NORTH DAKOTA AVIATION NEWSLETTER

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AERIAL APPLICATOR SEMINARS SCHEDULED AT FARGO AND MINOT DURING MARCH
(March 17th at Fargo & March 19th at Minot)

The North Dakota Aeronautics Commission and the Extension Service of the North Dakota State University in cooperation with the Federal Aviation Agency, announced this week, the joint sponsorship of two Aerial Applicator Seminars to be held on March 17th at Fargo and March 19th at Minot, N.D. All interested aerial applicators from North Dakota and nearby Minnesota are invited to attend, according to Harold G. Vavra, director of the N.Dak. Aeronautics Commission.

The Fargo Aerial Applicator Seminar will begin at 9:30 a.m. on Tuesday, March 17th at the Gardner Hotel (Town Hall Room) and will continue to 5:00 p.m. Refreshments and a banquet will be served following the Seminar.

Warren Walkinshaw, Argusville and Wayne Turner, Arthur, are joint Chairmen for local arrangements for the Fargo Seminar.

The Minot Aerial Applicators Seminar will begin at 9:30 a.m. on Thursday, March 19th at the Clarence Parker Hotel (Silver Saddle Room) and will continue to 5:00 p.m. Refreshments and a banquet will be served following the Seminar. Kenton Bischke, Minot and Alfred C. Pietsch, Minot, are joint chairmen of the Minot event.

Sponsors of the lunches, refreshments and banquet will be announced at each Seminar.

Similar programs will be presented at both the Fargo and Minot events. The morning sessions will include the following speakers: Lester E. Severance, Fargo, Supervising Inspector FAA; Everett Dunkin, Fargo, FAA Maintenance Inspector on Part 8 aircraft; Silas Aarskaug, Fargo, Chief Combined Station-Tower (at Fargo Session); Alfred Bell, Bismarck, Chief of the Bismarck FAA Combined Station-Tower (at Minot Session); Harold G. Vavra, director of the State Aeronautics Commission and Vernon H. Baltzer, Assistant Director of the Commission.

The afternoon session will include the following speakers: Wayne Colberg, Extension Entomologist NDSU, Fargo, on the subject "Pesticidal Residues" & "Pest Control in Sugar Beets", John J. Zaylskie, Fargo, Forester NDSU Extension Service on subject of "Tree damage due to drift and Fuming-off of 2-4D chemicals"; Henry Kucera, Fargo, Agricultural Engineer, NDSU Extension Service on subject "Spray Patterns"; Harold Hansen, Farwest General Agency, Seattle, Wash., on Crop Spraying Insurance; Joe C. Brusse, Department of Aerospace Engineering, Texas A & M University, College Station, Texas, on subject "Aerodynamics of Spray Patterns and Joe Brown, Moorhead, Minn., Tech. representative of Spencer Chemical Co. on subject "Application of Carbyne for Wild Oat Control".

The banquet speaker at both the Fargo and Minot seminars is Dr. Raymond C. Bushland, Director of the Metabolism and Radiation Research Laboratory, United States Department of Agriculture, Fargo. He will speak on the subject "Sterile-male approach to insect control".

Dr. Bushland heads up the new multi-million dollar USDA research laboratory recently completed on the NDSU campus at Fargo, N.D.

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NORTH DAKOTA AVIATION OPERATORS RE-ELECT ALL OFFICIALS

The North Dakota Aviation Operators concluded a very successful two-day meeting Feb. 6th & 7th, by re-electing all officials of the Association.

They include President Kenton Bischke of Minot, Vice President Bob Wells of Langdon, Secretary Clifford Beeks of Washburn and Treasurer Dan Wakefield of Devils Lake.

The group had William T. Piper of Piper Aircraft as banquet speaker, who made his well-known pitch, that every community should have an airport or landing strip, if they did not want progress to pass them by.

Vice President Bob Wells ably presided over the meeting in the absence of Pres. Ken Bischke and the group concluded the meeting by passing resolutions favoring 24-hour Weather Bureau Service at Williston and to support legislation now before Congress, to eliminate U.S. Custom overtime charges for aircraft crossing the border on Sundays, holidays and other overtime periods.

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NEW AIRWAY PROPOSED FROM RAPID CITY, S.D. TO BISMARCK, N.DAK.

Interested parties will have 45 days after the publishing date of Feb. 6, 1964 to comment on the proposed extension of VOR Federal Airway No. 169 from Rapid City, S.D. to Bismarck, N.D. via Dupree, S.D. The two terminals are certified air carrier stops and under Airway Planning Standard No. 2, qualify for a connecting airway.

