

DAKOTA FLYER

Mott, North Dakota December 1946

No. 2

NATIONAL GUARD SQUADRON IS SCHEDULED TO BE IN FARGO



SANTA WAS NEVER LIKE THIS



This pretty Miss is actually a "Dakota Flyer" Don't you envy her instructor? This beautiful Santa Claus is certainly changing the tradition 'Daddy's going to be hanging his stockings this Christmas!

111 PT-26's Sold At Hector Field



At a recent sale of 111 Army surplus PT-26's at Hector Field, Fargo, 26 planes were bought by Dakota buyers, according to the final figures of the War Assets Administration. Buyers of these PT-26 trainers came from 17 states. Total cash returns of the sale amounted to more than \$143,000.

C.A.P. To Contact All Ex-Air Force Men

The Army Air Forces is requesting that two and one half million former members of the organization fill out their names and present addresses on one of the postcards being distributed for that purpose.

The cards will be used to obtain the latest addresses of former AAF personnel to facilitate contacting them, according to General Carl A. Spaatz, AAF Commander.

Cards may be obtained at any postoffice. The Civil Air Patrol, an auxiliary of the Army Air Forces is effecting the distribution of these cards with the aid of the Boy Scouts of America.

Restrictions Simplified

WASHINGTON, D. C.—U. S. tourist pilots flying into Canada within approximately 30 days will not have to clear with the United States customs officials before takeoff.

The sub-committee on Facilitation of International Civil Aviation of the ACC, of which A. M. Burden is chairman, has worked out an arrangement whereby State Department and Customs Bureau officials have agreed to make flying across the Canadian border as simple as crossing a state line.

It is anticipated that detailed instructions will be issued by the Customs Bureau within thirty days.

Only aircraft not carrying merchandise or passengers for hire will be freed from these requirements. Heretofore, all planes had to clear with customs officials prior to departure. Now, the only requirement will be that they land at established Canadian points of entry.

Similar easing of restrictions across the U. S.-Mexican border are now being studied by Harry G. Tarrington, Secretary of Mr. Burden's committee.

Pilots And Enlisted Personell Needed

1947 will see quite a bit of air activity around Hector Air Field, Fargo, according to predictions of Lt. Col. R. Neese, Jr., temporary Squadron Commander for the National Guard Unit which is now being formed in Fargo. Col. Neese has been stationed with the Army Recruiting Service. He was appointed temporarily by Brig. Gen. Edwards, Commander of North Dakota's National Guard Units.

The Fighter Squadron is to consist mainly of P-51's with several A-20's for tow target work. C-47's will be used for cargo and personell. The AT-6's will be used for instrument flying and several Liaison aircraft, will make up the squadron planes.

Col. Neese reports that there are many applicants who will not qualify because of insufficient training or experience. There are a number of openings for maintenance men with many staff sergeants ratings available. The pay scale corresponds to that of the regular army, but is graduated according to the amount of time on duty.

Although a number of ex-Air Force pilots have applied, few qualify because of the type of aircraft flown. Pilots of P-51's are preferred, but it is necessary that they live in or near Fargo for it will be required of each pilot to fly 8 to 12 hours a month in order to remain proficient. This will require about half-day each week and also attending the regular meeting each Tuesday night (as the case may be). According to the present plan, the pay will correspond to that in the regular Air Force however, there will be only four days per month.

The earliest possible date that the unit may begin flying is estimated as being sometime in March. Hangar arrangements must be made with field officials. The army engineers must approve the field. There must be a sufficient number of applicants that qualify for the National Guard training. It is doubtful that all these previously mentioned requirements will be completed by March.

(Continued on Page 8)

Rancher of the Air

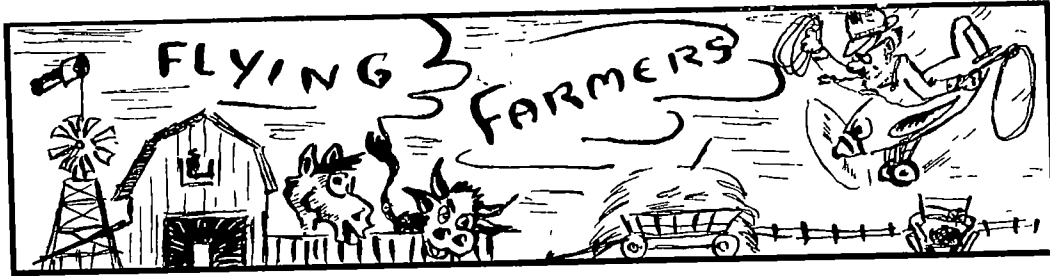
(By Leo D. Harris)

He now rides his range, where the trails are strange and keeps a watchful eye on his cows.

When the first long strings of cattle were pointed up the Western Trail, destined for new homes on the open ranges of Montana and Dakota, adventure rode with every herd. The cowboy then rode the "Cayuse," one of the cowboy words for a horse, usually referring to a small scrub horse or scrawny Indian pony. But many of these Cayuses were excellent horses.

