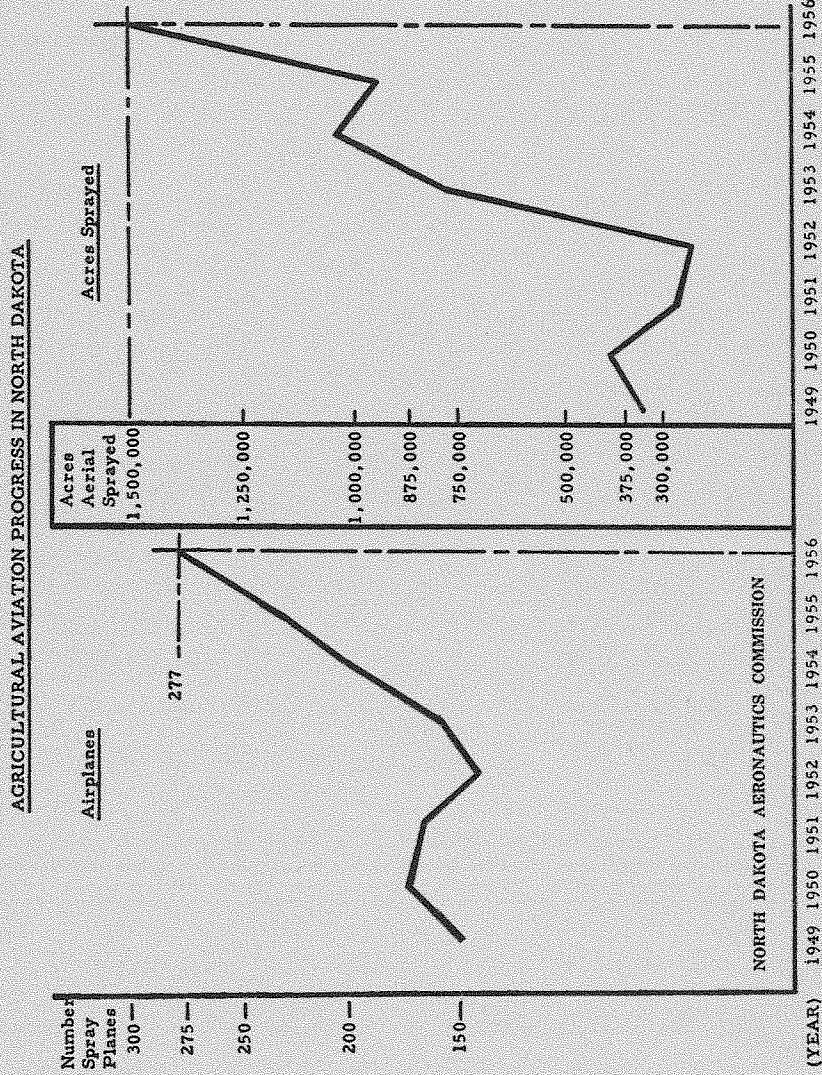


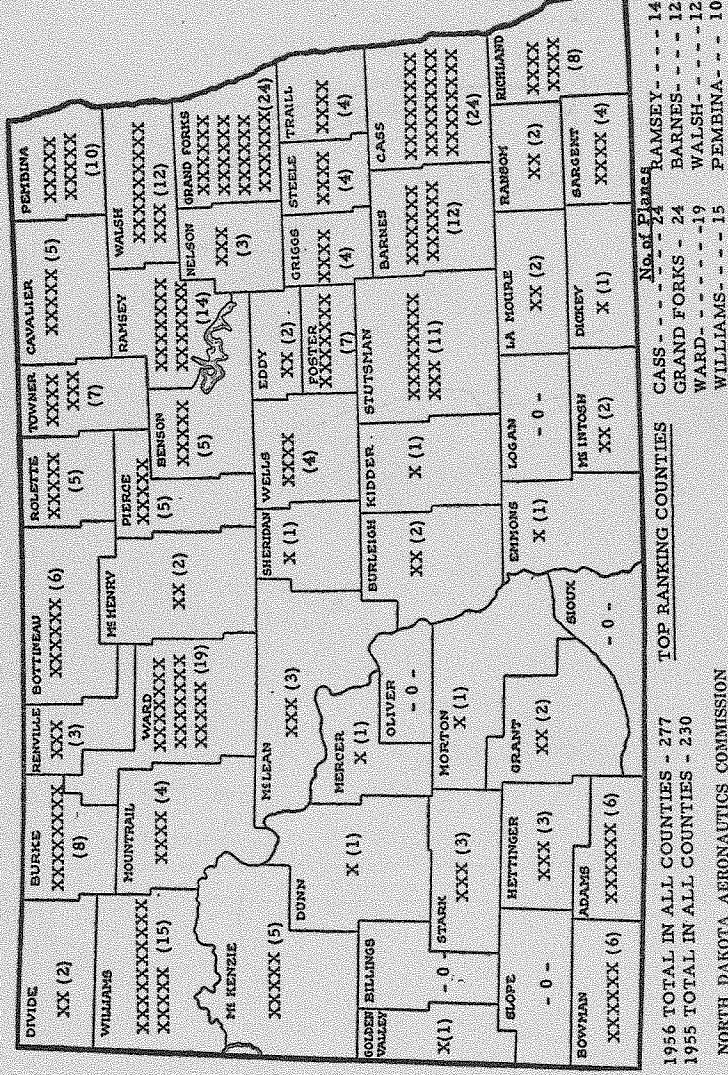
POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
State Capitol
Bismarck, North Dakota
December 4, 1956

