, rolling and descending, and then proceeded back to its Atlantic City base.

The Safety Board pointed out that the conduct of low altitude radar intercept training in areas other than those designated constitutes an unwarranted risk to aviation safety because (1) airways are used heavily by IFR and VFR traffic; (2) high-speed flight maneuvers are involved in intercept operations; (3) Interceptor pilots have a heavy cockpit workload when tracking a target; and (4) apparently NORAD is unable to identify all aircraft in the area sufficiently to insure that their interceptors are separated from them.

As a result of this accident, the Safety Board on November 4, 1974, recommended that the Federal Aviation Administration, in coordination with the Department of Defense, "take positive action to assure that such low-level military intercept training operations are confined to designated restricted airspace."

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POINTER TO USE TO CONSERVE FUEL

The following 7 means to conserve fuel were recently pointed out to all known Beechcraft owners on record, in a letter by the Beech Aircraft Corporation. Since fuel continues to be a critical item, everyone should plan and operate in accordance with the best known procedures for fuel conservation and to this end, we are reprinting the points that Beech makes.

1. Plan your trip (cruise-decend) carefully to conserve fuel.
2. Use R-NAP for direct flights where possible.
3. Obtain your clearance prior to taxiing to point of departure.
4. Optimize scheduling & consolidate flights where possible (increase load factor).
5. Use simulators for training or conduct proficiency training on deadhead flights.
6. Make sure your aircraft is clean & in optimum operating condition.
7. Check FSS and choose altitudes to get best wind benefits on extended trips.  ***
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