The open range served its purpose, as did the grass hunters, the pioneers who pushed into the wilderness in search of new homes for the stockmen's herds of bawling dogies. For all its hardships, rough fare and the monotony of long days in the saddle, prospecting for free grass provided some of the most thrilling chapters in the saga of the early West.

Today, the cows that roam the range, hear a roaring sound above. Looking up in the air, they old cows bawl, "What good are feet, when their boss has wings?" He rides low over the rugged range, where the trails are rough, and the scenery strange. He takes a good look at the bawling cows trying to make him think they're wild. But the rancher just smiles, when they bawl at him.



Flying Farmers Discuss Plans For 1947 Meeting

The officers and board of directors of the North Dakota Flying Farmers Association met at the World War Memorial Building on November 12th to discuss plans for the 1947 state meeting.

Present were: Leland Brand, Taylor, president, Lorin Duemelan, Bismarck, vice president, M. C. Altenburg, Bismarck, secretary, Howard Henry, Westhope, treasurer, and Henry Wall, Williston, Roy Grayson, Hettinger, Floyd Plath, Kindred, and O. M. Kindworth, Fessenden, members of the Board of Directors.

A committee was appointed to work with the N. D. A. A. and C. A. A. on any proposed legislation or state laws which may arise. Howard Henry, chairman, Floyd Plath and Lorin Duemelan will serve on this committee.

They also plan to go all-out for a membership drive for a bigger and better organized group of Flying Farmers.

WE AIN'T NO FLYIN' FARMERS! NO SIREE!



Two gun Kyrkendahl and Jim Wilson, Killdeer, stand pat at the airport near Killdeer. Watching the take-off, these two pioneer cowboys are a-stickin' to their ponies! "Ye ain't a gettin' us in any of them there things! No Sireee!"

(Photo by Leo Harris)

In the world of power, old Dobbin has not been forgotten yet. Mr. Kyrkendahl and Mr. Wilson, two pioneer cowboys who rode old Dobbin over the Texas Trail, are stickin' to their ponies. "You ain't a-gettin' us in them there 'Buggies'! No Sireee!"

These two pioneers have witnessed the many changes our civilization has experienced. Not many years ago, we would catch sight of a horseless wagon rolling autiously along the road, with a speed of about fifteen miles per hour. It wasn't long until towns and city ordinances passed laws forbidding these automobiles from running on the streets. The people were afraid

of them, and they frightened the horses.

Today these two pioneers stand pat watching the new era of the "Air Age" take its place amongst the present younger generation.

THIS IS YOUR NEWSPAPER. — WE WELCOME YOUR NEWS AND PHOTOGRAPHS.

Everybody seems to think They're right as they can be. Somebody's got to be all wrong. I'm glad it isn't me!



JIM McCARTEN

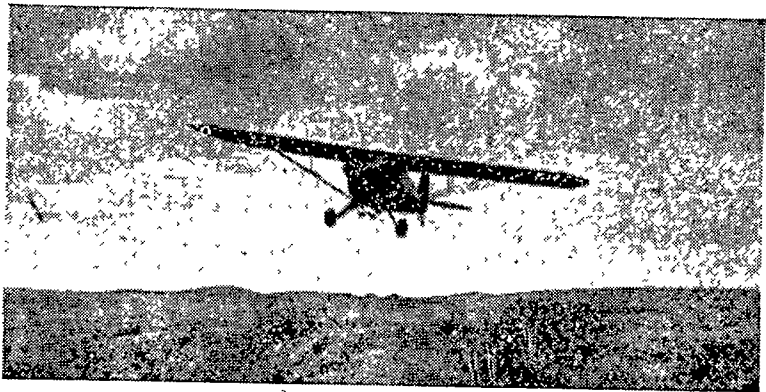
(Photo by Leo Harris)

He follows the deep draws, and around the hills. This is the rancher who gets the thrills. He is riding his range to look at his cows. The cows watch this object with wings. Suddenly, the boss will spur up his mount, and double his speed. This is a good sign that the cows are alright. In a few seconds this rancher will make a quick dive towards the ground, flying only a few feet above. He is studying the grass on his range. Looking over his range closely, he covers more miles than you'd care to count. He goes over trails his horse used to climb and stop to rest, but there's no rest for his horse now. He now rides his range, where the trails

(Continued on Page 7)

— Aviation Insurance At A Saving —
JAMES N. RAY CO.
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 "Bud" Ray, the Flying Insurance Man
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"FLYING COWBOY"



Leo Harris Photographs The "Flying Cowboy"

Leo Harris, Killdeer, North Dakota, well known cowboy and wildlife photographer, has not taken a back seat since the cowboys and ranchers have taken to 65 HP "buggies."

He's right there with his camera, poised to get that best shot of that new type of rear'n "Bronk", not ONE Horsepower, but 65! The cowboys are willin' to ride these 65 HP machines

but are thankful the wildhorse is still limited to one horsepower.