NORTH DAKOTA AVIATION NEWSLETTER



NUMBER AERIAL CROP SPRAYING AIRPLANES LICENSED BY COUNTIES
- 1956 -

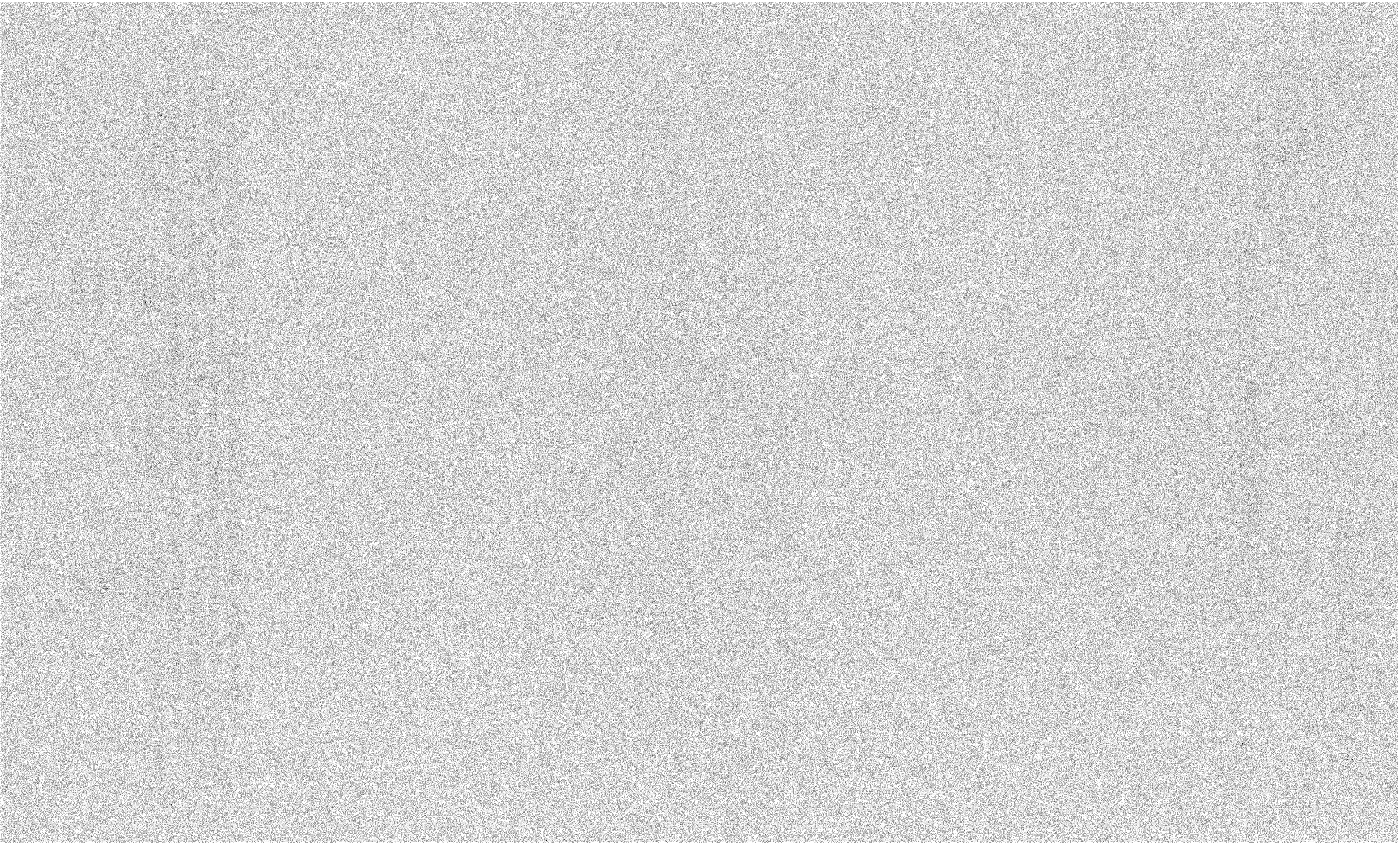


The above charts show agricultural aviation progress in North Dakota from 1949 to 1956. It is interesting to note, in the eight year period, the number of aircraft utilized increased 85% while the number of acres aerial sprayed jumped 400%

The aerial spraying fatal accident rate has shown some increase with increased volume as follows:

FATALITIES	YEAR	FATALITIES	YEAR	FATALITIES
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volume as follows:	<u>YEAR</u>	<u>FATALITIES</u>	<u>YEAR</u>	<u>FATALITIES</u>
	1949	1	1953	0
	1950	0	1954	0
	1951	1	1955	1
	1952	0	1956	2



CIVIL AIR PATROL PLANS FLIGHT TRAINING PROGRAM

Major General Walter Agee, CAP National Commander, told the NATA (National Aviation Trades Association) convention on November 3rd, that legislation and appropriation will be requested in the next Congress to provide flight training to qualified graduates of CAP's aviation education curriculum.

The program calls for private pilot course (35 to 42 hours) to be given by "fixed base" operators. Plans contemplate first year program to be limited to CAP Southwest Region (Miss. -Ark. -La. -Texas-Ariz. -N.M., and Okla) 2nd year program will be expanded to include all U.S. and Territories. Ultimate goal, 10,000 CAP flight training scholarships a year--providing approximately \$5 million new flight training business each year.

ROTC FLIGHT TRAINING PROGRAM

Congress in passing the ROTC Flight Training Bill has authorized 35 hours flight training per ROTC cadet in ROTC programs of the Army, Navy and Air Force.

The Air Force ROTC program will include a total of 6,660 cadets, 5,500 of which will be flight-qualified when the program is fully implemented. The Air Force has ROTC units in approximately 200 colleges; however, it is planned to initiate training in less than 50 of these units during the coming year (about 1,600 cadets). The program will be gradually expanded over a four-year period to include all institutions capable of providing flying training.

The Army expects to initiate training in ROTC units on a rather small scale (about 350) during fiscal 1957, with the program later expanded to 800 cadets annually.

Estimated annual cost of the Air Force and Army programs is \$2,180,000; however, this estimate is based on a cost of \$12.30 per flying hour (Air Force) and \$13.00 for Army. It was pointed out during the committee hearings that these estimates had been prepared approximately two years ago, and it was recognized that costs had increased since that time. The flight instruction will be contracted to "local fixed base operators".

