LACK APPROPRIATION FOR NORTH DAKOTA RESERVE AIR BASE

Congress Cuts Funds
For Reserve Base

Former air corps officers and enlisted men of the Mandan-Bismarck area heard a discussion of the future possibilities of air reserve activities for this vitally important center at a dinner meeting held March 17 in the Grand Page Hotel dining room in Bismarck. 36 members were present for the meeting.

The 2nd AAF personnel team from the Air Defense Command base at Wold Chamberlain field in Minneapolis included: Base Commander Capt. Thomas W. Hopfenspieler, operations officer; 1st Lt. Francis Satterlee, U of Minnesota student representing the air reserve association of Minnesota.

Col. Sanders told the group that there is no possibility of starting an air reserve base in Bismarck before the start of the next fiscal year since the air corps is facing a serious cut with limitations set by congress.

Wold Chamberlain Field is now serving about 6,000 air reserve officers of Minnesota, North and South Dakota. With existing budget limits only 500 men including pilots, bombardiers, radio and machine gunned personnel, and enlisted reservists can be trained, he said.

Reserve officers in North Dakota, who feel the current need for a reserve air base, are urged to write their congressmen in Washington who are apprised for this air base.

Every Town Can Help
In Air Safety Drive

Every community in America was asked in the drive for greater air safety at a cost of a couple minutes of pleasant.

North Dakota communities through the cooperation of every American Legion Post, will do a thorough job of instilling in the community when the drive begins early this spring.

If a plane is lost in bad weather or electrical embarrassment, little towns painted on the road too may make the difference between life and death in an accident.

This year more than half million new planes are being flown more than 100,000 planes a month. Many of these people and planes will be guided to port by qualified men on the ground who have air-marked their communities.

Fliers Mercy Mission at Time of Own Tragedy

A week has passed March 21 and tiny Marie Elena Petre, who was born prematurely Thursday last week in the home of Mr. and Mrs. Orvin Peterson of Campo Creek, continues to fight for life at Cavalier maternity home, Speefish, N. D.

The frantic telephone message calling Dr. Betts came Thursday morning, March 21, only a few hours before Dr. Betts left to attend funeral services for his son and daughter-in-law, Mr. and Mrs. Ronald Ice, who were killed in a plane crash March 17. Cived with many thousands of hours of flying, felt his need for such a mercy mission should still be carried on as a flyer would want his family to do. Not allowing personal tragedy, bad flying weather or other circumstances to interfere with this mercy call to save a baby's life, Dr. Betts wasted no time in saying he'd make the flight.

It was 7-40 in the morning and Ice was to be back by 2-70 in the afternoon. The weather was extremely unfavorable for flying with a 60 mile blow blowing. The strong wind threw the plane off its course but in an hour and 45 minutes Ice set down on a hilltop on an old farm house near the Peterson home. A blowout, a 50-mile blowout, shook the plane and threatened to throw it into the air. It was 1-45 minutes before Dr. Betts could land the plane as his landing was needed to keep on the ground to take care of the baby.

Dr. Betts arrived at the Peterson home he found the baby had been born last as the plane flew over the house. The child was alive when Dr. Betts arrived and needed prompt and efficient care. Dr. Betts hurried over with the woman from the Peterson home and was taken to the waiting plane.

Several nurses, who had arrived on the ground the plane landed at in Bismarck, took the baby in his arms. Ice revved on the plane and in less than 8 feet they were fully airborne. The plane was flown to Speefish the following day to see Marie Elena. The baby got a weigh 5 pounds when she was brought to the hospital. If operation do not occur there is no reason why the little girl will not live.

HARRY POTTER

Harry Potter, Manager Bismarck Municipal Airport, has spent many hours in his home during the March floods. Speculators were shown over the flooded area and for the first time for many of them, viewed the damage from the air.

PLANE USED DURING MARCH FLOODS

Thought the March floods that the orange workers had flooded waters, Harry's helicopter, kept a steady pace during this time and carried many persons to their homes when highways were under water.

Regulation For Pleasure Flights Into Canada

Prior to departure for Canada from a United States airport, advanced notice of date and approximate time of arrival shall be given to the proper officials of customs, according to information received from A. R. Kennedy, Canadian collector of customs and excise. This notice is to be forwarded by telegraph, and the journey not be commenced until a telegraphic reply sent collect has been received from the Canadian customs officer.