Leo Harris, a World War I AAF veteran, takes a great amount of pride in his opportunity to see his rancher friends take to the air. He is adding a new trend to wildlife-cowboy photography, "The Flying Cowboys."

The above photo exhibits the new type of "Bronk"

(Photo by Leo Harris)

Airline Appeals For New Route

Ed Klies, president of the Great Northern Airlines received the copy of the examiners report in which the application for airline service over the Chicago-Seattle route was reported unfavorably. Klies has filed exceptions of this report to the C. A. B.

The Chicago-Seattle route will include stops at 21 cities, 16 of which do not have main line east-west air service between large terminals. Klies has told his friends along the Northern route that he will continue to fight for this air service. The route of Great Northern Airlines will include stops at cities with over a quarter of a million population, industrial cities with a community interest to our agricultural territory.

The aeronautics committee of the Minot Association of Commerce met with the C.A.B. Examiner Herbert K. Bryan earlier this month.

Bryan maintained the Chicago-Seattle route was not feasible because it travels over an area not extensively populated and that a route here was rather ridiculous. Erling Nassett, North Dakota Director of North Dakota Aeronautics, states that northern North Dakota is not too sparsely populated to support an airline route. This route should be of vital interest to our cities in the northern part of North Dakota as a main line airline would be of vital benefit to the airports as Grand Forks, Devils Lake, Minot, and Williston.

C.A.P. In Grand Forks

C.A.P. in Grand Forks is donating a large part of their time to the boosting of aviation activities in their community. They hold regular meetings every 2nd and 4th Tuesday of the month.

The Army Recruiting Office has at previous meetings presented motion pictures of combat bulletins. One recent film featured the recapture of Corngidor Orville Moderow, Grand Forks veteran of this campaign, gave the boys some personal highlights on this action, following the picture.

Major Kingsley, a veteran of the South Pacific, spoke of the plans and functions of the University ROTC, which he represents.

The meeting of November 12th, witnessed a very interesting film, a Walt Disney training film on "Weather". It contained much valuable information on the subject. Captain Gerald McCoy from the Wing Commanders Headquarters in Fargo, presented the

boys with the latest "dope" from C.A.P. headquarters.

These active C.A.P. members are benefitting by their meetings and also enjoying the interesting programs and speakers that have been guests at each meeting. The members go so far as to tell their friends that if they can't get there early—"Stop in for coffee and sandwiches!" There is always a good "Post-Mortem" bull session.

Opens Brokerage Office in L.A.

Harry "Awkins" Hardy, formerly of Beach, North Dakota, opens his own brokerage office located at Central Airport, Los Angeles, California.

Harry is an old time Dakota barnstormer as well as a coyote and wolf hunter throughout the midwest area. Harry is a well-known figure at many of our Dakota airfields and has a host of friends wishing him much success with his new enterprise.

Jaycee's Plan Aviation Program

Wesley Reed, Mohall, Jaycee Aviation Chairman is planning an extensive program to stimulate interest both for the Junior Chamber of Commerce as well as the general public.

A "Safe Flying Program" by means of cartoons illustrating the reasons for flying mishaps will be carried in many daily and county newspapers. This program will be of great benefit to many pilots, and those persons learning to fly.

CAA Cut Eye Requirements

WASHINGTON, D. C.—Eye refraction tests as a part of the physical examinations of Commercial pilots no longer are required.

The requirement for the refraction test was adopted April 30, 1946, upon recommendation of the Committee on Medical Problems in Civil Aviation of the National Research Council, and has been under observation for five months by CAA officials in the field.

Their recommendations were presented to the CAA Regional Administrators meeting in Washington this week, who agreed unanimously that the refraction test is not necessary to flying safety. This coincides with the results of studies based on information made available from other sources.

(Continued on Page Eight)

NW Airlines Buys DC-4's

J. E. Landblom says Northwest Airlines has purchased 11 new DC-4's. These in addition to the 22 DC-3's will be used for the ever increasing amount of airline travellers throughout the Northwest. More space will be available next year when Northwest begins flying their new Boeing Stratocruisers and Martin 202's and 303's transports.

Airport To Open At Minot

Bart Sogard, Minot, North Dakota, is making definite plans to construct an airport at Minot. Bart, recently discharged from the Air Transport Command, is planning to open a field complete with student instruction and plane service. Prior to his duty with the ATC, he instructed in Civil Pilot Training at Minot, and also at Salt Lake City, Utah.

