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 lovely Santa Claus is certainly changing the tradition. Daddy's going to be hanging his stocking this Christmas!

111 PT-26s Sold At Hector Field

At a recent sale of 111 Army surplus PT-26s 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-26s 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 as affecting the distribution of these cards with the aid of the Boy Scouts of America.

Restrictions Simplified

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

The sub-committee on Recitalization of International Civil Airlanes of the A.D.C., of which A. M. Borden, chairman, has worked out an arrangement whereby the Department of Customs Bureau officers 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. Hereafter, all planes had to clear with customs officers prior to departure. Now, the only requirement will be that they land at certain Canadian points of entry.

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

Pilots And Enlisted Personnel Needed

1947 will see a vast lot 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-38s with several A-20s for low level work. C-47s will be used for larger and personnel. The AT-9s will be used for instrument flying and several Lanham 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 mechanics and many staff sections require qualified men. 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-38s are preferred, but it is necessary that they live in or near Fargo or for it will be required of each pilot to fly 8 to 12 hours a month in order to remain proficient. This will require approximately half-day each week and also attending the regular meetings each Tuesday night (as the case may be). According to this plan, the pay will correspond to that of the regular Air Force however, there will be only four days per month.

The earliest tentative data that the unit may begin flying is estimated as being sometime in March. Hangar arrangements must be made with local 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 those 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 keep a watchful eye on his cow.

When the first long string of cattle were pushed up the Western Trail, formed for new homes on the open range of Montana and Dakota, adventure rode with every trail. The cowboy then rode the "Cayuse," one of the finest horses for a horse, usually referring to a small arched horn or accuracy Indian pony. But many of these Cayuses were excellent horses.

The open range served its purpose, as did the grade binders, the pioneers who pushed into the wilderness a march of new homes for the stockmen's herds of bawling calves. But the monotony of long days in the saddle, prospecting for free grass, provided some of the most thrilling chapters in the story of the free West.

Today, the cows that roam the range, bear a racing sound! Above looking up in the air, them old cows bawl, "What good are feet, when those legs have wings?" They run low over the rugged range, where the trails are rough, and the manner strange. He takes a good look at the bawling cows trying to make him feel happy to have a rancher just smile when they bawl at him.

JIM McCARTEN

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 25th to discuss plans for the 1947 state meeting. Present were: Leland Brand, Taylor, president; L. W. Duembler, treasurer; Howard Henry, secretary, and Henry Wall, secretary. Leland Brand and Lorin Duembler will chair this meeting. They are the ones 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 SIREEE!

Two gun-Kyrkendahl and Jim Wilson, Kildaire, stand at the airport near Kildaire watching the take-off, those two puppies.

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 gettin' us in there 'Buggies'! No Siree!"

These two pioneers have witnessed the many changes our country has experienced. Not many years ago, we would count sight of a bawling wagon rolling down the road, with a speed of about fifteen miles per hour. It wasn't long until town did join and city ordinances put laws forbidding these automobiles from running on the streets. The people were afraid. I'm glad it isn't me.

Aviation Insurance At A Saving  
JAMES N. RAY CO.  
114 W. Bismarck, N. D.

"Bud" Ray, the Flying Insurance Man
Let a Pilot fill your
Aviation Insurance needs
Leo Harris Photographs
The "Flying Cowboy"
Leo Harris, Killette, North Dakota, well-known cowboy and wildlife photographer, has now taken a task onto his side that the cowboys and riders have failed to do. He's making it his business to keep the cowlboys alive.

2028 Boeing
Ed Hilton, president of the Great Northern Airlines, receives the copy of the2028B report which the pilots for airline services over the Chicago-Seattle route was released unfavorably while he had signed the report to the C.A.B.

The Boeing-Seattle route will include stops at 23 cities, 10 of which do not have main lines westward to air service between two large terminals. Harris has told his friends along the Boeing route they will continue to fly for this air service. This route of Great Northern Airlines will include stops at 23 cities with over a quarter of a million population, industrial acting as a community interest to our agricul

The aeromarine of the Great Northern Aviation Co. will meet with the C.A.B. Examiner, near Portland during the month of November, to be met with the C.A.B. Examiner, Herbert E. Bryan, for the month.