NORTH DAKOTA AVIATION OPERATORS TO HOLD ANNUAL MEETING JAN. 15th

D. R. Strand, President of the North Dakota Aviation Operators Association, has announced that the annual meeting of the Association will be held at Bismarck, January 15th. Election of Officers and other business will be transacted.

1,255 ACTIVE PILOTS REGISTERED WITH COMMISSION IN 1956

A total of 1,255 pilots have registered with the Aeronautics Commission so far in 1956 compared with 1,118 at the same time last year.

In this column we will accept a limited number of FOR SALE AND WANTED TO BUY ITEMS.

WANTED TO BUY: For cash, 1940 or 1941 J-3 Cub, need not be licensed but must be in ferrying condition. Contact Chris J. Jessen, 102 - 10th Street, S.E., Jamestown, North Dakota.

HETTINGER AND LINTON GET AIRPORT BEACON LIGHTS

The federal airway beacon light formerly located west of Mandan and the beacon light located 15 miles east of Linton have been decommissioned and the beacon units transferred to the cities of Hettinger and Linton, according to the

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of a people who have grown from a small colony of English settlers to a great nation of free men and women. It is a story of the struggles and triumphs of a people who have built a nation of freedom and justice for all.

The story begins with the first English settlers who came to the New World in 1607. They found a land of great beauty and potential, but also a land of great hardship. They had to fight for their survival against the elements and the native Americans. Yet, they persevered and built a colony that would become the first of many.

THE STRUGGLE FOR INDEPENDENCE

The struggle for independence was a long and hard one. The colonists fought for their rights against the British government, who saw them as a threat to their power. The war was fought on many fronts, and the colonists were often outnumbered. Yet, they were determined to win their freedom, and they did so in 1776.

The new nation was born, but it was not without its problems. The government was weak, and the states were often at odds with each other. It was a time of great uncertainty and challenge, but the people were determined to build a nation of their own.

The next chapter in the history of the United States is the story of the westward expansion. The people wanted to move west, to the land of opportunity. They fought for the right to do so, and they won. The west was opened up to them, and they built a new life for themselves in a new land.

THE CIVIL WAR AND RECONSTRUCTION

The civil war was a great tragedy, a war that tore the nation apart. It was fought over the issue of slavery, and it was a war that cost the lives of millions of people. Yet, it was a war that was necessary to preserve the Union and to free the slaves.

Reconstruction was a time of great change and challenge. The nation was trying to rebuild itself after the war, and it was a time of great uncertainty. Yet, the people were determined to build a new nation, one that was more just and more free than the one that had been destroyed.

THE GROWTH OF THE NATION

The growth of the nation was a story of great achievement. The United States became a world power, a nation that was respected and feared. It was a story of the people who had built a nation of freedom and justice for all, and it was a story that would inspire generations to come.

HETTINGER AND LINTON GET AIRPORT BEACON LIGHTS (Cont'd)

North Dakota Aeronautics Commission. Hettinger received the Mandan beacon and Linton, the airway beacon located near St. Michael.

Hettinger has installed runway lights at the Hettinger Municipal Airport, while Linton has installed green end of runway marker lights along with reflector runway markers.

The North Dakota Aeronautics Commission arranged for the transfer of the equipment from the federal government to the respective cities. The beacons will become operative at both Hettinger and Linton as soon as suitable supporting towers may be erected.

PARSHALL INSTALLS LOW COST RUNWAY LIGHTS

Parshall, North Dakota has installed low cost runway lights on the North-South runway. Lester Dirks, a local pilot spearheaded the project there. Other local businessmen donated equipment to complete the job, including Mr. Holmen of the Ford Garage who made available ditching and blading equipment for the installation.

The runway cable was placed from twelve to fourteen inches below the surface of the ground. All connectors were soldered in place, rubber taped and triple dipped in hot tar before being covered. The lights are mounted on a two-piece, one inch metal conduit stake with a soft pine breakoff member between. The total layout included sixteen white marker lights, four amber halfway lights, twelve green threshold lights and four red obstruction lights on the fence. The total runway length between threshold lights is 2,035 ft. A sheet of heavy tarred felt covered with marble-sized gravel under each light was installed to prevent grass from growing around the light.