DAKOTA GENERAL AGENCY

ROBERT ELLIS, General Agent

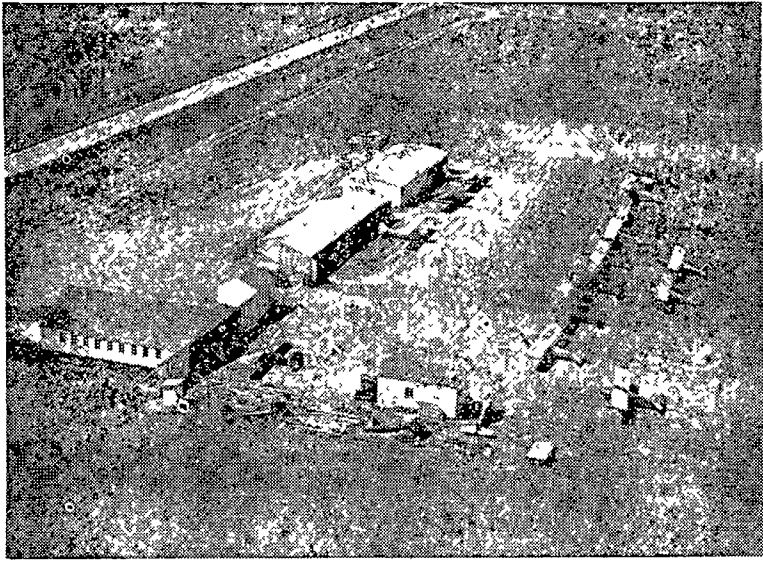
FARGO, NORTH DAKOTA.

BOX 1204 — 55½ Broadway — Room 11

WANTED

AVIATION INSURANCE AGENTS

DAKOTA FLYER VISITS WRIGHT FIELD



AIRVIEW OF WRIGHT FIELD, WILLISTON, NORTH DAKOTA

LOCATION. 2 1-2 miles south of Williston on Highway 2 and 85'

RUNWAYS—
 N-S .3150 ft. long .200 ft. wide
 NE-SW 2650 ft. long 200 ft wide
 E-W 2650 ft long 200 ft wide
 NW-SE 2650 ft long, 200 ft wide
 Buildings and flight hne located on Southeast corner of the field.

The Wright Field personnel includes the owner, Bruce Wright, also Assistant Chief Pilot, flight instructor and master mechanic Bruce is an old time flyer, 23 years of flying experience with over 11,000 flying hours

Hilliard Hamm is the airport manager, flight instructor with over 2,000 hours of flying time He is a graduate of CPT and WTS schools Recently he was discharged from AAF duties as Instructor at one of our largest army pre-flight glider and indoctrination courses in the United States

Earl Merritt, flight examiner and instructor, has over 3,000 flying hours He has been actively interested in aviation since 1936 He was recently discharged from the AAF, where he was primary instructor with Spartan School of Aeronautics

Wright Field has an excellent service and repair shop Bruce Wright is the master mechanic and Leon Conover is senior mechanic Leon is a veteran of three years army service He received his A and E License at Wahpeton School of Science Walter Bjornstad has been employed with Wright School for one year He is an expert on electrical wiring and motor overhaul, and is working for his A and E License

Harold Welch, former AAF Flight Engineer and Prop Specialist, and Clark Hendrickson are both working for their A and E

Licenses

Mrs. Bruce Wright is bookkeeper and secretary Mrs Wright has been actively interested in her husbands activities as a flier for many years She maintains a very efficient and hospitable airport office at Wright field

Wright Field also offers all the congenial services of a modern field, which makes transient fliers feel very welcome It is a field that air travelers will always remember as one of North Dakota's friendly and attractive airports Enterprising ports are an asset to the popularity of our "Dakota" airports throughout the U. S.

Approving Agency For All Schools

For GI Training the State Board of Higher Education is the approving agency in this state for all schools, including all GI flight training schools

The State Board of Higher Education works with the State Division of Aeronautics in the approval of flight schools

Erling Nasset, Director, Division of Aeronautics State Capital, Bismarck, North Dakota, should be contacted relative to having a flight school approved

Veterans interested in taking flight training make applications on the same form, Veterans Administration form 1950, that is used for all other types of training under the G. I. Bill of Rights

The patient had just come out of a long delirium "Where am I?" he groaned, as he felt loving hands making him comfortable "Am I in heaven?" "No," answered his wife, "I'm still with you, darling."

"AIR FACTS"
 WEATHER ELEMENTS AFFECTING FLIGHT

FOG may be defined as a cloud on the ground. It usually forms at night as a result of the air being cooled in its contact with the ground, causing the air to become saturated. It also forms when surface winds carry air over terrain that permits slight super-saturation or when rain or snow falls into colder surface air

GROUND fog, is the type of fog which forms in cooled surface air It first appears in valleys and depressions as isolated patches, or if terrain is level, where saturation of air is greatest Patches of fog join to form a layer which deepens, until an hour or two after sunrise Airports on hill tops are last to become foggy, airports in most valleys tend to fog-in early

ADVECTION FOG develops in winter or early spring as a result of warm moist air drifting over cold ground or snow Winds blowing northward off the Gulf of Mexico cause normal advection fog This is likewise true in spring over the Great Lakes. Normal type advection fog is usually extensive If you become caught over regions where it is forming or drifting you may still be able to reach an airport, therefore exercise extreme caution in flying over or toward regions where there is any chance of advection fog.

SEA BREEZE FOG is a feature of coastal areas where cool air lies close to sunheated land, and is associated with sea breeze Inland from the shore the fog usually

lifts into a layer of low clouds and then clears Monsoon fog (sea breeze) often forms and spreads along coastal land in less than an hour. Be cause of the tricky nature of this fog your flight plan to a coastal airport where a vigorous sea breeze is blowing, should include an alternate course to an inland field.