The Boeing route route was not feasible because it travels over an area not extensively populated and that a route been was rushed to the Minneapolis-Detroit-Dakota-Denver-Seattle route route was proposed to support an "air route" route that should be of vital interest to our State in the northern part of the United States as a main line air route 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 portion of their time to the training of aviation activities in their community. They hold regular meetings each 2nd and 4th Tuesday of the month. The Army Recruiting Office has at present meetings presented motion pictures of combat bullets. One recent film featured the reception of Corporal Orville Mower, Grand Forks veteran of this campaign, gave the boys some personal highlights of the action, following the picture.

Major Kingsley, a veteran of the South Pacific, spoke on the planes and function of the United States R.O.C., which he represents.

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

opens Brokerage
Office in L.A.

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

Harry is an old-time Dakota barrowsman as well as a coyote and wolf hunter throughout the midwest area. Harry is a well-known figure at many of our Dakota airports and has a host of friends watching him grow successfully with this new enterprise.

Jaycee's Plan
Aviation Program
Wesley Read, Moball, Jaycee Aviation Program plans an extensive program of "I look at Aviation" program by means of cartoons illustrating the "tiers for young kids" will be carried in many daily and county newspapers. This program will be of great benefit to many folks, and those persons learning to fly.

C.A.A. Cut Eye
Requirements
Washington, D.C.—Eye requirements. haves been 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 C.A.A. officials in the field.

Their recommendations were presented to the C.A.A. Regional Administration 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)
AIRVIEW OF WRIGHT FIELD, WILLISTON, NORTH DAKOTA

LOCATION.  2 1/2 miles south of Williston on Highway 2 and 80.

RUNWAYS:
K-8  3,150 ft. long; 200 ft. wide
K-16  3,050 ft. long; 200 ft. wide
W-16  2,050 ft. long; 200 ft. wide
W-8  2,500 ft. long; 200 ft. wide

Buildings and flight has 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, 21 years of flying experience with over 11,000 flying hours.

Bill Conover is the airport manager, flight instructor with over 3,000 hours of flying time. He is a graduate of C.P.T. and V.W.S. schools recently he was discharged from AAF Dallas as instructor at one of our largest army pre-flight glider and radio schools located in the United States.

Earl Merritt, flight examiner and instructor, has over 2,000 flying hours. He has been actively interested in aviation since 1935. He was recently discharged from the AAF, where he was primary instructor with Spartan School of Aeronautics.

Wright Field has an excellent service car shop. Bruce Wright is the mechanic and Leon Conover is the service chief. Leon is a veteran of three years' air service. Since he received his A and R licenses at Williston School of Bruce Wiltjer, he has been employed with Wright School for one year. He is an expert on electrical wiring and motor overhaul, and is working for both A and R License.

Hayden Welsh, former AAF Flight Engineer and Prop Specialist, and Clark Henderson are both working for their A and R License.

Lillian Mrs. Bruce Wright is bookkeeper and secretary. Mrs. Wright has been actively interested in her husband's businesses as a force for many years. Like maintenance a very efficient and hospitable airport office at Wright field.

Wright Field also offers a football custom service of a modern field, which makes transient from feel very welcome. It is a fact that air travelers will always remember as one of North Dakota's friendly and attractive airports. Entering ports are always so liver as 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 approving agency in the 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.

Private Pilot, Commercial, Instructor,

SAX AVIATION COMPANY

DICKINSON, NORTH DAKOTA

PHONE 23 or 55W

"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 contact with the ground, causing the air to become saturated. It also forms when surface winds carry air over terrain that permits the easy supersaturation or when rain or snow falls onto cooler surface air.

GROUND fog, is the type of fog which forms in isolated areas. Air first appears in valleys and depressions as isolated patches, or on terrain is level, where advection or is greatest. Patches of fog form to a layer which deepens until an hour or two after sunrise on hills tops are last to become foggy, airports in these valleys tend to fog-up earlier.

