THE WRIGHT BROTHERS COMMEMORATING THE 75TH ANNIVERSARY OF POWERED FLIGHT - DEC. 17, 1903

In 1900 Wilbur Wright said, "I am intending to start in a few days for a trip to the coast of North Carolina... for the purpose of making some experiments with a flying machine. It is my belief that flight is possible...."

In 1903 his brother Orville said, "Isn't it astonishing that all these secrets have been preserved for so many years just so we could discover them!"

The following chronological narrative explains to some extent as to how it happened.

1900: Sept. 13 - Oct. 23
On the dunes of Kitty-Hawk, where autumn winds sometimes blow steadily and where long stretches of sand might cushion a hard landing, Wilbur and Orville Wright began an adventure in 1900 that was to culminate 3 years later in man's first powered flight. During the 1890's the Wright's interest in flying had been stimulated by stories of manned glider flights. The brothers were developing their own theories about flight and had even begun experimenting with gliders themselves. They soon realized, however, that they must fly their glider if anything was to be proved and that they must teach themselves how to control and fly an aircraft.

Weather conditions around their hometown of Dayton, Ohio, weren't always suitable, so they studied national Weather Bureau records and chose Kitty Hawk.

Much to the wonder of the local residents there, these two young men spent the windy fall days of 1900 flying their glider as a kite, learning of its ways and finally, gliding aboard the craft, lying prone on the lower wing.

1901 - July 10 - August 20 Anxious to begin tests with a larger glider, the Wrights again left Dayton for the Outer Banks. They set up camp near the largest of the Kill Devil Hills and began several hundred glides they were to make that season from the slopes of Kill Devil Hill and West Hill.

But their 1901 glider didn't perform nearly as well as expected. The Wrights had based their theories on incorrect aeronautical data compiled by other people. To satisfy their doubts, they conducted extensive experiments that winter in Dayton, collecting statistics of their own. Armed with these, they confidently planned for a still larger glider the next fall.

1902 - August 28 - October 28: The Wright brothers went back to Kill Devil Hills in late August. But it was not until September 19, after many frustrating delays and exasperating problems, that their new glider was finally assembled. It was in this new craft that the Wrights made nearly 1,000 flights and achieved the most successful glider testing in history. They had learned how to build and how to control an aircraft.

Already they were making plans for next year when they would add a small gasoline engine and propellers to power a new craft.
AERONAUTICS COMMISSION PAYS PREVIOUSLY ALLOTTED GRANTS:

The North Dakota Aeronautics Commission has paid airport grants totaling $25,100 to two airports for paying part of the costs of improvements and purchase of land.

Rolla Municipal airport received $20,000 for paving runway, taxiway and apron and for land purchase. Cooperstown received $5,100 for airport drainage and sanitary facilities.

FLYING FARMERS ELECT OFFICERS:

The North Dakota Flying Farmers Association elected a new slate of officers and crowned a queen at its annual convention held in Grand Forks last month.

Don Berge, Northwood was elected President; Jim Miller, Mapleton Vice President and Mrs. Leeanne Berge, Northwood was crowned N.D. Flying Farmer Queen.

Officials reelected for another term include Mrs. Pat Hoggarth, Courtenay, Treasurer and Harold Vavra, Bismarck as Secretary. The Flying Farmers named Mr. and Mrs. Arlyn Kraft of Mapleton as North Dakota Flying Farmer Man and Woman of the year.

Teen officers elected were Ron Jenson, Reynolds, President; David Day, Moffit, Vice President and Gale Kraft, Mapleton, Secretary.

Over 150 Flying Farmers attended the two day convention from eight states and three provinces of Canada.

THE NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION TO SPONSOR A STATE LEVEL GENERAL AVIATION MECHANIC SAFETY AWARD PROGRAM:

In word received from Frank Argenziano, President of the N.D. Professional Aviation Mechanics Association, that the program will be open to all Airframe and Powerplant mechanics, Avionics technicians, and Repairmen in the State of North Dakota who are active in the field of aviation main- tenance. Entry instructions will be distributed soon and all eligible persons are encouraged to enter. An award of considerable value will be presented to the winner at the Fifth Annual Aviation Maintenance Seminar to be held March 6, 7 and 8, 1979 at the Kirkwood Motor Inn, Bismarck, N.D. This is your opportunity to enter your contribution or enter someone you know who has made a worthwhile contribution to aviation safety during 1978. Above all, don't be bashful about entering, the award will make it worth your time and effort.

CHICAGOLAND GLIDER COUNCIL TO HOST ANNUAL CONVENTION FOR THE SOARING SOCIETY OF AMERICA:

The Chicagoland Glider Council has set its Soaring Society of America Convention for January 31 through February 3, 1979 at the Hyatt Regency O'Hare, near O'Hare Airport in Chicago.

