

CLASS FOUR AIRPORTS WILL GET FEDERAL FUNDS IN 1947

PROPOSED LAW
MAY SPEED AID

Although the 79th Congress passed a Federal Airport Act, which set up \$500,000,000 seven year Federal Aid Airport program, it failed to pass an amendment which is necessary before the Civil Aeronautics Administration can grant funds in the current fiscal year (the year ending June 30, 1947 for any Class 4 project) Among the Class 4 airports in North Dakota are Fargo, Jamestown, Bismarck, Minot, and Grand Forks. This situation arises from the fact that CAA, in the insufficient time after enactment of the act, could not submit a list of CAA approved Class 4 and larger projects to Congress 60 days before the beginning of the fiscal year 1947 (July 1, 1946) as is required by the statute with respect to each fiscal year of the program. Legislation to correct the situation will be introduced when the 80th Congress convenes but unless it is enacted within the first two months, few or no Class 4 and larger Federal-aid airport projects will go under construction before the spring of 1948. It is also evident that many opponents of this legislation will be members of the House and Senate in the next two years.

The formula for allocation of Federal-aid airport funds under the Federal-airport Act, includes the water areas of the states. The Civil Aeronautics Administration is basing the distribution on the land and water areas reported by the Bureau of Census in areas of the United States. One-half of 75 percent of the grant-in-aid funds are allocated on a basis of area, the other half on the basis of state population, while the remaining 25 percent constitutes a fund for grants in the discretion of the Administrator. North Dakota's minimum of Federal-aid airport funds under the Act is \$426,809 for the current fiscal year. The Airports Division of the Civil Aeronautics Administration has established a district airport office at Bismarck in charge of Mr. Paul Jandacek, District Engineer.

The tentative plan for North Dakota provides for some 102 airports to be constructed, developed or improved. Tentative CAA regulations to cover the operation of the airport program under the Act were published in the Federal Register of September 7. A hearing is to be scheduled on the matter in Washington on (Continued on Page Eight)

FLYING SPORTSMEN



Four flying sportsmen from Cando, N. D., left to right: Harry Smith, Willard Gibbens, Peter Preist, James Elphinston, George Gutsche.

The flying sportsmen from Cando, N. D. opened fire October 5, the first day of pheasant and duck season. Among the party were Peter Preist, owner; Willard Gibbens, farmer; James Elphinston, a GI student at Cando airport, and George Gutsche, airport manager at Cando, and pilot for the hunting party.

Mr. Preist does not fly himself. In fact he had no intentions of flying until about three weeks ago, when Cando field brought in the new Stinson. He said, "I liked it so I bought it. Now I am going to learn to fly it."

Peter Preist was the man who got the party together and made preparations to fly to the Ray Schnell ranch south of Lemmon, S. D., for a weekend of pheasant hunting. The boys had two stormy days of hunting, but it seems that weather never stops the hunter. They all shot their limit and enjoyed pheasant dinners at the Schnell ranch under the management of Harry Smith, also a member of the hunting party. Mr. Smith wanted to make a bargain with the fliers, the Stinson for four horses. If the snowstorm had lasted many more hours, the men would have had to take him up on his offer in order to get back to Cando.

CAA APPROVES NAVION

The North American Navion, originally announced last spring, has been issued an airworthiness certificate by the Civil Aeronautics Administration. Deliveries have already begun.

(Continued on Page Eight)

N.D.A.A. To
Adopt Constitution

Gilbert Saxowsky, Dickinson, N. D., president of the North Dakota Aviation Association, has been contemplating action toward a definite and more substantial organization. A constitution of a North Dakota Aviation Association is being drawn up with the approval of all the members. This demands the immediate attention of every member, including persons engaged primarily or principally in one or more specific aviation trades. This includes owners and operators of private and leased public airports, distributors of aircraft parts and equipment, servicing and repairs, specific trades such as crop dusting, aerial photography, and advertising, also persons engaged in transportation of persons or property other than that of the scheduled air carrier.

This is your opportunity to express your opinions and to make any amendment you believe will be necessary for the general welfare of yourself and others engaged in aviation enterprises in North Dakota.

Gilbert Saxowsky, president, will appreciate your general reaction toward this movement, and will accept any further suggestions. A meeting is scheduled to be held in the near future to discuss this further and elect a Board of Directors and other necessary officers.

SELF-SUPPORTING

Huron, S. D., is the only large city of a large group surveyed claiming to operate a self-supporting airport. The total revenues for the fiscal year of 1945 were \$11,000 with operating expenses amounting to \$7,033.

Most of these revenues come from a four cent state gas tax allocated to the airport, plus hangar rental and fees from a scheduled air carrier. The Huron field was built with WPA funds plus city bonds and cash.