A runway layout drawing was prepared for the project by the state aeronautics commission.

ANNUAL INSPECTION OF AIRCRAFT REPLACED BY PERIODIC INSPECTION

Aircraft owners can now exchange airworthiness certificates, formerly issued yearly, for certificates of indefinite duration and thereafter maintain their planes to revised inspection standards.

The annual inspection has been eliminated. In its place, all aircraft will be required to have a Periodic Inspection conducted at least every 12 calendar months by an authorized mechanic; unless, the aircraft is operated under the continuous maintenance system which may be done by an authorized mechanic.

The Periodic Inspection is in addition to the 100-hour inspections required for aircraft operated for hire.

Owners holding unexpired certificates may exchange them for a new certificate at any CAA District Office. If the plane is not flown in the interval, the exchange may be made by mail. If an owner allows his airworthiness certificate to expire, it will be necessary for an Aviation Safety Agent to inspect the aircraft prior to issuing a new one.

Unexpired Airworthiness Certificates may be exchanged by presenting them to your Aviation Safety Agent at either Bismarck or Fargo, N. D.

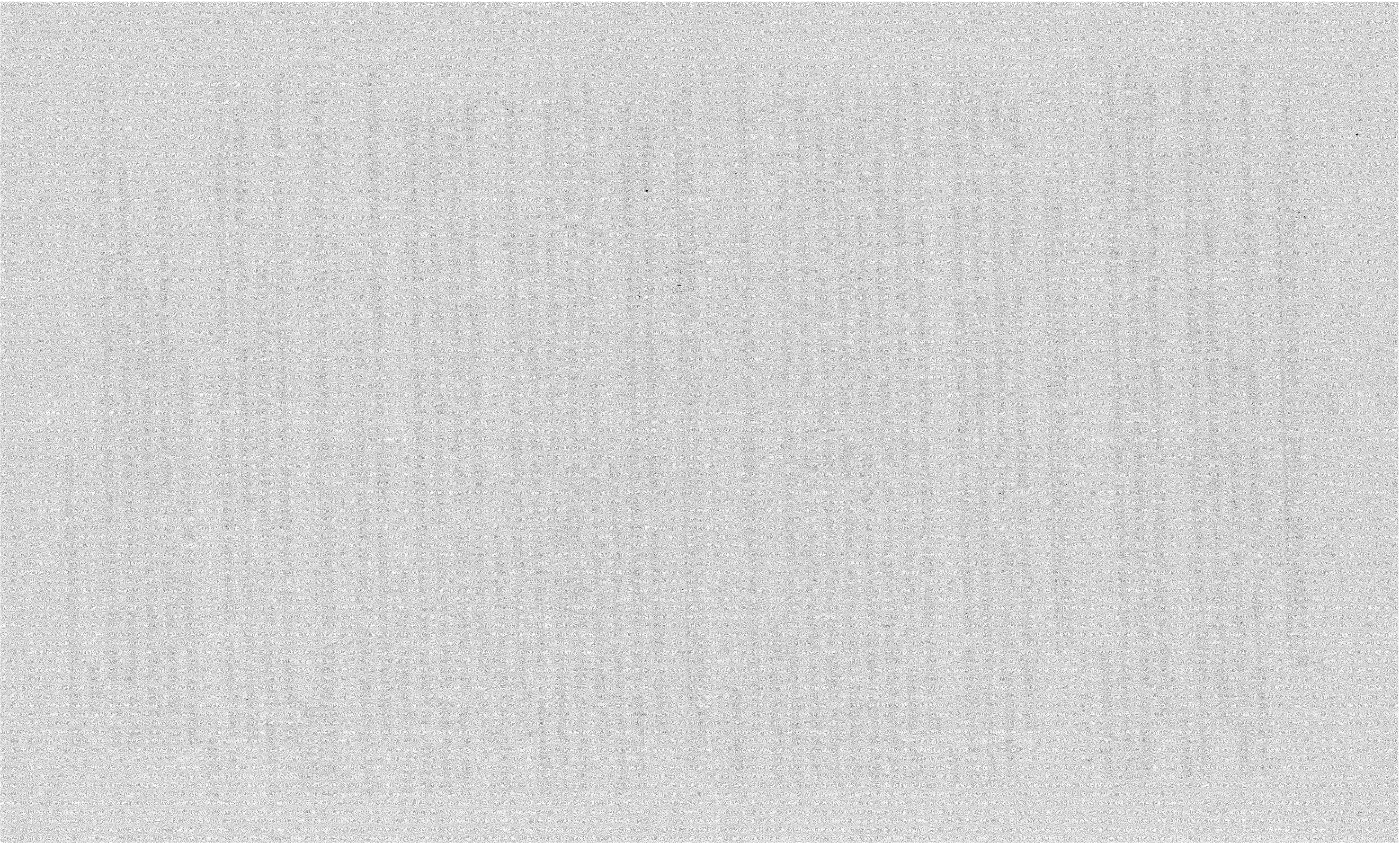
NORTH CENTRAL WEED CONTROL CONFERENCE AT CHICAGO DECEMBER 10 THRU 12th

The North Central Weed Control Conference will be held this year at the Hotel Sherman, Chicago, Ill., December 10 through December 12th.

The three-day conference covers all phases of weed control in the United States and Canada. Numerous North Dakota aerial sprayers have attended from time to time.

Some of the subjects to be discussed include:

- (1) Effect of MCP and 2,4-D upon legume seedlings and hay yield.
- (2) The influence of a cross wind on spray application.
- (3) An appraisal of losses in grain fields caused by weed competition.
- (4) The effect of several chemicals for the control of wild oats in cereal crops & flax.
- (5) Selective weed control in corn.