More than 2000 aviation enthusiasts are expected to attend the meetings and exhibition. Featured speakers and their topics include Fred Arndt - Contest Management, Bill Holbrook - Flight Preparation, Dick Johnson - Flight Testing, Chuck McKinnie - Instructor Workshop, Neal Ridener - Cross Country, and Dick Schreder - Homebuilding. Twenty-five Sailplanes and related equipment will be on display at the adjacent O'Hare International Trade and Exposition Center.

Everyone interested in Soaring is invited to attend. For information or registration contact: Rudy Kunda, 3029 Mason, Chicago, Ill. 60634.

LIABILITY IN WIRE STRIKE CASES:

A couple of years ago, we did a short article wherein we pointed out some cases in law in which utility owners were being held liable at least in part for damages to aircraft sustained as a result of wire strikes. The April issue of the World of Agricultural Aviation carries an article which cites several more cases wherein the utility companies have been held liable by the courts in such cases.

Up until very recent years, most courts held that the pilot was virtually always responsible for such accidents and virtually always exonerated the utility companies even in cases where the wires were unmarked. Among the cases presented in the WAA journal is one where the poles were bright- ly marked but where vegetation had been allowed to grow obscuring the marked poles. The utility company was ruled liable.

It seemingly is making little difference to the courts whether or not the pilot was flying below 500 feet. The issues seem to revolve about just how visible the wires and poles are, whether or not they are in an area normally used by aircraft and whether there have been earlier inci- dents in which the same wires have caused accidents or damage to aircraft.

The cases cited are often complex in nature. It surely does appear
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Liability in Wire Strike Cases - continued

(Also Accident Newsletter)
PRESIDENT CARTER SIGNED AIRLINE REGULATORY REFORM BILL

With the signing of the Airline Regulatory Reform Bill recently, some interesting sections of the bill are that it will prohibit FAA under DOT from collecting "any fee, charge or price for any approved test, authorization, certificate, permit, registration, conveyance or rating," relating to any aspect of aviation that is in excess of prices charged in 1973, unless all such charges, fees or prices are changed by Congress. (See Note) It also calls for ending the CAB agency in 1985. The new bill also established a new subsidy system that will make commuter air carriers eligible for subsidies based on the needs of individual communities. The commuters would also be eligible for equipment loan guarantees up to $100 million for the whole system.

NOTE: FAA would also be prohibited from part-timing any flight service station unless it has the approval of the House & Senate Appropriations Committee first, under an order which was included in a conference report on DOT appropriations legislation.

** ** **

WIND-ALTIMETER-VOICE EQUIPMENT (WAVE) TO BE TESTED BY FAA

Frederick, Md. has been chosen as the site to test FAA's new low cost $15,000 system that will give the wind altimeter and favored runway once each minute via automated voice over the VOR. Such a system could lower minimums at such points as Williston and Devils Lake, N.D., since the altimeter settings now come from Minot and Grand Forks, N.D. respectively.

** ** **

TUCSON ATTORNEY MAY REPLACE KAHN

Word is that a Tucson Attorney Marvin Cohen, who was recently sworn in as the newest CAB member, is considered the number one candidate for Chairman of the CAB Board, now that Alfred Kahn, the former Chairman, has moved over to the White House as head of the (anti-inflation) Price Stabilization Board.

** ** **

AIRPORT CONSTRUCTION STATUS

NAPOLEON: Work has been suspended on the final construction at Napoleon of a 60' X 2800' NW-SE runway; 30' X 200' connecting taxiway and 80' X 120' ramp because of warmer temperatures required to place the armor seal. This NW-SE runway can be used at the discretion of the pilot, although no plans have been made to have snow removal this winter on the NW-SE. The E-W turf runway will have snow removal but if any doubt exists, call Anton Welder, Chairman of the Airport Authority at 754-2812.

GARRISON: Asphalt work has been completed on a new NW-SE 60' X 3050' runway, also on the connecting taxiway to a 150' X 300 ramp, as well as on the roads associated with the connecting industrial airpark site. Marking and the asphalt seal coat will be completed next spring. Power lines obstructions 3 and 21 will be removed soon. The airport will be open to pilots' discretion after November 15th. The turf runway 3-21 can also be used at pilots' discretion, but again, extreme caution is advised after a rain, as the turf is not established on the shoulders of the pavement crossing. So if you know your 35 foot over obstacle distance, speed, technique and exercise your pilots' discretion, the airport is available after the 15th of Nov. The facility is ½ mile west of the city. We advise that you call Leo Cunningham, Chairman of the Airport Authority at 463-2236 if you have any questions.

ROLLA: The Rolla Municipal Airport was completed in October and is open to the public. It consists of a newly graded and asphalted 14-32, 60' X 3200' runway with a 20' X 690' connecting taxiway and a 150' X 260' ramp. A WSW-ENE 200' turf landing area is also available. 14-32 is lighted and this airport is plowed all winter. Thanks to the dedication of airport manager Leon Heck and some able assistance of Myron and Herbert Good.