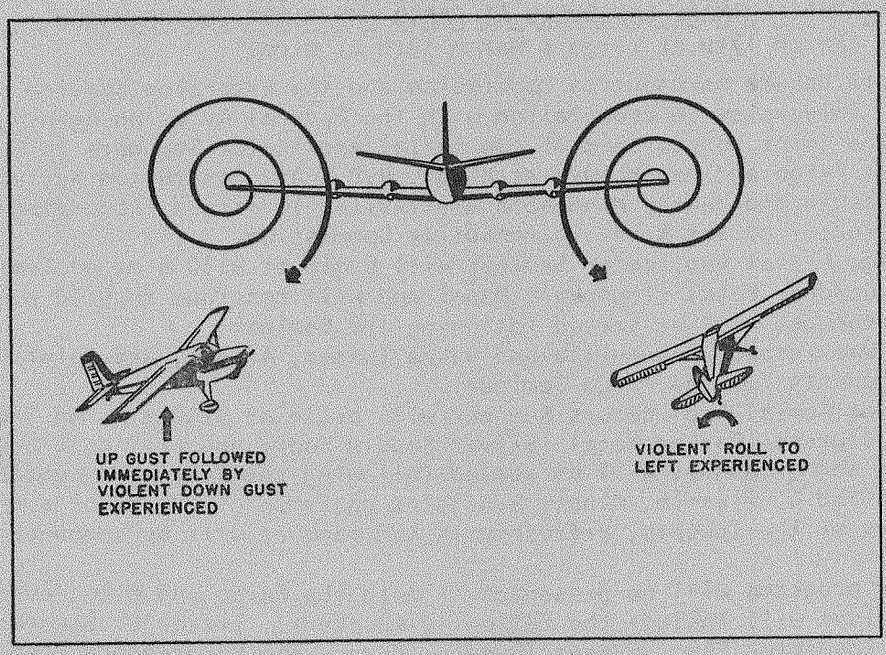
The alignment via Dupree is to provide adequate navigational guidance using the Dupree VOR.

Interested persons may submit views in triplicate to E.G. Basel, Chief, Air Traffic Division, FAA, 4825 Troost Ave., Kansas City, Missouri 64110

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HAZARDS OF WING-TIP VORTEX

Several accidents involving light aircraft occurred during 1963 in which turbulence in the wake of large aircraft appears to have been at least a contributory cause. Some of these accidents resulted in fatalities which might easily have been prevented had the pilots of the light aircraft involved been better informed regarding this phenomenon. Despite the effort which many organizations in government and industry have expended in its study, comparatively little of a definitive nature is known about this condition. We know it is there; we know it should be avoided. We do not know how long its effects are hazardous; we do not know how large an area of turbulence any given aircraft will leave behind it.



Most pilots have at least a passing acquaintance with the rock and roll in which an airplane engages when operated in air very recently occupied by a moving aircraft. In a well-executed 360 or 720 degree turn it is common to encounter turbulence created by your own aircraft. Sometimes it is a slight ripple. At other times it may manifest itself quite vigorously and result in a need for considerable control deflection by the pilot. In the past the term "prop wash" was commonly applied to this situation. Now we know that although the propeller is responsible for much of this roughness, a greater portion of the turbulence is generated by passage of air over and around the wing tips, resulting in a highly disturbed condition identified as a vortex at each tip.

It is known that the severity of the gusts encountered is directly proportional to the loading of the wing and inversely proportional to the speed and wing span. Thus, a heavy jet transport, for example, leaves the most severe turbulence behind it while flying at slow operational speeds - - immediately after takeoff or just before landing. It is possible for the motion of this twisting air to be severe enough that an aircraft entering its path will have insufficient control to overcome its effects. Further, it is possible for the loads which the turbulence will impose to be above those for which the aircraft is designed. Therefore, an airplane may be thrown into an attitude from which recovery cannot be made if insufficient altitude is available or it may suffer structural damage which will make control impossible.

Since an aircraft which is flying slowly leaves the most violent wake, the area around a runway on an airport is the most likely place to encounter this turbulence at its greatest severity. The hazard is increased by the necessity for staying within rather narrow confines when departing or arriving at an airport and a particular runway. A following or crossing aircraft which is landing or taking off is flying at low altitude and slow airspeed, and may be inadvertently subjected to these dangerous forces.