The importance of this will be realized when one considers the possibility of everything the in-bound airport, or landing at another place by mistake, or making a forced landing. In whole cases, the reply from the customs officer will assist in establishing the bona fides of the tourist by the Canadian authorities.

Without such a telegram the tourist presence at a place where no advance notice of his arrival was had been received might render him subject to arrest.

The regulations further provide that the first alighting of the aircraft shall be made as Customs airports or airfields designated by the department. In this respect Edmonton, Regina, and Moose Jaw are the only ones so designated in Saskatchewan at the present time and Winnipeg being the only one in Manitoba.

Engineers Fly Over Flood Areas

By means of an airplane piloted by Jack Watia of the Capital Aviation Company of Bismarck, a corps of engineers employed on the Carrithar Dam project were enabled to inspect high flood water conditions of the Little Missouri, Heart, and Cannon Ball rivers during the past two weeks.

The engineers, Lt. Col. Ellis, W. Williams, and Mr. Gaven, who made the inspection tour by air were able to get important information through this air service.
Aerial Hunters Against Coyote Extermination

A drive to exterminate coyotes in Kolek county is underway, according to the N. D. Fish and Wildlife Service.

In four counties, Harry A. Olson, local government hunter-trapper, has killed 1,000 coyotes and hides on that area.

The aerial plan of hunters is being directed by Milton D. Johnson, representative of the Fish and Wildlife Service. Several pilots on a six-day period have been used by the service and orders to the Service. The Service has informed the hunters that they must be cautious not to harm the animals on the ground.

Governor Re-appoints Air Commission

Governor Fred A. Engler re-appointed the same men who previously served on the commission to serve on the air commission for another term.

Members of the commission are: W. B. Fuller, President; Harry W. Potter, Recorder, and Milton S. Mullen, Secretary. The commission is responsible for the operation of the state's aerial service.

Wings for Wing Ranch Owners

Wings for Wing Ranch owners have a new service that will be of interest to ranchers and farmers in North Dakota. L. A. Olson, owner of the airline, said that he plans to offer a service that will be of interest to ranchers and farmers.

The service will offer aerial and ground services to ranchers and farmers in North Dakota. L. A. Olson, owner of the airline, said that he plans to offer a service that will be of interest to ranchers and farmers.

Lloyd Wright

Lloyd Wright, owner of Dakota Airways, is planning to expand his service to include aerial surveys and aerial photography. He plans to fly over the state to take aerial photographs of farm land and to provide information to ranchers and farmers.

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Requirements For G.I. Flight Training

In brief, the following are the necessary requirements for the establishment of a flight school, a field large enough and safe enough to conduct a student training program: hangers with hangar space to accommodate all aircraft; a large enough airfield, either separated from the hanger or within the hanger but isolated by a fire-resistant wall, large enough to accommodate a dismantled aircraft; the shop must have hard-surfaced floor and be properly heated, lighted and ventilated; office space and equipment sufficient to maintain all required records, properly certified aircraft and personnel; a source of skilled instruction, properly licensed, heat- ered, lighted and ventilated to accommodate the largest number of students present at any one time or an arrangement with the public school to conduct classes in one of the school buildings made available to the school official for this purpose, and F and R licensees to supervise the maintenance of the aircraft, or a contract with an airport operator to perform the maintenance work contracted for with the school. All aircraft must be approved by FAA and AAR Par. 5q (this additional work is required to give the student a total of 45 hours of flight training, to include the private pilot's test). A school must have reliable landing strips or landing area for its operation and for its students, and such landing area must be available for its exclusive use and must be of hard-surfaced material. The landing area must be decongested at the rate of $110.00 an hour. A married couple, with one flying solo, $60.00 an hour for small aircraft, $80.00 for small aircraft; for insurance, and additional requirements may be made by the operator as outlined in the regulations. The requirements for operation are based on a six-month operation. Proposals must be submitted to the Division of Aeronautics office in Bismarck, N.D. within 90 days of the date of the receipt of the notice.