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 extend extreme caution in flying over or toward regions where there is any chance of advection fog.

SEA BRZE FOG is a feature of coastal areas where cool air lies pope to unheated land, and is associated with sea breezes. It arises from the fog usually lasts into a layer of low clouds and then clear. Monsoon fog (sea breeze) often forms and spreads along coastal land in less than an hour. Fogs cause of the rocky nature of the fog your flight plan to a coastal airport wherever a vigorous sea breeze is blowing, should include an alternate course in an island field.

PRECIPITATION FOG (rain) is the result of relatively warm rain or snow falling into a layer of cooler air. Precipitation fog is usually associated with frequent low pressure systems. Particularly warm fronts. Precipitation fog frequently is produced by broken low and clouds or by precipitation which to the ground. Sometimes fog forms over the smoke level and extends quickly over large areas.

UPSLIP FOG develops in up hill winds. It is a closed resting on a slope or hill top. Upslip fog, therefore, is confined to hilly terrains, particularly in the western part of the U. S. and the Appalachian mountains region.

This type of fog forms very rapidly and over large regions.

DO N'T FLY BLIND! Landings on fogged-in terrain may be disastrous.

FOG WARNING! When temperatures and dew point are only a few degrees apart. (2) A wide spread precipitation area. (3) Winds above 20 miles per hour. (4) In fall and spring if the atmosphere is unstable.

(5) If the flow of air is directed up a broad, flatly sloping slope.

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

Cessna

For North Dakota & Western Missouri

Approved for G.I. FLIGHT TRAINING

Private Pilot, Commercial, Instructor,

INSTRUMENT & MULTI-ENGINE

DISTRIBUTORS

SAX AVIATION COMPANY

DICKINSON, NORTH DAKOTA

PHONE 23 or 55W

Page 4
Lettter to the Editor

Bismarck, North Dakota

The Dakota Flyer

Mott, North Dakota

Dear Editor:

Congratulations on the Dakota Flyer. An enterprise such as this publication is what we need North Dakota and in front of aviation.

Please enter our subscription to The Dakota Flyer.

Sincerely yours,

K. William Simon
Avalon Editor

The Bismarck Tribune

Wilton, 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 subscription for Flying of every type in North Dakota that can take its place among the best.

Wishing you continued success, I am,

Sincerely yours,

E. H. Polk

N. D. State Legion Commander

H. Potter

Fargo, North Dakota

Dakota Flyer

M. N. Dak.

Dear Miss Sheets:

Received your first issue of the Dakota Flyer and I want to congratulate you on your fine publication. An enterprise such as this publication is what we need North Dakota and in front of aviation.

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 McKay

Mott, North Dakota

The Dakota Flyer

Editor

Port-Carrol, N. D.

Dakota Flyer

Mott, North Dakota

Editor

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

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

Miss, my wife, and I are enclosing money ($2.00) for a year subscription:

Respectfully,

Bismarck, North Dakota

Bismarck, Dakota Flyer

Mott, North Dakota

Editor

The first edition of the Dakota Flyer arrived at our office. We please accept our congratulations. North Dakota Aviation has needed just such a publication.

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

Yours Truly,

Math. J. Kriseh

P.O. Box 393

Valley City, N. D.

Editor

Bismarck, North Dakota

Publishing, "The Dakota Flyer"

Mott, North Dakota

Dear Miss Sheets:

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

Over the entire world aviation is on the forward march. With its broad rolling progress and its bright, clear weather, North Dakota is ideally suited for the development of air travel and transportation. We need only to visit the statues 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 our-minded people in North Dakota people desire.

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

Fred G. Aarnold

Governor of North Dakota

Editor, Dakota Flyer

Mott, North Dakota

Dear Editor:

You can count me in on a year subscription to your paper. I don’t think you have a fine short one on a very interesting paper.

Yours very truly,

Norman Seligler

Poster On Safe Flying Advised

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

The first poster, which was prepared by the Civil Aeronautics Administration and sent from the CAA Office of Aeronautics Information in Washington, urges pilots, "Don’t Show Off, Fly Right, and Love to Fly."