NORTH CENTRAL WEED CONTROL CONFERENCE AT CHICAGO (Cont'd)

- (6) 2,4-D and MCP compared in controlling weeds in grain crops.
- (7) Simazim and other related triazine compounds as pre-emergence herbicides.
- (8) Weed control in sugar beets.
- (9) Damage to tomatoes from 2,4-D.

E. A. Helgeson, Chairman, Department of Botany of the North Dakota Agricultural College, Fargo, North Dakota, is the President of the organization this year.

NORTH DAKOTA FLYING FARMERS HOLD MEDORA FLY-IN AND TOUR

About 35 North Dakota Flying Farmers and friends met at the Richard Swenson Airport on Sunday, September 30th. After a short visit at the Swenson Farm, coffee and doughnuts, the group flew to the Medora Airport, getting a good view of the badlands while enroute.

A group of autos met the group at Medora, and took the Flying Farmers to the Burning Coal Mine, which is located in the Theodore Roosevelt Park. Here the group had a picnic dinner using the heat from the burning coal to cook weiners and coffee.

Chester Brooks, the park historian gave a short talk on the history of the Park. He said the Park Personnel are trying to restore the park area as much as is possible to its original state or as it was when Teddy Roosevelt ranched in this area in 1883.

Following dinner a visit was made to the historical Chateau DeMores. The House, now owned by the North Dakota Historical Society, was built by a French Nobleman Marquis DeMores. The furniture, dishes, clothes, saddles, guns and photos of the family are on exhibit. The Town of Medora was named in honor of his wife, the former Medora Hoffman. The DeMores lived in North Dakota at the same time as Teddy Rossevelt.

AERONAUTICS COMMISSION PAYS 52 COUNTY TREASURERS \$6,966.66

The North Dakota Aeronautics Commission on December 1st mailed checks to 52 County Treasurers for a total disbursement of \$6,966.66 which represents the counties' apportionment of the 1955 aircraft registration fees collected in the state. A total of 833 airplanes were licensed in North Dakota.