AIR SHIPMENT

John Palmer, former Navy pilot and now operator of a recreation parlor at McIntosh, S. D., gave an inkling as to the method by which fast freight shipments will be handled in the future, when he flew to Hetting-

(Continued on Page 8)

WEATHER NEWS

The weather bureau is contemplating an experiment, by giving weather over commercial broadcast stations and networks, to provide a more accurate and convenient means of presenting this information for the private pilot.

With the steadily increasing amount of private flying, the demand for such weather information is steadily growing, and is even more necessary than daily road reports for the motorist.

Dr. F. W. Reichelderfer, Chief of the Weather Bureau, has announced that the needs of aviation will be given special consideration in the planning of weather broadcasts.

There are many more than 100 standard broadcast stations carrying scheduled programs broadcast from microphones installed in Weather Bureau offices. The results of this experiment will determine future Weather Bureau policy regarding this program.

The Weather Bureau believes that the demand for weather information supplementing that broadcast by the Civil Aeronautics Administration along with Federal Airway, will soon reach such proportions that special weather broadcasting stations may be required.

G.I. TRAINING
MISREPRESENTED

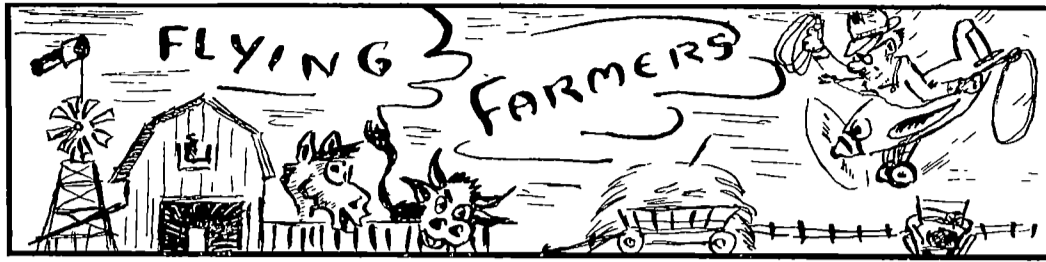
Veterans anticipating flight training are being led to believe that it closes their entitlement. This is a most erroneous repre-

(Continued on Page 8)

COW TRAILS TO AIR TRAILS



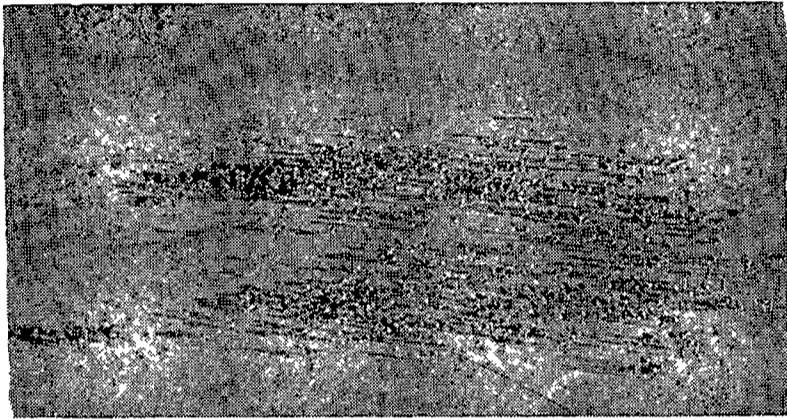
Jim Connolly, Killdeer, member of the "Flying Farmers and Ranchers", and also member of



THIS PAGE FOR FLYING FARMERS

It is the purpose of the editor of the Dakota Flyer to co-operate as much as possible in supplying information and news items for and about the National Flying Farmers, pay-

the No flying club, patrols his ranch from the air.



Jim Connolly, Killdeer, flying rancher, finds the airplane a great necessity in his line of ranch work. The ranch is located in the heart of the Killdeer mountain range. With a light plane he is able to land and take-off in a reasonably short distance from short stubble fields and pastures during all seasons, giving him countless advantages over isolated ranchers who have to depend on horse or automobile.

Ranchers have discovered with great satisfaction the important place the plane is taking as an essential farm tool. We recall their ancestors before them and their long hard toil and struggle with rustic means of slow, trea-

cherous transportation over wilderness trails with mules and oxen.

Now, in the air age, farmers and ranchers such as Jim Connolly, are flying. We hear the ever present familiar sound of planes overhead patrolling cattle fences, hunting stray dogs, coyotes, checking water holes, windmills, and making trips into town for groceries or repairs.

Then, there are business and pleasure trips to the city. There are new and untrodden "Air Trails" for flying farmers and ranchers, as Jim Connolly and others have discovered and which are as novel and exciting as the overland trails traversed by their ancestors many years ago.

ing particular attention to newsworthy items about Dakota members.

This page will be set aside in each issue of the "Dakota Flyer" for flying farmer news items and advertising. More space will be allotted as needed.

The editor wishes news items concerning Flying Farmer groups and individuals and will be sincerely grateful to those people kind enough to forward such items to Miss Geneva Schow, Mott, N. D.

