

DAKOTA FLYER 1129

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No. 6

LACK APPROPRIATION FOR NORTH DAKOTA RESERVE AIR BASE

Flies Mercy Mission at Time of Own Personal Tragedy

A week has passed March 27 and tiny Marie Elena Peterson, who was born premature Thursday last week to Mr. and Mrs. Orvin Peterson of Camp Crook, continues to fight for life at Calvert maternity home, Spearfish, S. D.

The frantic telephone message calling Dr. Betts came Thursday morning, March 20, only a few hours before Clyde Ice was to attend funeral services for his son and daughter-in-law, Mr. and Mrs. Randal Ice, who were killed in a plane crash March 17. Clyde with many thousand hours of flying, felt his need for such a mercy mission should still be carried on as a flyer would want his father to do. Not allowing personal tragedy, bad flying weather or other circumstances to interfere with this mercy call to save a baby's life, Clyde wasted no time in saying he'd make the flight.

It was 7:40 in the morning and Ice was to be back by 2:00 in the afternoon. The weather was extremely unfavorable for flying with a 60 mile wind blowing. The strong wind threw the plane off its course but in an hour and 45 minutes Ice set it down on a hilltop on an old hanger field near the Peterson home. Gusts of wind shook the plane and threatened to throw it into the air. It was 15 minutes before Dr. Betts could leave the plane as his weight was needed to keep it on the ground until Ice was able to get it staked down.

When Dr. Betts arrived at the Peterson home he found the baby had been born just as the plane flew over the house. The child was in critical condition and needed prompt and efficient care. Dr. Betts hurriedly cared for the mother, wrapped the baby in blankets and was taken by car to the waiting plane.

Several ranchers, who had arrived on the scene held the plane down, while Dr. Betts got in with the baby in his arms. Ice revved up the plane, the ranchers let go and in less than 10 feet they were fully airborne. The plane arrived at the Spearfish airport at noon.

Marie Elena's father came to Spearfish the following day to see her and name her. The little girl weighed 5 pounds when she was brought to the hospital. If complication do not occur there is no reason why the little girl will not live Queen City Spearfish S. D. Mail.

PLANE USED DURING MARCH FLOODS



HARRY POTTER

Courtesy of the Bismarck Capital

Harry Potter, Manager Bismarck Municipal Airport, has flown many persons to their homes during the March floods. Spectators were flown over the flooded area and for the first time for many of them, viewed

the strange wonders of wild flood waters. Harry's Stinson, 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, advance notice of date and approximate time of arrival shall be given to the proper officer of customs, according to information received from A. R. Lyall, Canadian collector of customs and excise.

Such notice is to be forwarded by telegraph, and the journey shall 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 overflying the intended airport, or landing at another place by mistake, or making a forced landing, in which 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 tourists presence at a place where no advance notice of his arrival

had been received might render him subject to suspicion.

The regulations further provide that the first alighting of the aircraft shall be made at Customs airports or airfields designated by the department. In this respect Estevan, 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 Watts of the Capital Aviation Company of Bismarck, a corps of engineers employed on the Garrison 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, Mr. Williams, and Mr. Gavin, who made the inspection tour by air were able to get important information through this air survey.

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 vicinity at a dinner meeting held March 17 in the Grand Pacific Hotel dining room in Bismarck. 26 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. Hopfenspirger, operations officer, 1st Lt. Francis Satterlee, U of Minnesota student representing the air reserve association of Minneapolis.

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, navigators non-rated personnel, and enlisted reservists can be trained, he said.

Reserve officers in North Dakota, who feel the urgent need of a reserve air base, are urged to write their congressmen in Washington to work on appropriations for this air base.

Every Town Can Help In Air Safety Drive

Every community in America can help in the drive for greater air safety at a cost of a couple gallons of paint.

North Dakota communities through the cooperation of every American Legion Post, will do a thorough job of air-marking every community when the drive begins early this summer.

If a plane is lost in bad weather and electrical disturbances blots out radio reception, the name of a town painted on a prominent rooftop may mean the difference between safe landing and an accident.

This year more than half million people will be flying more than 100,000 planes over the U. S. Many of these people and planes will be guided to port by civic-minded people on the ground who have air-marked their communities.