There is only one solution to the problem. KEEP YOUR DISTANCE. Horizontal and vertical air movement will aid the dissipation of vortex-generated turbulence. On a rough, windy day it will disappear more rapidly than on a smooth, calm day. Fly, if possible, on the upwind side of the track of any aircraft ahead of you. Recent investigation into the problem of vortex turbulence generated by helicopters reveals that a similar condition to that of fixed-wing aircraft exists. The higher the "disc loading" of the helicopter - a term analogous to "wing loading" on a fixed-wing aircraft - the more severe the forces in its vortices. Stay above the flight path of a helicopter to avoid its turbulence. When you are "cleared for take-off" by a control tower, and suspect that wake turbulence exists, you have the prerogative to request additional delay. This request should be made prior to taxiing into position on the runway. You cannot see this phenomenon which has been described as "an invisible, horizontal tornado" but it is there.

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QUEEN MARTHA REPORTS: Hello Flying Farmers!

Now that the Holidays are behind us again, we are back on our regular routine and the men are impatiently waiting for spring to come. We have had such a nice winter thus far.

I don't have much to report, but I would like to say that I'm sorry I haven't attended any of the other state conventions. We had prepared to go to Rockford, Illinois' Annual Prairie farm land clinic January 24-27, but the weatherman had snow and overcast for us so we unwillingly had to put our suitcases away again.

We have been thinking about our State Convention, which is coming up the last week-end in June and be held in Hettinger, N.D.

I have an apology to make to Bill Homestead for forgetting to mention the big part he had in our October Pheasant Hunt. He showed some slides of his trip to Europe and other parts of the country. He and his wife must have had a very enjoyable time on the flying farmer tour and we were so happy he could share his slides with the entire group at our general business meeting at that time. We want to express a hearty thank-you to Bill.

I want to mention at this time that at our State Convention at Crosby, the newly elected Auxillary officers are: President, Mrs. Clell Rambough; Vice President, Mrs. John Kirschman; Secretary, Mrs. Bob Chitwood. It was decided to make a queen's cape for the new North Dakota queen and try to have it ready by the next state convention. Mrs. Darlene Linderman was chosen to choose the colors and material, and also style of cape. We had several door prizes given and the meeting adjourned with a tasty lunch.

I haven't done too much flying, but our youngest daughter, Shirley, plans to take up flying and likes it very much. Good flying to all of you!

* * * * (Queen Martha Kirschman)

FLYING FARMER AND RANCHER CONVENTION DATES

The annual state convention of the North Dakota Flying Farmers and Ranchers will be held at Hettinger, North Dakota on June 27 and 28th, 1964.

The Region Five Convention of the International Flying Farmers will be held at Minot on September 25 through 27, 1964. Region 5 is composed of "Flying Farmers" from North and South Dakota, Minnesota, Wisconsin and the Canadian Province of Manitoba.

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LARGEST NUMBER OF AIRCRAFT IN TEN YEARS

General Aviation (Civil) aircraft registrations in North Dakota in the year 1963 set a ten year high with 911 active planes compared to 858 last year, an increase of over 50 in one year.

Of additional interest is the fact that N.D. has 1800 active pilots registered as of this date with over 1 year of the registeration period remaining. A total of 1832 pilots registered with the Aeronautics Commission in the prior 2-year period.

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FAA ITINERARY		March
Bismarck	Municipal	11
Fargo	Hector Field	21
Minot	Minot International	25

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DISTANCE FLIER

Mrs. Marion S. Hart, age 71, is being recognized by the National Pilots Association for demonstrating the utility of light aircraft in international long distance flight. Mrs. Hart has piloted her single engine airplane to such faraway places as Pakistan, India and Thailand. She has toured South America, Europe and the Mediterranean area. Last year she flew to Greece, Turkey, Egypt, the Sudan and on to numerous other countries on the Continent of Africa.

Mrs. Hart has crossed the Atlantic four times in her light airplane. Her airplane - a Beechcraft Bonanza - is standard in every respect except the back seat has been removed and replaced by an extra gas tank.

Mrs. Hart formerly lived in New York but now makes her home in Washington,D.C.

* * * * (National Pilots Association)

IMMEDIATE OPENINGS FOR FLIGHT OFFICERS AT UNITED

Hired personnel will receive $500 per month while training at United's Flight Training Center at Denver. Six months after going on line duty they will receive their first increase. After six years, a Flight Officer can expect earnings of $12,500 a year. United Air Lines also offers a generous insurance program, retirement income plan, many other benefits.

To qualify you need a commercial pilot's license; you must be a U.S. or Canadian citizen, high school graduate, 21-30 inclusive, between 5'7" and 6'4" in height, and be able to pass a flight physical without waivers.