RESOLUTIONS BY FLYING FARMERS

The Dakota Flyer is indebted to Howard Henry, Westhope, N. D., vice president of the North Dakota chapter of the Flying Farmers, for a copy of resolutions proposed by the national chapter of that organization.

Lack of space precludes publication of the resolutions in full in this issue. In brief substance, they are as follows:

AIR MARKINGS. Uniform markings necessary for all concerned. Towns and landmarks should be marked. Recommend the Flying Farmers and CAA work together with state for uniform air markings.

AVIATION EDUCATION. Recommend that all state education departments embark upon a comprehensive program of aviation education.

INSURANCE. Analyze existing insurance facilities and study establishment of mutual insurance for flying farmers.

TAXATION AND REGULATION. Continue to have Congress exercise Federal jurisdiction over pilot licensing and certification of aircraft. Opposed to states assuming this authority.

EXPANSION. For the welfare of the nation, an immed-

iate extension of air routes and feeder lines is recommended.

PRIVATE ENTERPRISE: Experience has shown that private enterprise with reasonable competition under fair regulations is essential to vigorous growth and development of air travel and commerce. We strongly urge that air service and transport regulatory departments remain independent of regulatory supervisors and rate making departments for other forms of transportation.

STATE AGENCIES. The National Flying Farmers strongly recommends that the various states promote aviation to the maximum through the medium of an existing agency or through the creation of a new department. We are definitely opposed, however, to any state assuming economic or safety regulatory powers which might conflict with or duplicate Federal regulations.

DAKOTA FLYER

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

GENEVA SCHOW
Owner-Editor

SUBSCRIPTION & ADVERTISING RATES

SUBSCRIPTION RATES —
\$2.00 Per Year.

Display per column inch
Per Column Inch \$2.00 per issue
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CLASSIFIED ADVERTISING
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BISMARCK, N. D.

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GI TRAINING COVERAGES

BOMBER CLUB TO OPEN AT NEW ENGLAND AIRPORT

George Koppinger, airport owner, New England, N. D., is convinced that the best way to entertain transient pilots and interest non-flyers in aviation is to lure them to the airport with the promise and prospect of a more enjoyable time than they could have elsewhere.

And that is just what he is planning by bringing the public to the "Bomber Club" and promising everyone a better time than could be found any place else. It will consist of a dining room, which has seating capacity for some 20 couples, a modern bar where he serves the finest of liquors, and a dance floor for the dinner guests, all housed in an attractive building overlooking the airport.

This excellent club will provide food and wonderful entertainment for transient pilots and their friends, and a place to get acquainted with local fliers at New England. Local citizens may also drive out for food, flying, and relaxation.

BREAKFAST FOR LOCAL AIRMEN

Sunday morning, Oct. 13, fliers and their wives from Hettinger airport landed at Wyman Field in Mott, N. D., with five planes to have a pipin' hot breakfast at the Wick Hotel.

Pilots and their wives included Mr. and Mrs. Bart Stevens, airport manager, Mr. and Mrs. T. G. Barclay, undertaker, Mr. and Mrs. Ed Litton, telephone company, Mr. and Mrs. Cecil Clark, Case Implement Company dealers, Tony Fuglesten, manager of the Pepsi-Cola plant, and Mrs. Florence Howell of Hettinger.

Bathing Beauties ought to make fine pilots. They're so daring at taking off.

HAZEN VETERANS BUILD AIRPORT



LYLE BENZ



JOHN BENZ, JR.

Lyle and John Benz, Jr., are looking forward into the future North Dakota aviation needs, in connection with their plans to construct a modern airport at Hazen, N. D.

Lyle Benz, 23, enlisted in the Army Air Corps in November of 1942, finished pilot training in July 1944, and served as a twin-engine instructor at Demming, New Mexico, and later as a B-29 instructor at Barksdale Field, Shreveport, La. Following his discharge in November 1945, he attended the State School of Science at Wahpeton, completing his training in September, 1946. He is now qualified to receive his engine mechanics license. He is married to the former Grace Jensen of Hazen, N. D. They have a daughter 18 months of age.

John Benz, Jr., 21, graduated from Hazen high school in 1944, entered the Navy Air Force in June, 1944, and served as a naval gunner upon completing his training at Memphis, Tenn. He served with a scout observation squadron at Norfolk, Va., and

Floyd Bennett Field, N. Y. Discharged from the Navy last month, he plans to take up aircraft work at the State School of Science, so that they may both be qualified to do repair work at their field.

The airport runways are already constructed, 3300 foot NW-SE runway, and a 2000 foot SN runway. 73 Octane gasoline is now available at the field.

The airbase facilities will not be completed until next spring. They plan to include the repair shop, hangars, flying school, charter flying, and eventually a plane dealership. The repair shop will be equipped to handle all types of aircraft common in North Dakota.