Aerial Hunters Against Coyote Extermination

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

In four years, Harry A. Olson, local government hunter-trapper, has killed 1,000 coyotes and foxes in that area.

However, an aerial plan in hunting coyotes is being directed by Milton O. Robinson, representative of the Fish and Wildlife Service. Using two Piper Cubs piloted by Milton and Bill Marks, each carrying a gunner, 22 coyotes were killed within a few days.

It was said by agents of the wildlife service that if this program was not kept in progress, the predatory coyotes would become an even more serious hazard to poultry and sheep production than they are now.

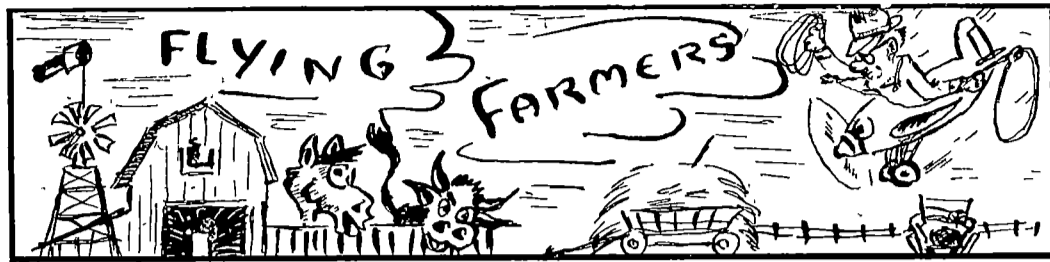
The airplane has proven very efficient in the hunting and killing of coyotes. Hunting coyotes from the air has become a profession with many pilots.

Governor Re-appoints Air Commission

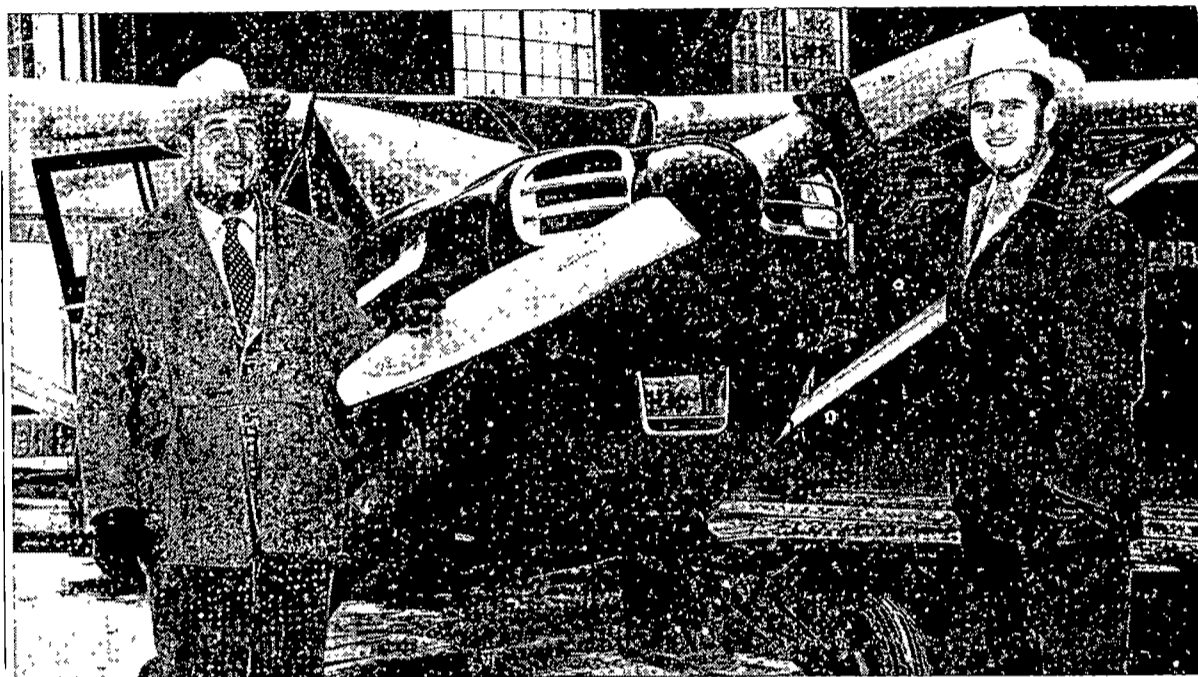
Governor Fred Aandahl re-appointed the same men who previously were with the aeronautics commission to serve on the air group for another term.

