PROPOSED LAW MAY SPEED AID

Although the 74th Congress passed a Federal Airport Act, which set an $500,000,000 seven year Federal Airport program, it failed to pass an amendment which would have been necessary before the Civil Aeronautics Administration could submit a list of airports in the current fiscal year (the year ending June 30, 1946) to any Class 4 project. Among the Class 4 airports in North Dakota are: Fargo, Jamestown, Bismarck, Minot, and Grand Forks. The situation arises from the fact that CAA, in the interim period after enactment of the Act, could not submit a list of Class 4 projects to Congress within the 60 days before the beginning of the fiscal year, July 1, 1946. As a result, the statute with respect to each fiscal year after 1944/45 required the CAA to list the airports it intended to list in the current fiscal year. Legislation to correct the situation will be introduced in the 75th Congress, but unless it is enacted within the first two months, few, if any 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 state. The Civil Aeronautics Administration has been the duress of water, and railroad, projects, report of the Bureau of Public Roads, United States Government. If the water areas of the state are included in the 15 percent of Federal funds allocated on a project basis, the 75th Congress may find that the civil agencies, and the state as a whole, are not in the best condition to compete with larger Federal projects. As a result, the 15 percent Federal funds, would fund a project with the result that the state would be compelled to provide the remaining 75 percent of the funds. CAA has already raised the question of the 75 percent state share of the costs of the airports.

(Continued on Page B20)

FLYING SPORTSMEN

Four flying sportmen from Cando, N. D., left to right: Harry Smith, William Gibbons, Peter Petrel, James Elphinston, George Gutsche.

WEATHER NEWS

The weather bureau is continuing 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. By F. W. Bestelder, Chief of the Weather Bureau, it was announced that the need of aviation weather information is becoming increasingly important in the planning of weather broadcasting.

There are many more than 150 standard broadcast stations carrying scheduled programs broad-

CAST APPROVES NAVION

The North American Navion, a large seaplane, has been issued an airworthiness certificate by the Civil Aeronautics Administration. Deliveries here already begun.

G.I. TRAININGを利用するMILITARY BLASTED

Veterans attempting flight training are being led to believe that it shortens their entitlement. This is a most ominous report.
COW TRAILS TO AIR TRAILS

THIS PAGE FOR FLYING FARMERS

In 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 particular attention to newsworthy items about Dakota members.

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

RESOLUTIONS BY FLYING FARMERS

The Dakota Flyer is indebted to Howard Henry, Westhope, N. D., 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 land-hawks 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 adopt a Federal jurisdiction over pilot licensing and certification of aircraft. Opposed to states assuming this authority.

EXPANSION. For the future of the nation, an immediate 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 thus the medium of an existing agency or through the creation of a new department. We are definitely opposed, however, to any state sponsoring economic or safety regulatory powers which might conflict with or duplicate Federal regulations.

DAKOTA FLYER
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GENEVA S. SHOW

Owner-Editor

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GI TRAINING COVERSAGES

DAKOTA FLYER

November 1946

Page 2
HAZEN VETERANS BUILD AIRPORT

Robert Mott, Wick and Fuglesten, friends of Mr. Litton, are looking forward to the future North Dakota aviation needs, in consultation with their plans to construct a modern airport at Hazen, N. D.

The construction of the North Dakota State Airport at Hazen, N. D., by the Hazen Airport Authority, is now well underway.

The airport will be located on a 2600-foot runway, in addition to a 2500-foot runway, and is expected to be completed by the end of the year.

The airport will be constructed of reinforced concrete and will be equipped with modern lighting and air-traffic control equipment.

The airport will be used by the North Dakota National Guard and will be available for private use.

The airport will be the centerpiece of a new community development project, which will include a new commercial district, a hotel, and a civic center.

The airport will serve as a hub for regional air traffic, and will be an important asset to the local economy.

The airport will be open to the public, and will be available for use by all North Dakota residents.

The airport will be a symbol of the commitment of the Hazen Airport Authority to the development of the Hazen area.

The airport will be a lasting legacy to the hard work and dedication of the Hazen Airport Authority.

The airport will be a source of pride for the people of Hazen and the surrounding community.

The airport will be a symbol of progress and a testament to the potential of the Hazen area.
O.I.B. FINISH AT SCHOCH FLYING SCHOOL

For many years the United States Armed Forces have been training cadets for the armed forces. These cadets are trained in various aspects of aviation, including flight training, maintenance, and other related skills. The O.I.B. (Other Incentive Branch) program is a popular option for those who wish to pursue aviation careers after their military service. This program provides training in aviation mechanics, flight instruction, and other related fields, and is specifically designed to prepare cadets for careers in the field of aviation.

The Schoch Flying School is one such program that offers comprehensive training in flight and ground operations. This school is located in the heart of the Midwest, where students have the opportunity to learn in a variety of environments, from small airports to large airfields. The school is known for its dedication to providing a high-quality education, and its graduates have gone on to successful careers in aviation.

The Schoch Flying School offers a variety of programs, including flight instruction, maintenance training, and other related fields. These programs are designed to provide students with the knowledge and skills they need to succeed in their chosen careers. The school also provides opportunities for students to gain hands-on experience, through internships and other programs.

The Schoch Flying School is committed to providing the best possible education and training to its students. The school's experienced instructors are always on hand to provide guidance and support, and the school is dedicated to helping students reach their full potential. Whether you're looking to pursue a career in aviation, or simply want to learn more about this fascinating field, the Schoch Flying School is the place to be.
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Letters to the Editor

Page 5
NOVEMBER 1946

***************
(EDITORIAL)
AER MEETS

Now that war is fading into the background, we can start thinking of airmasts once again. Plans are put together, swap stories of experience in their army and navy training, or in fighting and bombing, and speak of what they plan to do in post-war aviation.