Appropriation For Aeronautics Commission

$8,900,000 has been appropriated by the 28th Congress to the North Dakota Aeronautics Commission for the period ending June 30, 1946. Unless otherwise authorized, the appropriation shall be available for the expenses as follows: Salary Director C.$5,000; Salary Directors, $2,000; Salaries and Commissions- ers, $25,000; Office and General Expenses, $4,500; Supplies, Printing and Paper, $750; Maintenance, $2,000; Repair Charges, $1,000; Miscellaneous, $1,000; total, $8,900.

Westhope Air Hostess

Witnesses Explosion

Miss Marjorie Page, formerly of Westhope, N. D., had the experience of her life recently when the Transke World Airlines plane for which she is a stewardess, had the introductions and its Navigator, George, blown out while 500 miles out at sea.

The cause of the accident is unknown. Since planes of this type fly at high altitudes and have pressurized cabins, the destruction of the atmosphere destroyed the pressurized system. It was, therefore, necessary for the pilot to drop from 13,000 feet to less than 20,000 feet to reach more dense air in doing the very sudden, deadly all passengers and crew were thrown about and used major injuries.

The plane landed at Northwach, Delaware, safely.

Miss Page attended the flight school for a year before applying for a commercial license with Transke World Airlines. Her parents, Mr. and Mrs. R. H. Page, live at Westhope.

Flight Schools to Get Contracts

The Veteran's Administration is canceling all G.I. flight training school contracts and has halted them since June 30.

It was feared that flight training was being contracted for the government recently schools failing to comply with their contracts, the VA may find it difficult to discontinue the contracts.

Most of the school officials are carrying out the excellent program and the Federal Aviation Act will be continued to operate when new contracts are made out.

Federal Aid For Airports

Tentative allocation of federal funds for airports in North Dakota has been announced by Ray W. D., CAA director of airport engineering.

The federal government has allocated $5,000,000 to the state for aviation purposes, and in the past the federal government has provided more than $6,000,000 to the state for aviation purposes.

Airports To Get Mill Levy Funds

Senate Bill 23 was approved by the state legislature, and in the past the state legislature has found it necessary to levy on the voters for the purpose of providing funds for aviation purposes.

Marine Flier Jaws Guard

Leife Stensby, 13th-6th Sf. North Dakota flier, is not getting any rusty flying techniques. He is keeping a hand on the throttle by belonging to the 1947 National Guard Air Squadron at Hector Field.

The students are in the service of a marine plane for four years. He is attending the North Dakota Agricultural College, Fargo.

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Dear Dakota Flyer:

I am a 41-year-old man who has been flying for 30 years. I have flown in every state in the U.S. and many countries. I am writing to express my appreciation for the Dakota Flyer, which I have been reading every month for the past 10 years. I am a member of the Dakota Flyer Club and have been since 1955.

I have always enjoyed reading about the various aspects of flying, from the history of aviation to the latest developments in flight technology. Your magazine has provided me with a wealth of information and inspiration, and I look forward to every issue.

Thank you for your hard work and dedication in bringing us such interesting and informative content.

Sincerely,

Yours truly,

---

FAIRCHILD F-24

NEW DEMONSTRATOR

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Immediate Delivery

$7,000.

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IMMEDIATE DELIVERY

AERONCA "CHIEF"

BELLANCA "CHAMPION"

---

FLYING INSURANCE MAN

J. N. "Bud" Ray, Bismarck's flying insurance man, knows his airplanes and his insurance and conditions the two.

He is one of the first Bismarck businessmen to use the facilities of the airplane to quickly transport a sick patient or his doctor. Although he has been flying for more than three years and has spent 1,000 hours flying time, he still gets the thrill of the throttle being taken away from him.

"I've been driving the aircraft and have found that the engine is the key to successful flying. With the right engine, you can fly anywhere you want to go."

Ray has flown a variety of planes, from small propeller-driven aircraft to larger jetliners. He prefers the smaller planes, however, because they are easier to handle and offer more flexibility.

Ray's insurance company, Bismarck Mutual, specializes in aviation insurance and provides comprehensive coverage for all types of aircraft.

"Our company is dedicated to providing the best possible service to our clients," Ray says. "We understand the importance of aviation and the risks involved. We work hard to ensure that our clients are well protected."
CAA Proposes Inexpensive Small Airport Marker System

By experimenting with a deck of cards, a CAA engineer has worked out a new and inexpensive method of marking small airports for the benefit of approaching pilots.