These two veterans from the Army and Navy airforce now going into civilian aviation, are to be admired for their foresight in constructing a modern airfield in our community, where more and more men and women are becoming flying enthusiasts, and where they will be able to accommodate the ever increasing "Dakota Flyers."

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

PORT O' MINOT IMPROVES AIRPARK

The wind tee at Port O' Minot has been moved to a new location! LOCATION 550 feet south EW runway—575 feet west NW-SE runway, between EW runway and taxi strip approximately 1600 feet east of administration building and 145 feet North of said taxi strip!

WIND TEE on separate switch and lighted every night!

Contact lights on runways are on call.

Wires that were formerly on top of runways have been placed underground.

PILOTS CAUTION DO NOT HIT LIGHT CONES

Port O' Minot, Minot, also made many improvements in their administration building. The lobby was improved to accommodate more travellers. The office of the Mid-Continent Airways also has been established in the Ad building. Minot Airlines Inc. has their office in the same building.

More gasoline pumps were installed, with Texaco, Pure Oil, Mobil Gas and Oil on hand at all times.

PURCHASES BISMARCK FLYING SERVICE

J. C. Lippsmayer, discharged Army Air Force veteran, has purchased the Bismarck Flying Service from E. A. Schroch, of Fargo, N. D.

Prior to his duty with the AAF, he was owner and manager of the "Dakota Skyways" at Hector Field in Fargo.

His combined operations at Bismarck will be known as the BISMARCK AVIATION CENTER, a headquarters for everything in flying.

TAYLORCRAFT DEALERS TO MEET

O. M. Bell, Alliance, Ohio, vice president of the Taylorcraft Aviation Co., and G. Barnette, MD, president of the W. M. D. A., Inc., will meet with Taylorcraft dealers at the Rudolph Hotel in Valley City, N. D. November 7. Dinner will be served, followed by a round table discussion of dealer problems and aviation's future in the coming years.

AMERICA'S FAVORITE!



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REGIONAL DISTRIBUTORS

PHONE 254 WISCONSIN RAPIDS, Wis.

"The Light Plane that puts flying within reach of every family."

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WESTHOPE FLYING SERVICE

D. H. Hungst, Mgr-Instructor Westhope, N. D.
CESSNA DEALERS — A & E SERVICE
— G.I. & Private Flight Instruction —
CHARTER FLIGHTS

One block from the Gateway Hotel.

DAILY PAPERS DELIVERED BY AIR



For the first time in the history of Dakota aviation daily newspapers were flown from the Bismarck Municipal airport to Washburn, N D, a distance of 45 miles in 22 minutes. Betty Hayes, able, attractive pilot for North American Aviation Company, made this experimental run in the Navion. This was the first Navion operation in North Dakota. Within a few more years our traditional paper boys are going to have to become fliers.

G.I.'S FINISH AT SCHROCH FLYING SCHOOL

Fargo, N D—Ten former members of the armed forces completed the course necessary for a private pilot's license under the G I Bill. The course included 40 hours of ground school, consisting of a course in meteorology, navigation, civilian air regulations and servicing of aircraft.

The ground school course follows the program outlined by CAA. Each student must have eight hours before solo flying is allowed. The total amount of flight time is 22 15 dual, 22 45 solo, and 1 00 for the flight test given at the end of the course.

The G I Bill includes the text books, a \$5,000 insurance policy for the duration of the course, and a subsistence allowance graduated according to the amount of time spent in training. The maximum amount allowed is \$48 75. The minimum amount of time for the course is six weeks, while the maximum is twenty weeks.

The Schroch Flying School is using six Piper Cubs and an Ercoupe in training. The Ercoupe

is an unconventional type of aircraft that uses only a wheel control. It is used only for disabled veterans who are not able to use the conventional rudder controls. The school proposes to enlarge upon its present program during the next few months to include courses for the commercial license, instructor's rating, instrument training, and twin-engine training.

Radio receivers are to be installed in all planes to insure greater safety in complying with Hector Airport traffic. A Stinson 150 is to be used for instrument training, and it is also planned to obtain a PT-26. A Cessana C-78 is to be used for twin-engine training. None of the instrument training is to be in link trainers, but all in the air. A similar program is to begin at Schroch Flying School in Bismarck under the direction of Billy Marks.

At the present time three instructors are on the staff, including Ed Schroch, who has more than twenty years of flying to his credit. Bud Anderson of Fargo was graduated from the Army Air Corps pilot training program and has been flying for the past eight years, much of that time

with the Air Transport Command. Vic Ganter has 13 years of flying experience and holds a commercial and instructor's rating and is a single engine and multi-engine flight examiner. Ganter is the school's operations manager. He was formerly with the 6th Ferry Group of the ATC.

S-M-O-K-E FROM THE EXHAUSTS

by Jim Smith (AAF Veteran)
Smoke that comes from the exhaust stacks on an airplane is pretty well used up depending on the mixture one is using, and I'm afraid this column is going to be the same way, unless I can get the right mixture.