Now we should again see air meets at which planes compete in shooting spot landings, 90 degree turns, 180's and 360's. Hurdle races, 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 out and 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 to see an air show.

As an agreement should also be made between owning pilots that there will be no pay rides while the events are in progress. Passengers flying when exhibitions are in progress not only distract attention but offer an additional hazard by confusing the control area.

The number of contestants should be limited so that all can have time in fly to fly before judges and audience. These frequent district meets with the admirers going to the stands 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 so embarrassing as the following classified column item appearing in a small Connecticut weekly newspaper recently as follows:

March 29th. "Correction. Due to an unfortunate error, Mr. Cartwright's ad last week was not clear. He has an excellent winch for sale. We trust this will put an end to the confusion for the many who have written to Mr. Cartwright and greatly bother."
DAKOTA FLYER

NOVEMBER 1946

DAKOTA FLYER

HEARINGS ON PROPOSED REGULATIONS

Washington, D.C., October 11-In proposed regulations governing the use of monoplane and biplane land aircraft for business purposes, and regulations for damage done to public airports by federal aircraft, hearings 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 Department of Commerce, Government Printing Office, Washington, D.C., for 15 cents.

The hearings offered representative 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 Airports Act are arriving 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

K. B. Barret, M.O., president of the Wisconsin-Minnesota Dakota Airways, from Wisconsin Rapids, Wis., made a tour of many airports in North Dakota the latter part of September and the first of October. W-W-O-A airs are being distributed for clubs, Taylorcraft, Winglet, and Rock Island, C.W. R. Murphy and his pilot were making this tour in one of their new Fairchild P-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 volunteers. Civil Air Patrol organized work.

The Grand Forks unit, under the command of CAP Squadron Commander, Richard King, has re-ceived several new members, chiefly returned veterans and is expected to be a very active group, and 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 Caesar, has recently received a B-17 Liberator and a P-38 from the War Assets Corporation.


Major Miller, now stationed at Mother 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, N. D. He took two summers of CPT while attending the University of Wisconsin and in December was commissioned and was enlisted in the Army Air Corps. He received his wings on January 16, 1945 at Los Angeles, Calif.

AIR FACTS

WEATHER ELEMENTS INTERACTING FLIGHT

TURBULENCE, often known as GUSTINESS, an irregular motion of the air made up of a series of quick or fast-moving air, strikes from any angle and any compass direction, upward or downward. Some have very sharp boundaries in space, so that just fly into them without warning. Others can so sharply bounded you will strike more gradually. Turbulence can be brought on in any area or moving hit the street at which you are traveling when you strike it. Airplanes should be throttled back and maintain about 50 per-cent 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 generally are local heating which is more pronounced over black soil than light, more over roughened fields than pasture land, and more over land than over water. The three main hazards in re-

The experienced pilot will al-

The experienced pilot will al-

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WANTED
AVIATION INSURANCE AGENTS
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 an 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.

Indisputably three cities which have been left off the map and which have been requested as sites, under the National Plan are Logelwood, 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.

VETERANS
Want to fly under the G.I. Bill of Rights at no cost to you. We are completely approved by the O.A.A., the Board of Higher Education, and the Veteran's Administration for the following courses:

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44 CUB COUPE 60 H.P. Continental 450 hour inspection, Change national. Wing or tail M. C. Below, F. Marsh, N. D. or phone Center 283.

1946 AERONCA CHAMPION 200 hours, Radio and Will deliver for 100 miles. Dickinson, N. Dak.

1953 C. F. 65-0 AERONCA TRAINER 350 hours Continental engine 65-0. Research prevailing. For further information write Fred W. Foulk. Box 38, Bismarck, N. Dak.
DAKOTA FLYER

(Continued from Page One)

G-1 TRAINING MISREPRESENTED situation. The law states that a veteran may elect to take a course or courses and, upon satisfac-
tory completion of one course, not wish to enroll in any
other course.

Reports have been made to the
Veterans Service officers that G-1 flight training classes this en-
tertainment and that, if a veteran enrolls in the flight training
course, he will not be able to en-
counter further benefits under
Public Law 444 as amended.

This is not true! Should a veteran
taking a private pilot's course
use 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 or courses in event
there is any question as to the
statement, you may contact the
Washington Chief of Training
and Facilities.

In our present progressive
aviation, airplanes are most
Certainly destined to play a lead-
ing role. This opportunity offered veterans is one of the
most excellent means whereby they
can prepare themselves for world
affairs.

(Continued from Page 2)

CIA APPROVES

The Navy received its certi-
fication immediately following
presentation of the 182 horse-
power Cub by the manufacturer
when it is powered. The factory
also promised a quantity of this
airplane per day. One hundred
and seventy planes were produced
prior to the grounding of CIA ap-
provals.

MISS ZONA BROWN

Pretty Zona Brown, Amidon,
N.D., is on her way to make her
dreams come true. Zona is 18.

She is believed to be North Dakota's
youngest aviator. Years ago she
made a dream to own a plane and
be a flying journalist. That dream
was realized today at the age of 18.
She bought a Cub plane and is
now putting in time toward
her private license.

In the summer months she
worked to earn money to
buy her plane. She worked in
offices and stores, and saved
every dollar so that she might
have the plane. She can, honestly
say that she worked her way for
that plane!

Proposed Law

May Speed Aid

October 25 and a number of offici-
ates in North Dakota munici-
palities having airports have
terested in studying these
laws, to see what they can do to
make them work as a means to
revenue and at the same time to
make aviation a pastime for
income-producing purposes.

The American Municipal Associa-
tion will report the League
of North Dakota Municipalities
at the hearings in Washington.

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INSTRUCTION

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