Information about the "augmented circle" system was released March 25 by CAA Administrator T. E. Wright stated that he will consider regulations controlling the type of marker if the reactions are favorable. Preliminary data sheets in Washington have shown that the markers are easily visible before entering the aircraft traffic stream.

Developed by Clyde Quittredt among airport operators under the supervision of Philip Moore, director of aircraft engineering service, the system uses a panel of red or white cards containing numerals. Administrator Wright stated that he will consider regulations controlling the type of marker if the reactions are favorable. Preliminary data sheets in Washington have shown that the markers are easily visible before entering the aircraft traffic stream.

The plan is to use cards mounted on unsurfaced portions of runways where they will not be damaged by tire or other vehicles. The markers, ordinarily held in feet from the air, would be protected under the center of the crowd, together with a 13-inch globular figure indicating the direction of the traffic pattern of the field. People could be guided by the markers, even if the plane could not see them. The use of the markers is not intended to show the extent of the field, but rather to guide pilots during takeoff or landing by the flight where the field is located.

The system is available only in emergency. Under other conditions, a number of other signals can be added to tell the pilot when takeoff or landing are available at the field, such as the color of lights and correct runway length and orientation. The cards would be used to mark larger fields which might want to use the system.

The planes would be marked on the ground and held in a shallow box weight, such as concrete blocks. If the ground is to be level, they can be arranged in the same position. It is estimated that a segmented circle 100 feet on a side and four feet wide could be constructed under this system for a few hundred dollars, amounting to the present $1,000 for a concrete curbing.

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CAA Developing Radar Flying Aid Improvements

Washington, D. C. — Development work toward better use of radar scanning screens in airport traffic control towers, which includes a permanent paper record of the paths of the planes controlled, are under way at the experiment station of the Civil Aeronautics Administration at Indianapolis.

One of the difficulties connected with the use of the radar screens in traffic control revolved around the nature and understandability of the signals seen on the operator's screen. At all radar observation points the signals are read off a screen, and there are no written records for them. To provide a written record, this screen must be photographed. The operator views it through a small telescope because the lower build operator, class has a high level of brightness throughout the day.

A plan devised by Henry I. Meier, radar technician at the station, would produce a photographic record of the signals appearing on a radar screen through use of the equipment used in Sentinel broadcasting. This record could be viewed with perfect legibility at daylight as well as dark, and would serve as a record of the traffic at the field during the times marked on the individual sheets which could then be filed as a record.

Most important in the necessity for a permanent record is the identity of the airplane. Each airplane has a unique identity. The 40 years' old record on a dot of light on the operator's screen does not indicate to him to plot its position, and that can be done for a few seconds, but the screen on a screen at one time at least forms the identity of our airplane as it displays all the airplanes along the approach path. The recording must show the position of the airplanes from the beginning of their approach to the field, and the time the airplane was under way at Indianapolis.

Facilitation Committee Conducts Survey

March 11. Men representing the Air Coordinating Committee through its subcommittees on Facilitation of International Travel, Immigration, and Employment have been surveying North Dakota as one of the states with a large number of entry points for air travel.

CAA Survey Reveals Young Fly, Old Fly

When Americans are young and have little money they fly. When they get older, and begin to earn money, they don't fly, according to the CAA.

The study shows that almost 56% of all pilots are found in the two age groups of 20-24 and 25-30, while persons in those groups account for only 26% of the total population, 16 years or older. Of the people in those age groups 5,000 a year or more are earning $5,000 a year, but the proportion of these in the age groups drops sharply from 10% at 20 to almost nothing at 30.

Many other revealing facts on the general private flying situation are contained in the study made by the Civil Aeronautics Administration, by T. F. Wright, Administrator.

He was assisted by Dean B. Riewald, Assistant to the Administrator for Research, in cooperation with the Office of Aviation Information.

The basic information was gathered from the medical records of 10,000 pilots who came up for medical examinations and were certified during 1943 and 1944. Student pilots, and those holding private, commercial, and airman's certificates were included. The study did not include pilots in the military services, nor those who did not have a basic of military flying experience established.