PRECIPITATION FOG (rain) fog is the result of relatively warm rain or snow falling into a layer of colder air Precipitation fogs are usually associated with temperate zone cyclone fronts, particularly warm fronts Precipitation fog frequently is preceded by broken low cloud clouds or by stratus which thickens to the ground. Sometimes, fog forms rapidly at ground level and extends quickly over large areas

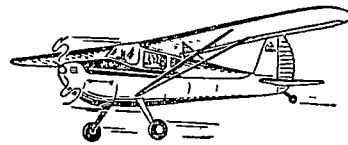
UPSLOPE FOG develops in up hill winds. It is a cloud resting on a slope or hill top Upslope fog, therefore is confined to hilly terrain, particularly in the western part of the U. S. and the Appalachian mountain region. This type of fog forms very rapidly and over large regions.

DON'T FLY BLIND! Landing on fogged-in terrain may be disastrous!

FOG WARNINGS! When temperature and dew point are only a few degrees apart. (2) A wide-spread precipitation area (3-Within 200 miles of the sea coast. (4) In fall and spring if the airport is near a large river or lake. (5) If the flow of air is directed up a broad, fairly steep slope.

YOUR INTEREST IN THE "DAKOTA FLYER" WILL BUILD UP INTEREST IN DAKOTA AVIATION!

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Bismarck, North Dakota
The Dakota Flyer
Mott, North Dakota
Dear Editor:

Congratulations on the Dakota Flyer. An enterprise such as this publication is what will put North Dakota out in front in aviation. Please enter our subscription to The Dakota Flyer.

Sincerely yours,
K William Simons
Aviation Editor
The Bismarck Tribune

Williston, N. D.

Editor-Publisher
The Dakota Flyer
Mott, North Dakota
Dear Editor:

I want to sincerely congratulate you on the first publication of the "Dakota Flyer". We shall certainly have a publication for flyers of every type in North Dakota that can take its place among the best.

Wishing you continued success, I am,

Sincerely yours,
H E Polk,
N. D. State Legion Commander

Hector Field
Fargo, North Dakota

Dakota Flyer
Mott, North Dakota
Dear Miss Schow:

Received your first issue of Dakota Flyer and I want to congratulate you on your fine publication and wish you continued success.

I also appreciated very much the fine write up you gave Civil Air Patrol.

Enclosed you will find two dollars for a one year subscription. Gerald McCoy, Captain, Air Corps AAF Liaison Officer

Fort Clark, N D

Dakota Flyer
Mott, North Dakota
Editor:

My wife has read your paper to me. I enjoyed the first issue of the "Dakota Flyer" very much. I used to do quite a bit of flying some years ago before the advent of a serious illness of a nervous nature called Multiple Sclerosis.

I still appreciate reading and hearing of the aviation activities in North Dakota. We both admire your courage and evident ability to go ahead with a publication as interesting as the "Dakota Flyer".

Mix, my wife, and I are enclosing money (\$2.00) for a year's subscription.

Respectfully,
Jim and Mix Bedwell

Bismarck, North Dakota
Editor, Dakota Flyer
Mott, North Dakota
Dear Editor:

The first edition of the Dakota Flyer arrived at our office. Please accept my enthusiastic congratulations. North Dakota Aviation has needed just such a

publication.

In return for the commendable courage you have shown in instituting an aviation newspaper, together with the splendid coverage of the various interested groups, I sincerely hope that North Dakota's air-minded public gives you its complete cooperation, and I join a host of friends and acquaintances who wish you the utmost success.

Sincerely yours,
Erling Nasset,
Director Aeronautics
State of N D

Hazen, North Dakota

The Dakota Flyer
Mott, North Dakota
Dear Editor:

I thought the first edition of the Dakota Flyer was a honey. I read the entire issue and enjoyed it. I'm enclosing our check for \$2.00 for a year's subscription.

Very truly yours,
The Hazen Star
F J Froeschle

Minneapolis, Minn

Publisher-Editor
The Dakota Flyer
Mott, North Dakota
Dear Editor:

Congratulations on your new publication which I hope has a long and successful life.

Very cordially yours,
H L Warner
Editor, "Wings"

Valley City, North Dakota

Editor
Dakota Flyer
Mott, North Dakota
Editor:

Thanks for sending me your first edition of the Dakota Flyer. You have a real snappy paper, which should create and build up a lot of interest in aviation. Enclosed find my check for two dollars for one year's subscription, as I would not like to miss an issue.

With kindest regards and lots of good flying, I am,

Yours Truly,
Math J. Kraker
P O Box 193
Valley City, N D

Bismarck, N D.

Publisher, "The Dakota Flyer"
Mott, North Dakota
Dear Miss Schow:

Please accept my congratulations on your splendid first issue of the "The Dakota Flyer".