Letters from the readers will be most welcome, cuz news is news no matter where it comes from! Might even get some free advertising! (What am I saying!)

This paper has been having a most trying time getting to press but it looks as though it will finally make it, due to a lot of hard work by about a half dozen individuals, among them our editor. (A, gull)

GRAND FORKS TO IMPROVE AIRPARK

The City Council of Grand Forks realizes that their city is witnessing one of the greatest expansions in aviation it has ever known. With the increased number of private plane owners and returned air force veterans and increased air line travel, they must make more accommodations for these fliers.

They have recently purchased an eight-ship multiple T-Hangar at a cost of \$9,938. This 230x32 foot fabricated hangar will accommodate planes up to 40 foot wing spread. It will provide shelter from weather and assure private plane owners operating from the field convenient and simple handling of their planes.

The administration building now under construction will be completed some time during December.

(EDITORIAL)

AIR MEETS

'Now that war is fading into the background, we can start thinking of airmeets once again. Pilots get together, swap stories of experiences in their army and navy trainers, or in fighters and bombers, and speak of what they plan to do in post-war aviation. Now we should again see airmeets in which pilots compete in shooting spot landings, 90 degree approaches, 180's and 360's Hurdle stages, which were used by the Army and Navy training schools, would be an added interest.

Such meets should be well organized and operated smoothly. Spectators do not like to sit or to wait very long between events, as happens in some air shows. One of the quickest ways of killing the enthusiasm of the fans is to make them wait after having paid a fair admission fee to see an air show.

An agreement should also be made between visiting pilots that there will be no pay rides while the events are in progress. Passenger flying when exhibitions are in progress not only distract attention but offer an additional hazard by confusing the contestants.

The number of contestants should be limited so that all entries have time to fly before the

judges and audience lose interest. This would mean more frequent district meets with the winners going to the state.

The air meet will not only create more of an interest for the spectators, but will encourage pilots to fly with greater accuracy. Who knows, perhaps it may replace baseball as a national sport.

BLUNDERBUSS BLUNDERS

An occasional typographical error creeps into all newspapers. Probably the Dakota Flyer will be no exception to this rule.

If we make mistakes about you, however, we hope they will not be as embarrassing as the following classified column items appearing in a small Connecticut weekly newspaper recently as follows:

March 22nd "For sale Slightly used farm wench in good condition. Very handy. Phone 366-R-2. A. Cartright."

March 29th "Correction. Due to an unfortunate error, M. Cartright's ad last week was not clear. He has an excellent winch for sale. We trust this will put an end to jokesters who have called Mr. Cartright and greatly bother-

ed his houskeeper, Mrs. Hargreaves, who loves with him." April 5th "Notice! My W-I-N-C-H is not for sale. I put a sledgehammer to it. Don't bother calling 366-R-2. I had the phone taken out. I am NOT carrying on with Mrs. Hargreaves. She merely L-I-V-E-S here. A. Cartright."

AIR ENTHUSIAST



Darlene Levorson

Among the youngest air enthusiasts and plane owners in North Dakota are Darlene, 17, and Carlton, 15, son and daughter of Mr. and Mrs. C. O. Levorson, Elgin.

Darlene is a senior and Carlton a freshman in the Elgin high school. On Sunday, October 13, Darlene made her

first solo flight and is now busily engaged in flying enough to take their new 1946 Aeronca Champion to the Elgin airport.

Carlton will not be able to take his first solo flight until December. He has already had eight hours of dual instruction flight and is eager to complete his training.

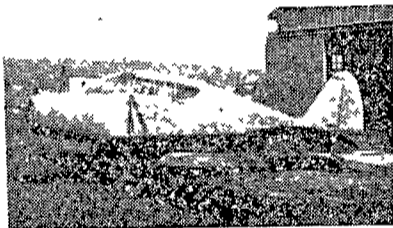
Darlene has dreamed of flying for the past six years. Her past summers have been spent working in her father's bank at Elgin to earn enough money to pay for her lessons.

Their father says, "I've never seen anyone so happy as Darlene and Carlton about learning to fly." Encouraging their ambition, Mr. Levorson told them that if the land they farmed last summer together produced enough grain to do the acre, they could purchase a new plane. Carlton's 40 acres and Darlene's 4 acres turned out a bumper crop. Consequently, the new plane became theirs. Pictured above is Darlene, co-owner, looking every inch a proud and lovely aviatrix.

Next fall Darlene will enter college with the intention of studying courses in meteorology and navigation to obtain her commercial license and make use of their new plane for business and pleasure trips for herself and the rest of the members of the Levorson family. — Courtesy of Mott Pioneer Press

FLYING FARMERS & RANCHERS — "CALL AIR" — IS THE PLANE YOU'VE BEEN WAITING FOR!