Write to Flight Officer Employment, Dept. V-4, United Air Lines, O'Hare International Airport, P.O. Box 8775, Chicago, Illinois 60666. Include your complete Qualifications in detail.

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ACCIDENTS

Pilot: Walter H. Grenz, Minot, N. Dak.
Time & Place: 12:36 CST, Dec. 15, 1963
Pilot Time & Ratings: Commercial, AS& MEL, Instrument, 3000 hrs. TT, Age 31
Aircraft & Damage: Beechcraft 35 (N-102V)- Extensive damage.
Injuries: Crash was fatal to the pilot and two passengers: Walter Michalko, Minot and Lonnie D. Cook, Minot, N.D. Seriously injured was a third passenger, Miss Patricia Beyer of Makoti, N.D.
Known Facts of the Accident: The pilot and his three passengers had departed Minot, N.D. at approximately 0847 CST Dec. 15th, 1963 for a VFR flight to Denver, Colorado with a planned stop at Cheyenne, Wyoming to drop off Miss Beyer. Aircraft had a full load of fuel on board.

At 1122 CST the Pilot reported over Chadron, Neb. and was given the Cheyenne weather. The aircraft next contacted Cheyenne tower at approximately 1225, reporting 5 miles N. and requested landing instructions. The pilot was cleared for right traffic to runway 26 and to report downwind. The wind was given as 210° at 13 knots. Investigation also revealed, that at this time the ceiling was CAVU with visibility of 50 miles and a temperature of 27° F. At approximately 1230 CST the Air Traffic Control Specialist on duty at the Cheyenne tower observed N-102V about 2 miles N. of the airport, entering downwind leg for runway 26. At about the same time, a Boeing United Airlines 727 reported over the outer marker inbound on a simulated ADF low approach, with a circle to land on runway 12 (Note outer marker is 5.1 NM from airport on 081°) the 727 approach was approved and Grenz was advised he was number 2 to land and was given traffic as a United Boeing 727 on a 3 mile final, which Grenz acknowledged that he had in sight.

At approximately 1235, Grenz was cleared to land and cautioned about wake turbulence from the 727 and he was observed to turn right to enter base leg. The 727 by then, was on downwind to 12 and the local controller's attention was focused on the 727 and he did not see N-102V again, who meanwhile had crashed.

After Grenz made the right turn, witness on the ground saw him make a turn to the left, slip to the left, then crash to the ground in a northerly heading. Aircraft impacted in about a 2° nose up, 10° left bank attitude. Damage was severe on the bottom of the engine and lower side of fuselage. Seat structures failed downward. The aircraft slid up a 4° slope about 200 ft. before stopping. Witness stated that the engine sounded normal until impact with the ground.

Editors Note: Since the possibility of wing tip vortices (see article page 2) exists as cause of accident, the North Dakota Aeronautics Commission contacted Mr. Marvin W. Stevenson, director of the Wyoming Aeronautics Commission, who also investigated the crash and we reprint parts of his letter below.

" Another pertinent fact is wind obtained from the weather bureau special observation, 1142M S/SW 13 knots. It might be of interest also that the wind had switched from south to west and back to south several times in the previous 30 min. The weather was clear, visibility unrestricted, and the existence of wake turbulence, or the time that such turbulence might hang in the area are all matters of conjecture and would doubtless be influenced by the atmospheric conditions which existed at the time, and make it very difficult to determine whether such turbulence was or was not a contributing factor. The barometer was 30.11, which indicates a low pressure situation in the area.

You might like to note that on a flight from Lincoln on which I returned to Cheyenne the previous night, we had had smooth weather all the way and then had encountered some rather severe turbulence about two miles west of the E/W runway, enough so that with full left aileron on a left hand approach, a 310H rolled into about a 30° right bank for a period of four to five seconds, and this at a time when a large aircraft but not a jet had made a low approach over the field and then had pulled up at the west end and turned south. Wind at that time was calm, weather clear, and visibility unrestricted. This turbulence happened only five minutes after the large aircraft had made the low approach and may have had no relationship at all to the aircraft's low approach. I believe the aircraft was a DC-6B."