It depicts a costly young flyer being handed for a telephone wire and the he waves to get free from an altitude obviously too low for safety.

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

Administrative inspection per 1,000 registered aircraft has dropped 44% from 278 in July 1941 to 129 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 following on "Fly Right" series

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

"Do you know how to make sure these folks, Mutter?" "Sure hold her pajamas."

DECEMBER 1946

Dakota Flyer

Editor

Mott, North Dakota

Dear Editor,

You can count me in on a year subscription to your paper. I don’t think you have a fine short one on a very interesting paper.

Yours very truly,

Norman Seligler
“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 can travel by train or auto. The alert aviation entrepreneur will anticipate this demand by establishing landing fields in proximity with existing hotels and motels. Similar to this idea of resort landing fields is the possibility of “Air Tourist Stops” along the popular highways of the state.

We may encourage the adding of airports near vacation spots where most people travel by train or auto. At the present time Mr. Hull is conducting student instruction and charter service of Dakota Aviation Co. at Mr. $650.00 a month and Mrs. Hull at $3,000.00 a year.

Dickinson Opens Municipal Airport

Dickinson Aviation Co., under the management of R. L. Hull, now has an approved O.S. School and an approved Q.S. School. At the present time Mr. Hull is conducting student instruction and charter service of Dickinson Aviation Co. and Upson, General Manager, Earl Reed is in charge of the schools.

Airplane Takes Off

Glenn Wakefield and C. C. Reed head up a successful take-off on small airport runways with a seaplane! They didn’t leave a scratch. We have heard of successful take-offs from fields and fields but never from gravel!

Lerry Huber and R. L. Ford of Yorktowne, Washington, constructed a float from welded metal and floated a large float on the water.

Today the pattern is somewhat altered. Much of the pattern conformed has put on its respective show and is now attempting to work its stage to most favorably of the individual cases. Private industry and personal flying at most have their feet upon the ground. The ground manufacturers are rapidly filling the demand for aircraft. Government agencies have determined to some extent the scope of their functions. The Federal Aid Airport Act has passed and it is in effect. Aviation is in high gear.

The danger now is that aviation may grow so rapidly that it might outstrip the people and the government. Only by continuous effort, 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 at the interests of the whole, observe the Golden Rule in the protection of every member and in the practice of fair business, and to speak, print and act themselves in harmony and safety.

DAKOTA FLYER

Page 6

THE GREEN LIGHT

Mr. Harrison, Tower Operator

A familiar scene to the transient pilot landing at Howard Airport in Fargo. The green light meant for a few, the red, for many.

HANGAR & TIE DOWN

Recently the central tower was constructed at the new A.F. plant for the police to be stationed here during the war to spend a few friendly minutes to chat with Mr. Harrison, Tower Operator.

DEALERS FOR FAMOUS "TAYLORCRAFT"

DAKOTA FLYERS

Wyman Field—Mott, North Dakota

DUANE LEBLON, Mgr.

See or write us about immediate TAYLORCRAFT DELIVERY
RANCHER OF THE AIR

Winter Iniounits Deeply Anross Rancher Heel The Other-Beaten,

The rancher with all his handsomely built beauty is learning more about his own everyday. He now uses his horse in a different way than he did in his cow-povy days. What kind of a horse does he now ride? It's a horse that is different in many ways. Now, when he rides anew, you probably don't ride with him unless he just ropes you in.

This rancher of the air is a rancher of tradition, bent weather-beaten, without his high-heeled boots, white hat, and neckerchief. He doesn't feel dressed, but all the still has his place on the ground and in the air.

The "rancher of the air" is a new figure. For relaxation, he mounts his "pup" and rounds off across the range, breathing deeply of the windy air, and shading his poons into the sun. In days gone by, the rancher wasn't drenched in inches he wore his boots, and tee-given half weather and summer days and sometimes nights. But as this rancher grew older and he's not as he was accustomed to an enormous new he pot unseen and wanted to ride faster than his cow-povy would go.