Designed FOR ROUGH And SMALL FIELDS



RATE OF CLIMB 1000 FEET PER MINUTE

"CALL AIR"

2-3 plane side by side—125 h.p. Lycoming Engine 109 m.p.h. Cruising Speed—45 m.p.h. Stalling speed

DAKOTA FLYERS

WYMAN FIELD MOTT, NORTH DAKOTA DISTRIBUTORS

DAKOTA FLYERS AVIATION CO.

Wyman Field MOTT, NORTH DAKOTA

Gentlemen

Please send me an illustrated folder describing the new CALL AIR

NAME

Street or P O Box

CITY

STATE



In future issues, this column will be devoted to the publication of "Letters to the Editor."

Send the Dakota Flyer brief news items, comments, pictures, and letters. This paper is interested in boosting aviation in the Dakotas. So are you. Let's co-operate and, together, do a better job. Write us a letter about this

first Dakota Flyer issue. We like praise. We'll pay more attention to constructive criticism because we want the Dakota Flyer to be both interesting and beneficial to the flying fraternity of the Dakotas.

Will you help us?

Sincerely, Geneva Schow, Publisher

HEARINGS ON PROPOSED REGULATIONS

Washington, D C—Hearings on proposed regulations governing use of government-owned land for airport purposes, and reimbursements for damage done to public airports by federal agencies, were being held here on Oct 17 and 18, the Civil Aeronautics Administration announced.

Copies containing the text of proposed rules are available from the Superintendent of Documents, Government Printing Office, Washington, D C, for 15 cents.

The hearings offered representatives of states, municipalities, and other political subdivisions, as well as interested private individuals, an opportunity to present their comments and recommendations.

Preliminary application for federal aid under the Federal Airport Act will be received at CAA regional and district offices after October 1. Detailed applications can be made after the final text of the rules and regulations are announced about November 14.

PRESIDENT ON TOUR

E G Barnet, MD, president of the Wisconsin-Minnesota, Dakota Airways, from Wisconsin Rapids, Wis, made a tour of many airfields in North Dakota the latter part of September and first of October. W-M-D-A are regional distributors for the Fairchild, Taylorcraft, Winglet, and Hockaday Comet. Dr Barnet and his pilot were making this tour in one of their new Fairchild F-24's.

C.A.P. IN NORTH DAKOTA MAJOR MILLER TO GET PERMANENT COMMISSION

The Civil Air Patrol, an auxiliary of the Army Air Forces, is operating as a volunteer organization, since March 31, when Federal appropriations were no longer available. However, at the present time North Dakota and Northwestern Minnesota maintain 14 active volunteer Civil Air Patrol organized units.

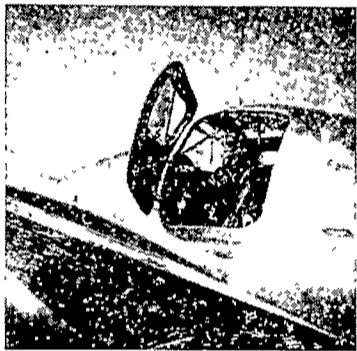
The Grand Forks unit, under the command of CAP Squadron Commander Richard King, has secured several new members, chiefly returned veterans and is expected to be a very active group, said Capt Gerald W McCoy, CAP Liaison Officer, whose Wing Commander Headquarters is located at Hector Field in Fargo.

The New England flight, headed by CAP Flight Leader George Koppinger, has recently purchased a B-24 Liberator and a P-38 from the War Assets Corporation.

Other patrols in the state and northwestern Minnesota are headed by Lt Morris Jorgenson, Squadron Commander, Lisbon, ND, R H Priewe, Squadron Commander, Minot, Jack Snider, Squadron Commander, Grand Theater, Williston, Squadron Commander H L Knudson, Fargo, Capt James Harrison Monk, Squadron Commander, Bismarck, Lt Al G Smith, Squadron Commander, Jamestown, Lt Sanford S Taylor, Squadron Commander, Detroit Lakes, Minn, Lt Ernest Barzon, Squadron Commander, Thief River Falls, Minn, Winnifred Hohn, Squadron Commander, Crookston, Minn, Claude Hanna, Flight Leader, Watford City, ND, Dr Charles Young, Flight Leader, LaMoure, ND, Harry Scouten, Flight Leader, Inkster, ND.



Major Miller, now stationed at Mather Field, Sacramento, Calif has recently received his permanent commission as First Lieutenant in the Army Air Forces.



Jesse Miller is the son of Mr and Mrs Matt Miller, Cleveland, ND. He took two summers of CPT while attending the University of Wisconsin and in December 1941 he enlisted in the Army Air Corps. He received his wings in January 1943 at Lubbock, Texas.

Jesse left for overseas duty the following July, serving with the first men in New Guinea under the 375th troop carrier group of the 5th Air Force. After two and a half years of Pacific warfare, he returned to the United States and is at the present time attending school at Mather Field.