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Pilot: Lester G. Morley, Jr., Minneapolis, Minnesota
Time & Place: 11:00 A.M. Dec. 20, 1963 - Minot, North Dakota
Pilot Time: 2100 hrs. TT - Private, AS&MEL - age 47
Aircraft & Damage: Piper Aztec PA-23 - No Aircraft damage. Injuries: None
Pilot Statement: Had departed from the Minot Airport enroute to Morris, Minn. when out approximately 15 miles, right propeller feather killing the right engine. After trying to unfeather the prop for approximately 30 seconds and being unsuccessful, turned back to the Minot Airport. Proceeded for approximately 4 minutes until left engine failed. There was no explosion, no noise when engine stopped except that for a few seconds prior to its stopping it ran rough. Upon engine failure, I proceeded to trim the airplane to 80 mph and attempted to glide to the Minot Airport which was in sight. As soon as I found out that I could not make the airport because my rate of descent, maintaining an 80 mph flying speed, would not permit a glide that far, I told my passengers to tighten their seat belts as tight as they could and that we would have to land in the best field we could find consistent with our angle of glide. I elected a wheels up landing after picking the field and glided the airplane to a safe landing.

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DEVILS LAKE VOR TO BE OPERATIONAL IN MARCH, 1965

This long awaited navigational and instrument approach facility for Devils Lake is scheduled to be put into service in March, 1965.

The facility will cost approximately $350,000 and is to be built directly on the Devils Lake Municipal Airport. Upon installation, this terminal type, high frequency radio omni-range will fill a sorely needed, need, in that it will provide approved instrument approach facilities to all runways, plus navigational and two-way radio capabilities for aircraft so equipped.

The installation will also serve as an intermediate point on a newly proposed Federal Airway system between Grand Forks, Devils Lake and Minot, N. Dak.

The two-way radio communications system at Devils Lake will be remotely controlled via land wire (telephone) communications from the Federal Aviation Agency Flight Service Station at Grand Forks, N. Dak. In addition, the omni will provide a radio navigation aid for all aircraft in the Devils Lake area and will make available weather broadcasts at 15 and 45 minutes after the hour.

The North Dakota Aeronautics Commission had requested the Devils Lake navigational facility during the last session of Congress and it required considerable effort on behalf of the Director, Harold G. Vavra, and N. Dak. members of Congress, to see that necessary funds be appropriated to complete the project.

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NATIONAL PILOTS ASS'N TO ENCOURAGE PIREPS (Pilot report of meteorological conditions)

The National Pilots Association, with the cooperation of the U.S. Weather Bureau, is asking pilots to report actual weather conditions encountered en-route. Remember these weather conditions can be completely different than those reported at Weather Bureau Stations and will help the pilot that may have to fly in the same area.

To help the program along, the NPA is offering a special free sticker that may be attached to the instrument panel. This sticker has the reporting frequencies to be used when making PIREPS and the type of information needed by the Weather Bureau. The sticker is about 1½" wide by 2" tall and includes the following: REPORT PIREPS, 122.1; 126.7; 135.9 mcs; 1. Aircraft & Indentification; 2. Location & Altitude; 3. Cloud Bases & Tops; 4. Visibility; 5. Precipitation; 6. Turbulence.

Stickers are free to any pilot from the National Pilots Association, 1025 Connecticut Avenue, N.W., Washington, D. C. 20036.

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GRAND FORKS NEW INTERNATIONAL AIRPORT OPERATIONAL FEBRUARY 1st

The new Grand Forks International Airport became fully operational on Feb. 1st. The $2,500,000 airport has a 5,300 ft. concrete North-South runway and a 4,200 ft. concrete East-West runway along with a large paved ramp area. The airport is located about five miles west of the old airport and is shown on the 1964 N. D. Aeronautical Chart. Runways are lighted for night operations. Manager is Norman S. Midboe.

New airport buildings include a 153 ft. terminal building, a large brick equipment maintenance and electrical control building, five steel aircraft hangars, the largest of which includes a flight line office and storage area.

The airport terminal restaurant will be opened later after some finishing work is completed on the building. The front entrance of the terminal faces a large concrete parking area. Northwest and North Central Airlines serve the new facility.

Two fixed base flight operators are located on the field. James Montgomery - Montgomery Airspray has moved his office and maintenance shop building to the new airport and is located on the east side entrance area to the new terminal building.

A second fixed base operator is Grand Forks Airmotive, Inc. managed by Harold Hoffman, who occupies an office in the new airport terminal building and will build a shop building in the spring. Operators of this facility include Louis Gershman, Harold Hoffman and John P. Jenson, all of Grand Forks.

The Federal Aviation Agency expects to take bids for the construction of a new flight service station building at the new airport about the first of March.

It's illegal to land on the old Grand Forks Airport. There are "X's" on the runways which designate it is closed to aircraft and the only future take-offs will be made by planes being repaired and to be flown to the new location.

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MAINTENANCE NOTES

The FAA has issued ADVISORY CIRCULARS from time to time, pointing out conditions and bringing information to the general aviation public on various matters.