ENDERLIN: Grading has been completed on a NW-SE 12-30 turf landing area of 150' X 300' and a crosswind turf landing area of 100 X 2321' of NE-SW-4-22. The airport is open to pilot's discretion and caution is advised because of the turf not being firmly established. The surface can also be muddy after rains. A short section of the old NW-SE landing strip has been retained for use in such conditions. The newly graded NW-SE is lighted.

DICKINSON: Earthwork has been completed on the reorientation of the 14-32, 75' X 5200' main runway and 4' of asphalt has been placed. Asphalt work has been halted this construction season and the remaining 2' lift will be placed next spring. Runways 14-32 and 17-35 are lighted and 14-32 will be opened in early November for use at pilots' discretion. Runway 17-35 has remained open during the entire construction work.
Bob Wood, President of the N.D. Aviation Association announced that its 1979 annual convention will be held at Bismarck, January 18, 19 and 20th, at the Kirkwood Motor Inn.

Registration will begin at 11:00 a.m. on the 18th and continue to 5:00 p.m. that day. The agenda calls for meetings to begin at 1:00 p.m. on the 18th. Reservations for rooms should be made as soon as possible, since the room situation at Bismarck is extremely tight at all times, and will be especially so because of the Legislature being in session. When making the reservation, be sure to specify that you are attending the NDAA Convention.

** AIRPORT-AIRWAYS TRUST FUND STATUS **

As of 31 August, 1978, the balance at the end of the period was a total of $3,790,857,059.13 in the Airport Airways Trust Fund. It seems paradoxical that, while a shortage of funds plagues general aviation construction, the aviation trust fund continues to grow and grow, and the Office of Management and Budget (OMB) through both the past and present administration, continues to oppose increased spending of the trust fund as inflationary. As an example, Economic Development Administration (EDA) funds taken from the General Fund as versus trust fund money, totaled over 30 million for North Dakota the past year as against ½ of a million for general aviation money. To put the drought of General Aviation monies in a more striking contrast, the 30 million of EDA money for North Dakota is nearly half the 68 million allotted for GA airports in the entire 50 states.

** NEW FAA PART 135 AIR TAXI REGULATIONS AND SCHEDULED MEETINGS **

The Federal Aviation Administration has adopted new Part 135 Air Taxi regulations for all air taxi commercial operators (ATCO), which were published in their final form in the October 10, 1978 issue of the Federal Register involving 70 pages.

In North Dakota there are a total of 32 air taxi certificate holders of which 22 employ pilots; 9 are single plane owners and operators and 1 falls under the commuter category.

The Fargo General Aviation District Office (GADO) announced that it plans to hold 4 meetings in the state to explain the new Part 135 rule changes, which are scheduled as follow:

<table>
<thead>
<tr>
<th>City</th>
<th>Location of Meeting</th>
<th>Date and Time</th>
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<tbody>
<tr>
<td>Bismarck</td>
<td>Aeronautics Commission Conference Room, Bismarck Airport</td>
<td>November 28 – 8:30 a.m. to 4:00 p.m. for ATCO certificate holders who employ pilots</td>
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<tr>
<td>Bismarck</td>
<td>Same location as above</td>
<td>November 29th – 8:10 a.m. to 2:00 p.m. for ATCO certificate holders who are one plane - one pilot operators</td>
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<tr>
<td>Fargo</td>
<td>Hector Airport - Conference Room in second floor of terminal bldg.</td>
<td>December 1 from 8:30 a.m. to 4:00 p.m.</td>
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<tr>
<td>Grand Forks</td>
<td>Grand Forks International Airport in Minnesota pilots operation to 4:00 p.m.</td>
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Following these meetings and well before February 1st, the FAA GADO plans to arrange individual pre-application meetings with each individual air taxi certificate holder to discuss with each operator at his city the following:

1. The February 1, 1979 deadline for each ATCO certificate holder to file an application with FAA Fargo for a new ATCO certificate and a letter of intent to qualify for a new certificate. With the letter, each ATCO certificate holder will be asked to state in such letter, the target date that he will present to the FAA his new operations specification and Manual. The contents of these documents will be discussed with the individual certificate holder at the individual meetings. Also the application letter due before February lat, 1979, should show a target date when each ATCO certificate holder is ready for a certificate inspection.

Your present ATCO FAA certificate will expire February 1, 1979, if an application for a new certificate is not made before February 1, 1979. Once application is made, your existing air taxi certificate and operations specifications remain in effect until the new ATCO certificate is issued, but not later than August 1, 1979.

** FOR SALE: ** 1947 – 85 Aeronca Champ; 1967 Cessna 172, 1300 TT A&E. Contact Jay B. Lindquist, Hettinger, N.D. 58639 or call 701-567-2069