"AIR FACTS"

WEATHER ELEMENTS AFFECTING FLIGHT

TURBULANCE, often known as **GUSTINESS**, an irregular motion of the air made up of a series of gusts or fast-moving air, strike from any angle and any compass direction, upward or downward. Some have very sharp boundaries in space, so that you fly into them without warning. Others not so sharply bounded you will strike more gradually. It is not how fast the gust is moving but the speed at which you are traveling when you strike it! Airplanes should be throttled back and maintain about 50 percent above the stalling speed to avoid severe structural damage to the aircraft. A heavily loaded plane is in twice the danger as the plane carrying less weight.

The main sources of turbulence or gustiness are local heating, which is more pronounced over black soil than light, more over a ploughed field than pasture land, and more over land in general than over water areas.

The three main hazards in severe turbulent air are loss of control, pilot fatigue, and structural damage.

The experienced pilot will avoid regions of severe turbulent air when possible. He does not want to subject his plane to the unnecessary stress placed upon a plane in such weather conditions.

IT PAYS TO ADVERTISE YOUR AIRPORT AND SERVICES!

DAKOTA GENERAL AGENCY

ROBERT ELLIS, General Agent

FARGO, NORTH DAKOTA.

BOX 1204 — 55½ Broadway — Room 11

WANTED

AVIATION INSURANCE AGENTS

PILOTS WELCOME

RUGBY AIRPORT, RUGBY, N. DAK.

Geographical Center of North America

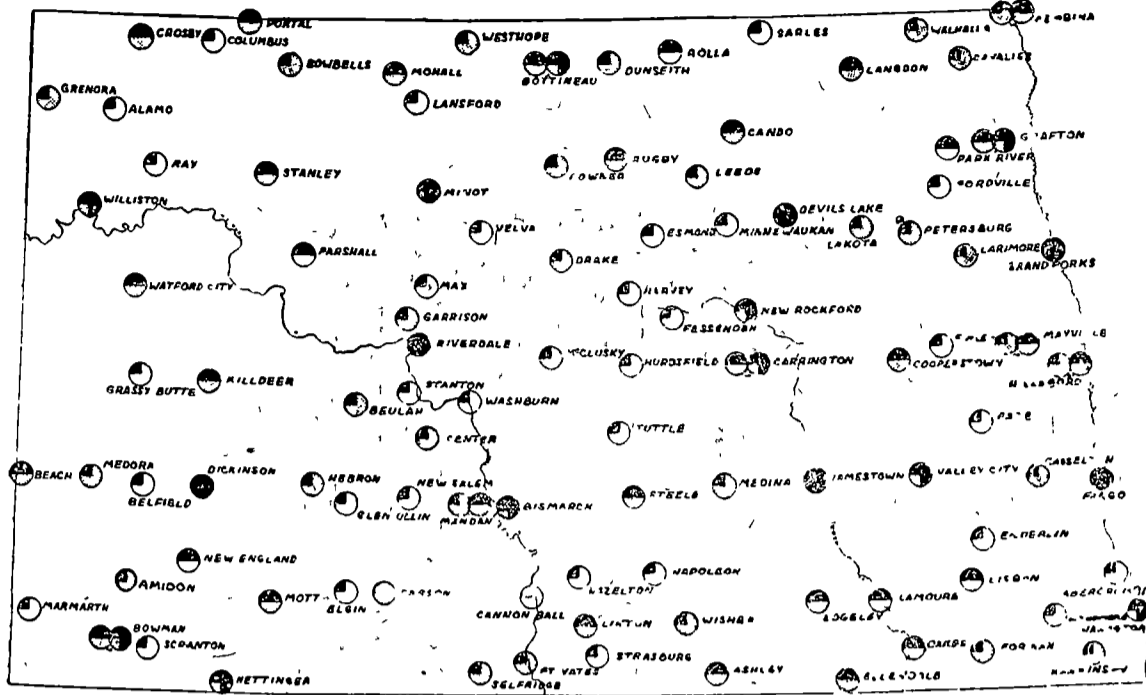
RESTAURANT ON THE FIELD

SALES — A & E SERVICE — INSTRUCTION

— CHARTER TRIPS ANYWHERE —

New & Used Airplanes for Sale

APPROVED FOR G.I. TRAINING



○ 1947-1950 PROJECTION
 ○ 1947-1953 PROJECTION

NORTH DAKOTA AIRPORT PLAN
 N D DIVISION OF AERONAUTICS
 SEPTEMBER 30 1946

CLASS I
 CLASS II
 CLASS III
 CLASS IV

Subject to annual revision, those sites indicated on the above map are the ones upon which the Federal Government and the Municipalities of North Dakota may anticipate the expenditure of approximately \$10,000,000 in the next seven years. The federal appropriation will be matched on a 50-50 basis by the municipalities of the State.