The 10,000 surveys are considered adequate on which to base estimates of the total number of pilots now certified. Only in the age group between 16 and 24, and the age group of pilots earning $5,000 or more. The potential of pilots rather than the proportion of the age group in the total population. Beyond 30, the proportion of pilots earning $5,000 or more is considered adequate on which to base estimates of the total number of pilots now certified. Only in the age group between 16 and 24, and the age group of pilots earning $5,000 or more. The potential of pilots rather than the proportion of the age group in the total population. Beyond 30, the proportion of pilots earning $5,000 or more is considered adequate on which to base estimates.

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Airfees

W. A. C. A.

The noise nuisance caused by low-lying aircraft has been substantially reduced in many parts of the country T. P. Wright, Administrator of Civil Aeronautics, said recently in reporting progress of the CAA anti-noise program.

Present day aircraft, particularly of the large transport type, inevitably make considerable noise. The noise brought a flood of complaints that year Wright urged research to develop more quiet types of engines and propellers.

In the meantime, however, the CAA has found that much of the annoyance to persons on the ground can be avoided by changing the traffic pattern around airports, and by pilot cooperation in using available power and propeller pitch settings.

Civil Air regulation forbids flight below 1,000 feet over congested areas except when necessary for taking-off and landing.

When acceptable evidence of available pilots who violate the regulation is presented.

Much of the noise, however, originates during landing and take-offs from fields close to residential areas. In such cases, the traffic pattern around the airport often can be changed to take the planes over water, industrial districts, or wastelands. Changes are made usually after discussion of the problem by the aircraft operator and the Local CAA Inspector.

In many cases, such changes have virtually eliminated complaints.

At Los Angeles Municipal Airport, for example, takeoffs and landings are made over unpopulated areas where possible instead of over residential districts. In addition, aircraft pilots must maintain a minimum of 1,000 ft. while approaching the field, declining only after they are reasonably close to the landing areas.

Similar arrangements have been made at hundreds of fields in the United States where an substantial drop in the number of complaints against low-flying aircraft has been recorded. Most pilots and airport operators, realizing the seriousness of the situation, have cooperated wholeheartedly in the CAA campaign.

Until research produces practical methods of building a quieter and more efficient engine, however, there can be no complete solution to the problem. The CAA efforts to date, however, have demonstrated that even with present-day aircraft, much can be done to make airfields better neighbors than they have been in the past.

"KEEP A GOOD MARGIN ABOVE STALLING SPEED WHEN FLYING IN DENSE AIR" (this is particularly important when flying close to the ground)
Taylorcraft is Bought
By Dealer-Distributors

Taylorcraft factory is again ready to proceed with airplane manufacturing. Distributors and dealers of in Minnesota-Dakota Airways: Corp. of the Cub and Taylorcraft, two plane designs that have been successful, is to head the expansion, is back to head the expansion, Wisconsin Minnesota-Dakota Airways Corp. was the originator of the plan for dealers and distributors to own their own factory. Taylorcraft is the only factory owned by distributors and dealers.

**HERB'S CAFE**

**THE FINEST OF ITS KIND IN THE NORTHWEST**

Open from 6 a.m. to 12 p.m.

**The finest food served as you like it.**

HERB LEUPP, OWNER

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At the New England Air

Port Open Sundays from

1PM to 7PM. Week days

5 PM to 1PM.

**STEAKS & CHICKEN DINNERS**

New England, N. Dak.

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**FACILITATION COMMITTEE CONDUCTS SURVEY**

(Continued from page 6)

William Burton, chairman of this committee, and the purpose of this survey is to increase the speed and efficiency through airports of entry. This will be done by conferences with local government officials, airport personnel and representatives of the airlines, non-airlines operators, private flyers, and aviation industry.

Wherever possible the committee will make on-the-spot recommendations. On completion of the nationwide survey, general recommendations on policy and procedure will be made by the ACC to agencies concerned. Action will be taken by either administrative order or in appropriate cases by recommending corrective legislation.

Members of the committee taking part in the survey were William M. Robertson, Assistant Administrator for Foreign Operations and Aviation, CAA; H. Harrington, Director of Inter-American Affairs, who serves as secretary of the committee, Albert E. Retief, Assistant General Counsel, U. S. Immigration and Naturalization, Department of Justice; Barney H. Finn, Legal Department, Customer Service.

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