Over the entire world aviation is on the forward march. With its broad rolling prairies and its bright, clear weather, North Dakota is ideally suited for the development of air travel and transportation. We need only to seize the initiative to make North Dakota a leader in the aviation world.

Such publications as "The Dakota Flyer" will do much to promote aviation in our state and to further projects in which all air minded people in North Dakota people desire.

May you be successful in its publication and may it serve the purpose for which it is intended.

Sincerely,
Fred G Aandahl
Governor of North Dakota

Flasher, North Dakota

Dakota Flyer
Editor
Mott, North Dakota
Dear Editor:

You can count me in on a year's subscription to your paper. Find enclosed \$2.00.

I think you have a fine start on a very interesting paper.

Yours very truly,
Norman Bollinger

Poster On Safe Flying Advised

Every airport in the country will soon receive the first in a "Fly Right" series of safety education posters being issued by the Civil Aeronautics Administration.

The first poster, which was prepared by and is available without charge from the CAA Office of Aviation Information in Washington, urges pilots, "Don't Show Off, Fly Right, and Live to Fly." It depicts a cocky young flyer heading for a telephone wire as he waves to his girl friend from an altitude obviously too low for safety.

Announcing this phase of his safety promotion program, Administrator T P Wright pointed out that it is preventative rather than corrective, since the accident rate record for private flying in 1946 is considerably better than that of the pre-war days.

Accident investigations per 1,000 registered aircraft have dropped 44% from 275 in July 1941 to 153 in July, 1946," the Administrator reported. "The CAA feels that there is an urgent need for further improvement, however, and intends to promote safer private flying through posters and every other means at its disposal."

Mr. Wright expressed hope that everyone connected with flying—airport operators, flight instructors, mechanics, and others—would cooperate in the interest of greater flying safety. The placing of this "Fly Right" series of posters in prominent locations is urged.

The more we see of this world, the less we worry about the next.

"Do you know how to make anti-freeze, Mister?" "Sure hide her pajamas."

FILL ALL YOUR AIRCRAFT NEEDS

at... **CAPITAL AVIATION COMPANY**
Municipal Airport
Bismarck, North Dakota

Firestone DISTRIBUTOR

"AIR TOURIST STOPS"

If Dakota Aviation is to expand to any appreciable extent, the flying public will require many changes in airport operation and construction.

The flying public will demand many new airports adjacent to their communities where the public may fly on Sunday afternoons and other holidays. An airport should become a popular place for the spending of enjoyable and friendly hours of leisure time. This will give everyone an added interest in the development of aviation in their community.



GENEVA SCHOW

We may encourage the building of airports near vacation spots where most people have ordinarily traveled by train or auto. The alert aviation entrepreneur will anticipate this demand by establishing landing fields in proximity with existing hotels and resorts. Similar to this idea of resort landing fields is the possibility of "Air Tourist Stops" along the popular airways of the state.

A small repair station would also help to fill the needs of the average air tourist.

This type of airport might be distinguished by a sign, "Air Tourist Stop", painted on top any one of the large buildings at your field. It would bring considerable added attraction and interest to your small town airport. Who knows, air tourist stops may become patterned after the highly successful tourist cabins that have marked our state and nations highways.

Dickinson Opens Municipal Airport

Dickinson Aviation Co., under the management of R. L. Hull, a former instructor for the Sax Aviation Company, Dickinson, is open to the public.

A 50x60 ft. hangar is now being constructed. A mechanic shop and an approved GI School will be completed next spring. At the present time Mr. Hull is conducting student instruction and charter service. The officers of Dickinson Aviation Co. are Mr. Hull, manager; Art Miller, sec-treas.; and Ed Erickson, vice pres.

R. L. Hull, recently discharged from the AAF, prior to his duties in the AAF was CPT and WTS instructor at Dickinson and Jamestown.

Seaplane Takes Off On Gravel Runways

Glen Watkins and Collins Reed made a successful take-off on gravel runways with a seaplane. They didn't leave a scratch. We have heard of successful take-offs from sod fields but never from gravel.

Leroy Huber and Elvin Puckett, of Vancouver, Washington, constructed a gear from welded metal tubing, two main aircraft wheels and a tail wheel. On this they placed two padded cradles

on which the seaplane floats rested.

The seaplane buzzed down the runway, gained speed and lifted into the air, leaving the tricycle gear scooting down the runway by itself.

Aviation Progress In The Last Year

(By Erling Nasset)

Approximately a year ago citizens of the United States were just becoming familiar with the long-sought goal—peace, and with peace came a myriad of ideas, manifestations of hope for new enterprise, and a general flexing of muscles unused for the past three or four years.

Because of the impetus given it during the war, or during and because of the war, aviation had suddenly burst upon an unprepared American public. Individuals and governmental agencies rushed to cope with this new peacetime industry. Manufacturers, fraught with material shortages and work stoppages, found it impossible to meet the tremendous demand for new aircraft. Congress at the instigation of the industry, other governmental agencies and personal flying advocates, was struggling with a bill to make available public funds for the construction of the most vitally needed facility—airports.