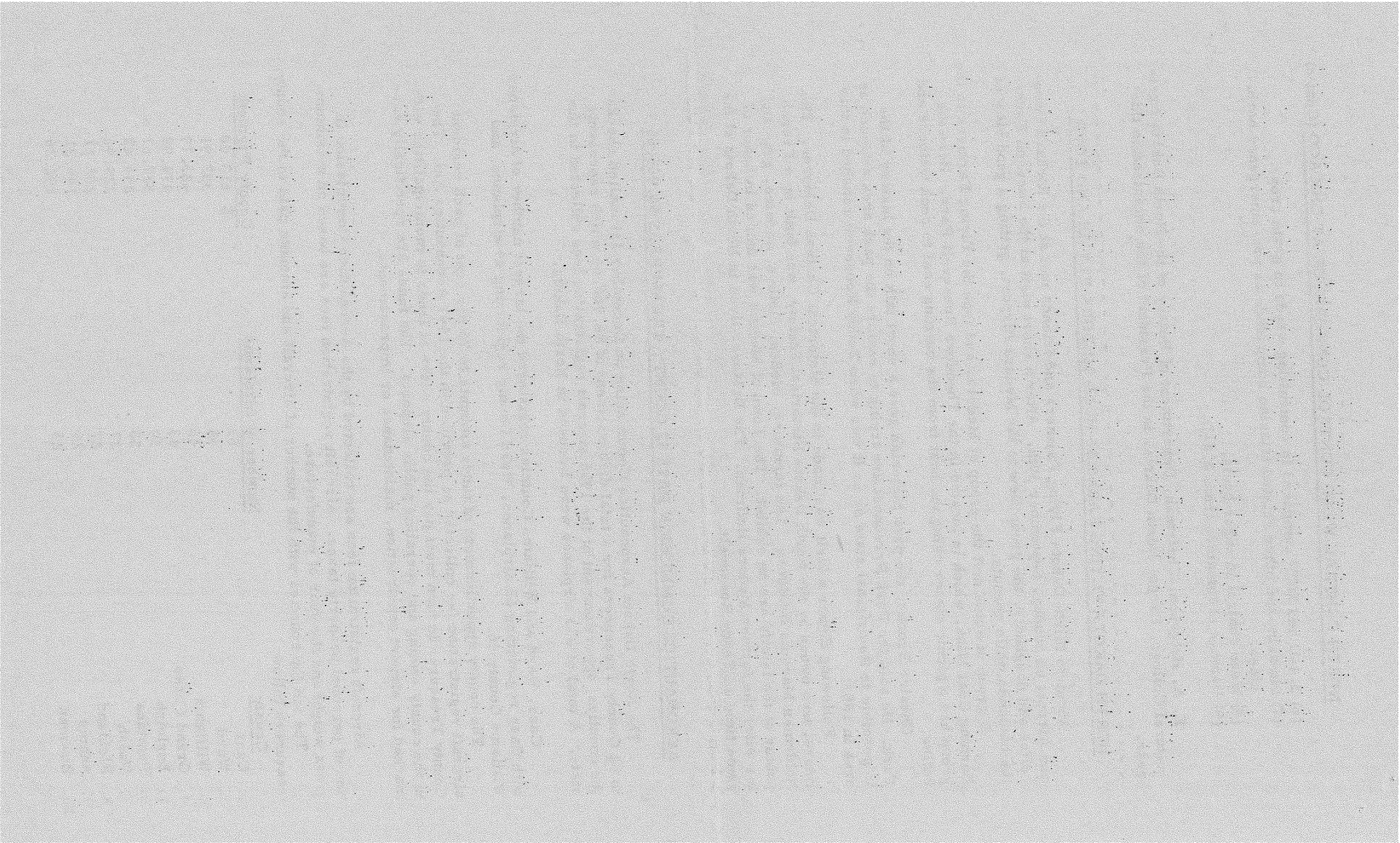
Cass, Ward and Williams Counties registered the largest number of airplanes with Cass registering 63 airplanes, Ward County registering 49 airplanes, and Williams County 46.

The county apportionment of funds amounts to 75 per cent of each resident aircraft registration fee collected as provided in the 1947 Aeronautics Act. The County Treasurer in turn must pay the county share of funds to municipalities within the county owning and operating public airports. The funds are specifically earmarked for airport construction, maintenance or improvements.