The "rancher of the air" is not quite the same figure. The habitation of the "rancher of the air" still falls on the shoulders of many of the old weathered ranchers. Back in the folk-sources, many mothers chatter about another.

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 21,932 was issued in July 1946.

The previous peak for this type of certificate was 20,666 in Sept. 1945 under the Civil Pilot Training Program. Prior to July 1946, the country issued a total of 64,205 student pilot certificates in the first six months of the year.

The tremendous increase in private flying interest, as shown by the comparison with the 1940 statistics, when a total of 7,299 issued during the fiscal year. The 21,932 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 105,717 private pilot certificates out, an increase of 12,210 over the 128,007 figure on January 1.

The increase in the number of both types of certificates is due largely to the flight learning 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

Levronfield, Airdrome at Elgin has recently been completed. It has two runways which will be available at a later date. On Sunday, Miss Darlene Levery field took her new Aerocraft "Champ" to Elgin where she will help the place Darlene and her brother, Cliff, will operate and manage Leveron Field.

LENT THE DAKOTA FLYERS BUY AND SELL YOUR AIRPLANE AND PARTS!

LAWSON. N. DAK. 6-29-46

WANTS TO PURCHASE AN EXCELLENT AIRPLANE, or PARTS. LOCATED 20 MILES SOUTH OF DAKOTA CITY.

World's best buy. New or used. Fly in. Write us. Ask for our rate card.

Dakota Flyer, Bladen, Dakota, South Dakota.

WANTED: RUGBY, N. DAK.

Wanted: Used plane for sale.

Dakota Flyer, Bladen, Dakota, South Dakota.

WHAT'S THIS

to please the photographer.

"We're still a-stickin' to our pens," her. 

"But you gotta admit the pictures in them there books is mighty soft!" compared to a 24-in. saddle.

WELCOME

WALTER, RUGBY, N. DAK.

VICE - INSTRUCTION - REPAIRS AND TAYLORCRAFTS

1946 Piper Cruiser the line will be major.

FLYING SERVICE

Ditch-28-46

903 AERONCA TRAINER, built in 1939, in excellent condition, for sale. Write or call.

Flatirons, New York.

Dakota Flyer, Bladen, Dakota, South Dakota.

PO. BOX 1

2 Hits of New Improved Wigs and Tail Coats in 30 and 50 words. Also Boxes, Port Hooch, Port Huron, North Dakota.

PO. BOX 1

Ditch-28-46

Dakota Flyer, Bladen, Dakota, South Dakota.

1 RATE OF NEW IMPROVED WIGS AND TAIL COATS IN 30 AND 50 WORDS. ALSO BOXES, PORT HOOCH, PORT HURON, NORTH DAKOTA.

Dakota Flyer, Bladen, Dakota, South Dakota.

CAAA Approved AT-3 "Champ Seat" cover in 30 and 50 words. Also Boxes, Port Hooch, Port Huron, North Dakota.

Dakota Flyer, Bladen, Dakota, South Dakota.

IT PAWS TO ADVERTISE
Airplane Registration

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 "Dealer's Tag" on new airplanes. A single form, ACA-236, 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 the plane where it serves as a temporary registration certificate. He keeps the original of Part C for his own protection. Then he sends the rest of the form, consisting of the original Part A and carbon of Part B, to the Regional Office, Civil Aeronautics Administration, Washington, D.C. with a $5.00 fee.

It may be true that diamonds don't grow on trees—but the flight school of tomorrow will get them.

Get Acquainted With The "Dakota Flyer"

(Continued from page 3)

CAE CUT EYE

REQUIREMENTS

The recent appointment of Regional Medical Officers makes it possible to maintain "grass roots" listening with the examining physical examination. This also was a factor in the decision to record the refractive requirements.

With the rounding of the specific eye test by the CAA for the examination, including the refractive test is simplified. "The specific base 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 16th at Aberdeen, South Dakota.

The operations will discuss major airport problems that are of vital interest to all men, and particularly to any of the operators, or operators in charge.

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