One such circular expressed concern of the increasing amount of replacement parts and supplies being offered for sale as aircraft products but which may not meet acceptable standards for use on certificated aircraft. Parts and supplies most often mentioned as being of questionable quality are as follows:

a. Antifriction Bearings. Bearing advertised as "high quality", "apparently unused", or looks good" should be carefully evaluated by the user. If they have been in storage for a long period, even though encased in protective coating, they are subject to the deteriorating effects of time and the elements. The placing of such bearings in service without a careful detailed inspection to assure their serviceability can result in early failure.

MAINTENANCE NOTES - continued

b. Aircraft Fabric. Prefabricated covers and fabric by the yard should be used only if it is identifiable as meeting aircraft standards. In addition, all fabric should be examined for freedom from deterioration due to age, climatic conditions, or contamination prior to use on certificated aircraft.

c. Dope. Advertised as aircraft dope of fresh material but found to be of questionable quality.

d. Tubing. Advertised as aircraft 4130 steel tubing but reported to have unsatisfactory welding characteristics.

SAFETY BELTS USED IN CIVIL AIRCRAFT.

Many automotive seat belts are finding their way into U.S. certificated aircraft. These belts in many instances have been identified, "Exceeds TSO Standards." Current acceptable standards are set forth in Technical Standard Order C22e. Specific identification data requirements are provided in this TSO. Personnel performing maintenance on aircraft should acquaint themselves with these requirements. Aircraft should not be returned to service following the required 100-hour and/or periodic inspections if safety belts are installed that are not in conformity with the requirements.

SUMMARY. Current CARs place upon the installing agency the responsibility for determining that materials used in aircraft repair and maintenance conform to appropriate standards. To assure continued safety in aircraft operation it is essential that great care be used in examining, testing, or otherwise determining the acceptability of aircraft parts, especially when their origin may be in doubt.

MAINTENANCE ON CHROME-PLATED ENGINE CYLINDERS Processers of chrome-plated engine cylinders are receiving complaints on piston, ring, and cylinder failures or excessive rapid wear of these parts. Investigations disclose maintenance personnel performing engine overhauls are not ordering and installing parts, such as rings, that are compatible with the chrome-plated cylinders, or are using improper techniques when fitting the rings to the pistons and fitting pistons to cylinders. Observe the instructions contained in the manufacturer's overhaul manual and the processer of the chrome-plated cylinders.

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OPERATIONS AUTHORIZED IN RESTRICTED CATEGORY AIRCRAFT (Part 8) New Part 91

With a date of the 22nd of March as the last day for comments, the FAA has proposed some changes to specify clearly the operations authorized in a Part 8 certificated aircraft (Restricted Category Aircraft).

The present provisions of Part 8 do not clearly prohibit restricted category aircraft from being operated for purposes other than the special purpose for which the aircraft is certificated. The old Part 8 language could by implication be held to allow other operations of such aircraft.

New and renumbered paragraphs read as follows:

91.39 - Restricted category civil aircraft; operating limitations.

(a) No person may operate a restricted category civil aircraft for any purpose for which it is certificated, including all operations essential to the conduct of the special purpose.

(c) No person operating a restricted category civil aircraft may carry any person in that aircraft except the minimum crewmembers, crewmember trainees, and ground personnel essential to the conduct of the special purpose.

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AIRPORTS AND OPERATORS

BISMARCK- SEQUENCE FLASHING LIGHTS COMMISSIONED AT BISMARCK. The municipal airport now has a electronic sequenced flashing light system which has recently been installed. This equipment is coupled and used in conjunction with the present high intensity approach light system which has also been relocated due to the extension of the NW-SE on the SE end in 1963.

This landing aid for pilots will be used when approaching Bismarck during periods of reduced visibility due to fog, mist, rain, or snow and will also give a pilot immediate visual guidance and runway orientation when breaking through an overcast on instruments.

The electronic flash approach system consists of a center-line row of flashing "strobeacons" installed at 100 foot intervals, beginning at a point 3,000 feet from the start of the runway.

Precisely timed flashes from the "strobes" produce the fireball that flashes repeatedly toward the landing strip at 4,100 miles per hour, more than five times the speed of sound. Twice each second, the individual strobeacons emit, in sequence, light bursts reaching a peak of 30 million candlepower. The lights are not blinding however, since each flash lasts just 1/5000 of a second.

The operation and maintenance of this facility are under the direct supervision of Charles F. Terry, Chief, Systems Maintenance Sector, P.O. Box 207, Bismarck, N.D.