Aircraft registration fees are collected by the Aeronautics Commission in lieu of personal property taxes. Aircraft registration fees are based on maximum gross weight and the year of manufacture.

The ten top counties with the number of aircraft and amounts paid to the county treasurers follow:

County	Number of Airplanes	County Payment
1. Cass	63	\$ 613.40
2. Ward	49	382.91
3. Williams	46	423.79
4. Grand Forks	43	474.98
5. Burleigh	39	327.67
6. Pembina	30	254.42
7. Walsh	27	229.94
8. Richland	27	206.21
9. Adams	25	195.21
10. Bowman	23	192.26



NORTH DAKOTA AERONAUTICS COMMISSION
RECEIPTS AND DISTRIBUTION OF AIRCRAFT REGISTRATION FUNDS
January 1, 1955, ending December 31, 1955

County	Total for Distribution	County Share (75%)	State Share (25%)	No. of Planes	Out-of state Planes Included
Adams	\$ 260.28	\$ 195.21	\$ 65.07	25	5
Barnes	188.51	141.38	47.13	20	5
Benson	114.41	85.81	28.60	10	-
Billings	40.13	30.10	10.03	3	-
Bottineau	230.52	172.89	57.63	24	4
Bowman	256.35	192.26	64.09	23	-
Burke	118.39	88.79	29.60	9	-
Burleigh	436.89	327.67	109.22	39*	-
Cass	817.87	613.40	204.47	63**	1
Cavalier	79.72	59.79	19.93	8	-
Dickey	116.30	87.23	29.07	12	-
Divide	241.66	181.25	60.41	18	1
Dunn	56.27	42.20	14.07	5	-
Eddy	193.21	144.91	48.30	20	-
Emmons	109.91	82.43	27.48	10	-
Foster	95.66	71.75	23.91	9	1
Golden Valley	48.39	36.29	12.10	4	-
Grand Forks	633.30	474.98	158.32	43	5
Grant	80.28	60.21	20.07	7	1
Griggs	123.81	92.86	30.95	13	-
Hettinger	141.60	106.20	35.40	13	2
Kidder	136.67	102.50	34.17	12	-
LaMoure	78.77	59.08	19.69	6	-
Logan	17.82	13.37	4.45	2	-
McHenry	67.53	50.65	16.88	7	-
McIntosh	41.73	31.30	10.43	4	-
McKenzie	137.30	102.98	34.32	13	1
McLean	194.98	146.24	48.74	19	-
Mercer	70.33	52.75	17.58	7	-
Morton	153.62	115.22	38.40	16	-
Mountrail	228.85	171.64	57.21	23	-
Nelson	86.28	64.71	21.57	8	-
Oliver	26.26	19.70	6.56	3	-
Pembina	339.23	254.42	84.81	30	6
Pierce	117.05	87.79	29.26	12	-
Ramsey	104.98	78.74	26.24	9	-
Ransom	94.71	71.03	23.68	8	-
Renville	129.43	97.07	32.36	13	-
Richland	274.95	206.21	68.74	27	1
Rolette	116.29	87.22	29.07	11	-
Sargent	127.92	95.94	31.98	12	2
Sheridan	-	-	-	-	-
Sioux	37.52	28.14	9.38	4	-
Slope	60.02	45.02	15.00	6	-
Stark	153.05	114.79	38.26	14	-
Steele	86.77	65.08	21.69	10	-
Stutsman	249.82	187.37	62.45	20	1
Towner	144.16	108.12	36.04	14	-
Trail	151.44	113.58	37.86	14	1
Walsh	306.59	229.94	76.65	27	1
Ward	510.55	382.91	127.64	49	3
Wells	95.66	71.75	23.91	9	2
Williams	565.05	423.79	141.26	46	1
	\$ 9,288.79	\$ 6,966.66	\$2,322.13	833	39

* Includes 6 complimentary registration certificates issued to state agencies.
 **Includes 4 complimentary registration certificates issued to Civil Air Patrol.