Today the picture is somewhat altered. Each of the parties concerned has put on his respective show and is now attempting to work its shape to most favorably fit the individual case. Private industry and personal flying almost have their feet upon the ground. Aircraft manufacturers are rapidly filling the demand for aircraft. Governmental agencies have determined to some extent the scope of their functions. The Federal Aid Airport Act has passed and is in effect. Aviation is in high gear.

The danger now is that aviation may grow so rapidly that it might out-strip the people and the government. Only by continuous effort, a constant vigil, complete cooperation and sound business administration can we expect to cope with the problem.

It should be the objective of everyone to administer efficiently in the interests of the whole, observe the Golden Rule in the prosecution of their duties and in the practice of their business, and to speak, print and conduct them-

selves fairly and fearlessly in order that aviation, one of the most significant and revolutionary developments of modern times, might go forward to the general benefit of community, state and nation.

Cooperstown Removes Airport Obstacles

Cooperstown, N. D.—The city has purchased a quarter section of land south of Cooperstown, but has allocated no expenditures for airport improvements. Private plane owners of Cooperstown have built several single-T Hangars and have installed a gas pump. During the latter part of November a committee made a clean-up drive to remove obstacles and hazards that were a hindrance to plane owners.

The Cooperstown City Council is conferring with H. P. Jandacek, district airport manager for North Dakota, on the prospect of getting federal funds to improve port facilities.

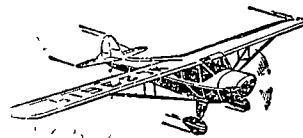
THE GREEN LIGHT



MR HARRISON, Tower Operator. A familiar scene to the transient pilot landing at Hector Airport in Fargo. The green light (and for a few, the red).

Recently the control tower was reactivated and is now a popular place for the pilots passing through Fargo to spend a few friendly minutes to chat with Mr. Harrison, Tower Operator.

HANGAR & TIE DOWN Visiting PILOTS WELCOME



DEALERS FOR FAMOUS "TAYLORCRAFT"

DAKOTA FLYERS

Wyman Field Mott, North Dakota
DUANE LARSON, Mgr.

See or write us about immediate TAYLORCRAFT DELIVERY

Rancher of the Air

(Continued from Page 2)

are strange, and keeps a watchful eye on his cows

This rancher with all his lustrous beauty is learning more about his cows nowadays. He now uses his horse in a different way than he did in his cow-pony days. What kind of a horse does he now ride? It's a horse that is different in many ways. Now, when he rides away, you probably don't ride with him unless he just ropes you in.

This "rancher of the air" is a rancher of tradition, lean, weather-beaten, without his high-heel boots, wide belt, and neckerchief. He doesn't feel dressed, but all this still has its place on the ground and in the air.

The "rancher of the air" is a new figure. For relaxation, he mounts his "pup" and roars off across the range, breathing deeply of the windy air, and shouting his poems into the wind.

In days gone by, the rancher wasn't dressed up unless he wore his boots, and ten-gallon hat, winter and summer, days and sometimes nights. But as this rancher grew older and his herd grew to an enormous size he just got uneasy and wanted to ride faster than his cow-pony would go.

The "Rancher of the air" is not quite the same figure. The brunt of the "boom on the range" still falls on the shoulders of many of the old weather-beaten ranchers. Back in the bunk-houses, many old time ranchers chatter about another

range.

A "rancher" learns something new every year about his cattle, Jim says. "If you just watch your ranch, you'll see the answer to your mistakes."

Student Certificates Reach an All-time High

Student pilot certificates issued by the Civil Aeronautics Administration reached an all-time high for one month when a total of 21,935 was issued in July 1946.

The previous peak for this type of certificate was 20,466 in Sept. 1940 under the Civilian Pilot Training Program. Prior to July CAA has issued a total of 64,253 student pilot certificates in the first six months of the year.

The tremendous increase in private flying interest is shown by the comparison with the 1945 statistics, which record a total of 74,000 issued during the fiscal year. The 21,935 new certificates issued in July plus the 84,253 for the first six months of the year

total 86,188, or 12,188 more than in the entire year of 1945.

The rapid increase in certificates also holds true in the ranks of private pilots. On July 1 there were 143,717 private pilot certificates out, an increase of 15,510 over the 128,207 figure on January 1.

The increase in the number of both types of certificates is due largely to the flight training available to World War II veterans under the GI Bill of rights plus the natural increase in civilian interest since the close of the war.

STUDENTS' OPEN PRIVATE FIELD

Levorson Field at Elgin has recently been completed. It has two runways mainly NWSE and NEW and one single T-hangar. Gasoline and service facilities will be available at a later date. On Sunday, Miss Darlene Levorson took their new Aeronca "Champ" to Elgin where she will keep the plane. Darlene and her brother, Carlton, will operate and manage Levorson Field.

WHAT'S THIS



to please the photographer." "We're still a-stuckin' to our ponies!" "But you gotta admit the cushions in them there seats is mighty soft!" compared to a saddle.

WELCOME

RUGBY, N. DAK.