AIRPORTS AND OPERATORS-continued

STANLEY - Mayor Ray Shoff of Stanley, N.D. reports that the City has oil treated the NW-SE runway at the Stanley Municipal Airport. The work was done last fall with an area of 30' x 2600' being treated. Plans are to treat an additional 30' in width this spring making a treated area of 60' x 2600'. Lights may be added later.

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WAHPETON - The Manager of the Wahpeton Municipal Airport, Ralph Moes, has written to inform us that Major and Minor airframe and powerplant work, plus 80 and 100 Oct. gas can be secured at Wahpeton. The field has two turf runways, a NNW-SSE of 2700' and a NE-SW of 2350'. Runways are lighted until 0200 and the beacon is on all night. Lights can be left on by prior arrangement. The field is attended during the day and service at night can be secured by call.

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GRAND FORKS INTERNATIONAL- A new fixed base operation has been established at the Grand Forks International Airport known as GRAND FORKS AIRMOTIVE INC. The firm is headed by Harold A. Hoffman formerly of the Rochester and Minneapolis areas, who has had wide experience in aviation sales and service. John P. Jenson of Grand Forks is Vice President and Louis Gershman, also of Grand Forks, is the Secretary, Treasurer.

The operation has offices next to Customs in the new terminal building and will have new and used aircraft for sale, twenty-four hour charter and air ambulance service, plus rentals, flight instruction and aerial spraying.

The firm will build a new service hangar in the spring which will include general offices and a flight lounge, and they invite all operators and pilots to drop in anytime.

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FARGO- Skroch Aviation announces that they have secured the Piper Dealership for Western Minn. and Eastern N.D. The N.Dak. territory is roughly a line N-S through Jamestown, N.D., while the Minnesota territory consists of all the area West of a line drawn through Bemidji, Minn. Headquarters are presently at West Fargo or Barnes Airport, although the firm's future intentions are to build on Hector Field (Fargo Municipal). A tentative building site has been selected on Hector Field that is satisfactory to all concerned and the lease will be drawn up shortly. The building is to be a clear span hangar of 100' x 120' for aircraft storage with a 22' addition on the 120' side. The addition will house the shop facilities, classrooms and offices. New and used aircraft will be offered for sale, also 24-hour charter and air ambulance, plus student instruction, minor and major aircraft and powerplant repair.

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ELLENDALE- Plans and specifications for Ellendale Municipal Airport have been completed and approved by both the City and the FAA, District Airport Engineer and are ready for bid. Plans call for a N-S 4100' x 100' turf landing strip, a hangar & tie-down area and connecting taxi-way to be constructed. This construction will be known as phase 1. At some date in the future, a 50' x 3900' hard-surfaced runway can be built on the already graded area.

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WYOMING REQUESTS VOR IN NE SECTION OF STATE- Of interest to North Dakotans, especially those that live in the SW area of N.Dak. is the Wyoming Aeronautics Commission's formal request, within the Western Region FAA, asking FAA to install three more VOR's in that State. The Wyoming Commission is asking for one in the NE corner of Wyoming, the other in the north half of the Big Horn Basin and a terminal VOR at the Jackson Airport. Some support by North Dakotan's for the one in the NE corner might not be amiss, as it most certainly would also be a benefit to the people in the Bowman area.

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NO CHARGE FOR FCC RADIO OPERATOR PERMITS & STATION LICENSES UNTIL MARCH 16th.

The Federal Communications Commission, Washington, D.C. suspended its license fee program for 60 days based on a temporary injunction issued by a U.S. Court of Appeals. The Court, however, during a hearing, February 13th, dissolved the temporary restraining order which permits the FCC'S license fees to take effect on March 17, 1964. Any application postmarked prior to mid-night March 16, will not be charged for the fee.

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SPRING IS TIME TO ROLL TURF

All airport owners and managers are reminded that after the danger of the last frost is past, it is time to roll that turf, to get it smooth. Rolling with a large heavy roller of the golf fairway type, will push down all grass crowns that have been raised by frost action or erosion, allowing the roots to reset. Heavy steel or pneumatic roller will not do the trick as these types are designed to give compaction.

The Commission has received many complaints that a majority of the turf fields are much too rough. Remember 2 or 3 rollings will improve this condition immensely.