The plan has been submitted to the Civil Aeronautics Administration at Chicago for their approval. At such time as the approval is forthcoming, all those municipalities indicated on the map will be eligible as sponsors for airport development.

The development of airports in North Dakota under this

plan, in addition to the many private and other municipal ports constructed, will in all probability be the most significant aviation achievement in the next ten years. Airports today are a most vitally needed facility for the future development of aviation in our state and nation.

Inadvertently three cities which have been left off the map and which have been selected as sites, under the National Plan are Ledgerwood, Kenmare and Northwood. This plan has been developed primarily on the basis of aeronautical necessity and partially on the basis of population and area of the state.

The North Dakota Division of Aeronautics has recom-

mended that approximately one-third of the total appropriation be spent on Class 4 and larger airports, and the remaining two-thirds on Class 1, 2, and 3 size airports. Those cities to be benefited by the one-third for larger airports are Bismarck, Devils

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1936 — Harley Davidson 61 OHV Good Condition Saddle Bags \$450. Irwin Wieger, Stanton, North Dak

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FAIRCHILD PT-19 clean ship approximately 400 hours on engine since new 10 hours since 100 hour inspection, less than 1 quart oil per hour, red with yellow wings, only 100 hours on propeller and tires since new. My price is low. E. J. Barzen, Thief River Falls, Minn

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J-4 CUB COUPE 65 HP Continental Just been re-covered Cream colored. Write or call M. C. Schow, Fort Clark, N. D. or phone Center 2F121

1946 AERONCA CHAMPION Demonstrator 20 hours Brand new Will deliver for expenses. Regent Garage, Regent, North Dakota

1943 O-58-B AERONCA TRAINER A-1 condition Continental Engine A-65-8, Sensenich propeller. For further information write Fred J. Miller, Box 476, Dickinson, N. Dak

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(Continued from Page One)

G.I. TRAINING MISREPRESENTED
 sentation. The law states that a veteran may elect to take a course or courses and, upon successful completion of one course, he may elect to enroll in any other course.

Reports have been made to the Veterans Service officers that G. I. flight training closes this entitlement and that, if a veteran enrolls in the flight training course, he will not be able to enjoy any further benefits under Public Law 346 as amended. This is not true. Should a veteran taking a private pilot's course using up one year's entitlement, then if he still has a year, two years or three years entitlement remaining, he may enroll in any other course he desires. In event there is any question as to this statement, you may contact the Washington Chief of Training and Facilities.

In our present progressive civilization airplanes are most certainly destined to play a leading roll. This opportunity offered veterans is one of the most excellent means whereby they may prepare themselves for world affairs.

(Continued from Page 1)

CAA APPROVES

The Navion received its certification immediately following certification of the 185 horsepower Continental engine, with which it is powered. The factory has reported production of six planes per day. One hundred and seventy planes were produced prior to the granting of CAA approval.

DAKOTA AVIATRIX



MISS ZONA BROWN

Pretty Zona Brown, Amidon, N.D., is on her way to make her dreams come true. Zona at 16 is believed to be North Dakota's youngest aviatrix. Years ago she used to dream of some day being a flying journalist. Zona stuck to that ambition. Today, at the age of 16, she is both pilot and newswoman. She writes her own column, "Hangar Chatter", which appears in the Bowman County Pioneer. She soloed last May and is now putting in time toward her private license.

This young lady has had to work for her flying time. During the summer months she worked in offices and stores, and saved every dollar so that she might learn to fly. She can honestly say that she worked her way for

that first solo! Now she is saving to buy her own airplane.

This high school junior, although an amateur pilot and newswoman, has even higher ambitions. She wants someday to become a foreign correspondent and use an airplane in her work. North Dakota fliers will at some future time look back on this young girl as one of our very well known fliers of the era. With her determination, she is bound to succeed.

NEXT MONTH WE WILL PRESENT ANOTHER OF NORTH DAKOTA'S AVIATRESSES

If you are a woman flier, please send us your photograph, along with a story of your ambitions and achievements to be printed in one of the ensuing editions of the "DAKOTA FLYER."

(Continued from Page 1)

AIR-SHIPMENT

er Tuesday for an order of candy from the Hettinger Candy Co.

This is believed to be the first freight shipment ever made from Hettinger by air, says A. O.

Brown, company manager Palmer made the trip from McIntosh in 40 minutes and is presumed to have used the same amount of time on the return journey with 450 pounds of merchandise—Adams County Record, Hettinger, N.D.

(Continued from Page 1)

Proposed Law May Speed Aid

October 28 and a number of officials in North Dakota municipalities having airports are being asked to study these tentative regulations and to make suggestions as to revisions and changes before they become final. The American Municipal Association will represent the League of North Dakota Municipalities at the hearings in Washington.

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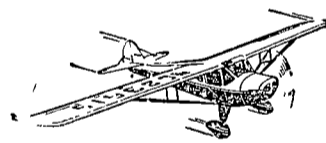
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