VICE — INSTRUCTION — AND TAYLORCRAFTS

—1941 Piper Cruiser engine will be majored.

ING SERVICE

DAKOTA FLYER

Published monthly at the office of the Mott Pioneer Press, Mott, North Dakota.

GENEVA SCHOW
Owner-Editor

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CAA Approved AT-6 "Chum Seat" kits \$257.00 all parts, blueprints, and instructions necessary for side-by-side rear seat. Discount to dealers. Vest Aircraft Company, 4600 Dahlia, Denver, Colorado

IT PAYS TO ADVERTISE



Back row, left to right: T. C. Saunders, J. L. Connolly, Delroy Webster, O. D. Weydahl. Front row: Elmo Webster, Frank Connolly, James Saunders, Blain Fockler.



Pictured above is Tommy Saunders, Killdeer instructor and airport manager, and his student, Matt Grevious, Killdeer. Saunders was recently discharged from the ATC, where he was stationed at Thunderbird Field, Arizona, for two years as flying instructor for a group of Indian and Chinese students.

Editor, Dakota Flyer
Mott, North Dakota
Dear Editor:

Enclosed is my check for two dollars to cover the cost of a one year's subscription to the "Dakota Flyer" This is the first copy I've seen. Its mighty good! If any part of this is worthy of print, please use it in your paper

Ilo Aero Club (a non-profit corporation) of which I was organizer, was incorporated August 1945. The membership was limited to 20 persons. Only four of the members live in town, the remainder are farmers and ranchers, of Dunn, Billings, and McKenzie counties.

Officers at the present time are E. S. Hoffman, pres.; C. A. Powell, sec-treas. Ex Council, O. D. Weydahl, V. Stedman, E. F. Fockler, Flight Director and Instructor, T. C. Saunders

This Club owns and operates the Ilo Air Strip near Killdeer, complete with gas, oil, supplies,

a three-place hangar, and office. The name "Ilo" comes from the "Man Made Lake" adjoining Killdeer. There are at the present time five ships on the Ilo Air Strip, but more have been ordered by members of the club and other fliers in Killdeer. We are trying now to interest the City to go all out for Govt air on an expansion program. This we feel will be well done.

Congratulations on your paper, and good luck with the venture. I am,

Yours very truly,
O. D. Weydahl
Killdeer, N. D.

(Continued from Page One)

PILOTS AND ENLISTED PERSONNEL NEEDED

Ratings and ranks will be determined by the commanding officer although most members will be given a rating or rank corresponding to that held in the army. After the unit is underway, a local member may be appointed as commanding officer to replace Col. Neese, who is a member of the regular army. Col. Neese, meanwhile, will act as instructor.

For any further information regarding the National Guard Unit to organize in Fargo, information may be secured by contacting Col. Neese in the recruiting office above the Davcau Music Co. in Fargo.

No matter how small your lot in life, there's room enough on it for a service station.

THIS IS YOUR NEWSPAPER. — WE WELCOME YOUR NEWS AND PHOTOGRAPHS.

Airplane Registration Is Simplified

Airplane registration will be easier than automobile registration under a new system to go into effect November 15.

Sweeping changes in licensing procedure permit an airplane purchaser to write his own 60-day temporary registration certificate, and also allow use of "Dealers Tags" on new airplanes.

A single form, ACA-500, available from any regional or district office, will take care of the plane owner's registration needs. This form comes in three parts, with a provision for making a carbon copy of each part: (1) "Registration Certificate" (2) Application for Registration. (3) Bill of Sale.

Completing all three parts of the form requires only about ten minutes, but it is important that it be done accurately.

The purchaser posts the original of Part B in the cockpit of his plane where it serves as a temporary registration certificate. He keeps the original of Part C for his own protection. Then he mails the rest of the form, consisting of the original Part A and carbons on Parts A, B, and C to the Registration and Recording Section, Civil Aeronautics Administration, Washington, D. C. with a \$5.00 fee.

It may be true that diamonds don't grow on trees — But the right kind of hands will get them.

(Continued from page 3)

CAA CUT EYE REQUIREMENTS

The recent appointment of Regional Medical Officers makes it possible to maintain "grass roots" liaison with the examining physical examination. This also was a factor in the decision to rescind the refraction requirement.

With the rescinding of this order the specific fee set by the CAA for the examination, including the refraction test is eliminated. "No specific fees for physical examinations for pilots of any class are now set by the Civil Aeronautics Administration," the Administrator stated.

"I am convinced that physicians appointed to examine Commercial and Airline pilots, as well as family physicians who examine the Private Pilot, will give thorough and careful physical examinations at reasonable rates," Mr. Wright said.

Airport Operators of N. & S. D. Meet

Airport operators and managers of North and South Dakota will meet December 10th at Aberdeen, South Dakota.

The operators will discuss major airport problems that are of vital interest to all men commercially interested in any type of aviation operation.

Get Acquainted With The "Dakota Flyer"

Advertisement area for the Dakota Flyer newspaper, containing contact information and a call to action.