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FOR SALE- Complete spray operation at Rugby, N.D. due to illness, must sell Champion Challenger 150 hp. flaps, big tail wheel, always hangared, 90 gal Sorensen with new 3/4" pump. Four radios and base station cost new $600.; 1 -2 ton IHC 1950 truck, low mileage since engine overhaul, has 700 gal water supply plus field gas supply, also 1 tandam axle trailer with 750 gal water tank with pumping unit. Contact Daniel M. Brossart - Dan's Aviation Service, Inc., Box 392, Rugby, N.D. Tel: PR 6-5418

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FOR SALE: 1946 Piper J-3, 65hp, recovered in 1962. Metal prop. relicensed Oct. 1963. Write Earl Lee, Tolna, N.D.

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FOR SALE: 1941 Taylorcraft, contact Roger A. Smith, First Methodist Church, Bottineau, N.D.

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FOR SALE: Your choice of PA 11's, super cubs with or without Sorenson spray units, also 1 Cessna 172 and 182. Overstocked, must reduce inventory. Contact Grafton Aero Service, telephone 352-0271.

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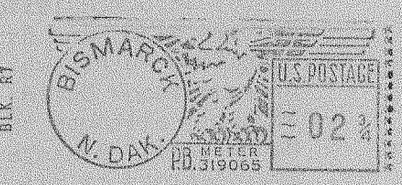
FOR SALE: 1949 Aeronca Sedan, 16 TT SMOH, artificial horizon missing, otherwise full panel, VHT 3 omni radio, new tires, metal prop. $2850.00 Contact Floyd Seckerson, Eldridge, N.D. Telephone S03-4686

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FOR SALE: 1949 Piper PA-11, TTA & E 1645, 300 SMOH; 1964 Piper Cherokee 180, TTA & E 35, FP, Mark 12, VOA6, Omni; 1964 Piper PA-18, Ferry time from factory; 1954 Cessna 180, TTA & E 1175, STOH 775, Narco 90H ADF L/F, Pitot Ht, Hyd. Skies; 1957 Mooney Mark 20, TTA & E 1000, 63 paint, curtains, RB annualed Dec. 2-63; 1954 170B, TTA & E 1100, SMOH 375, FP, F Annual, Narco S Homer, HALI L/F; 1950 PA-11, TTA & E 1400, SMOH 350; 1951 Cessna 170A, TTA & E 720, Simp 12 L/F, Gas heater; 1951 Cessna 140A, All Metal, TTA 3000, SMOH 600, LTR 6; 1957 Piper PA-18A with Piper Unit complete with duster; See Ed or Red at Skroch Aviation, Box 189, Fargo, N.D. Tel:AD5-5495

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North Dakota Aeronautics Commission
Bismarck Municipal Airport
P.O. Box 206
Bismarck, North Dakota



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak.

FOR SALE: 1 Sanderson Private Pilot Training Kit with films and projector - 9 films in Kit. Contact Gary O'Callaghan, Jr., Hazelton, N. Dak.

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FOR SALE: Assortment of various emergency rations suitable to carry in aircraft or car that had to be bought in case lots, resulting in an oversupply. I have the following: Over one case of Life Pack; Seven or more cans of Drinking Water; Seven cans of Life Rations; Two cases of Life Rations, 16 cans to a case; Two cases of Drinking Water, 24 cans to a case; One case of Emergency Food, 8 cans to a case. Contact C.E. Branick, Branick Mfg. Co., Box 1937, 2600-3rd Ave. N., Fargo, N. Dak.

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WANTED: One set of Cessna 170 or 140 wheel pants. Contact Bob Nelson, N.D. Game & Fish Dept., Fort Lincoln, Bismarck, N. Dak.

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FOR SALE: 1961 Super Cub 150 hp, 440 TT, all bulletins complied with, new annual & new N.D. license, VHT 3 & LF Radio, with or without 75 gal. Sorenson Sprayer, like new, very good condition; 1958 Super cub 150 hp, 410 SMOH, all bulletins complied, new annual, VHT 3 & LF Radio, real clean; 1955 Super Cub 150 hp, 600 SMOH, landing lights, recovered & annualed Dec. 1963, with 1 yr. old 90 gal Sorenson Sprayer unit, real sharp; 2-150 hp Pawnee's, 1960 & 61 models; 1964 235 hp Pawnee, new; 1948 Aeronca Super Chief, 85 hp, 440 TT, E & A Radio; 1941 J-3 Cub, low time engine, recovered 1957; 1949 Cessna 170, all metal radio; 1946 Cessna 140 with radio; 1946 Cessna 120; 1947 PA11, 90 hp, Continental, metal prop, wings covered in 61, Fiberglass cover on fuselage, 420 SOH on engine; 1963 160 hp B Model Cherokee, 360 TT; 1963 Cherokee 180, 440 TT; new and used sprayers. See Midway Flying Service, Inc. Tel: 3059, Mandan, N.D.