The men will resume their duties in the commission on state aviation affairs soon.

Members of the commission are J. J. Flannery, Jamestown; W. E. Keller, Minot; C. W. McDonnell, Kensal; Harry W. Potter, Bismarck; and Dalton LeMasurier, Grand Forks.



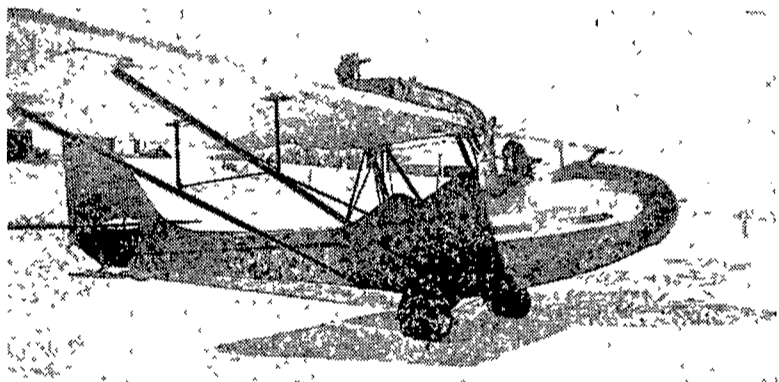
WINGS FOR WING RANCH OWNERS



GEORGE DUEMELEND

LORIN DUEMELEND

SOLOS IN CURTIS PUSHER



LLOYD WRIGHT

Lloyd Wright, Michigan, North Dakota, farmer, waves a cherry greeting to his instructor, as he makes his first successful solo flight—way back in '38! Son that's somethin' to brag about! A successful solo in the ole Pusher!

He was first interested in flying when his uncle Bruce Wright, Williston, would visit them in his old Jenney and Eagle Rock. He soon caught the reckless spirit the spirited old timers were supposed to have—I guess he did—buying a Curtis Pusher, his uncle taught him to fly.

Today, he owns an Aeronca Champ, and flies from his own airport that adjoins the farm near Michigan. The airport is operated by Venroy Draper, Michigan, and besides being the Wright private field, is a very active commercial field for Michigan air enthusiasts.

Lloyd says, "There's quite a bit of difference in our planes of today and those of the Pusher type, but it served the purpose of wings in flight. When we wanted to learn to fly—we couldn't have been to particular!"

Wings for Wing Ranch owners have proven an essential part of Lorn and George Duemelends' traveling. Without the Stinson 150 to fly to and from the Wing ranch, located 6 miles north of Wing, N. D., the Duemelends would require much more time from office hours, and important work.

Lorin has been flying for over 2½ years. They have used the Stinson for many x-country flights throughout North Dakota and neighboring states.

The Wing ranch is fully equipped to handle any light planes, with a 2400 foot NW-SE runway just south west of the ranch buildings.

The ranchers are at present busily engaging themselves with preparations for the Patterson Herford sale April 12. The sale

will show some of the finest and most well bred Herefords in North Dakota, and the boys invite all of you flying farmers and ranchers to attend this sale.

The Duemelends have prepared a landing area and facilities for the flying farmers and ranchers which have been increasing in number rapidly the last few years.

Lorin is vice president of the North Dakota Flying Farmers and Ranchers Association, vice president of the Patterson Land Company, and was recently appointed President of the Junior Chamber of Commerce.

For North Dakota aviation activities, the Duemelends have inspired many farmers and ranchers throughout the state to become actively interested in aviation.

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Requirements For G.I. Flight Training

In brief, the following are the necessary requirements for the establishing of a flight school, a field large enough and safe enough to conduct a student training program; hangers with hard-surfaced floors, in sufficient number to store all the aircraft used in the program; a shop, either separated from the hanger or within the hanger but isolated by a fire-resistant wall, large enough to accommodate a disassembled 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 certificated aircraft and personnel; a schoolroom of sufficient size, properly heated, lighted, and ventilated to accommodate the largest number of students present at one time or an agreement with the public school to conduct class in one of the public schoolrooms made available for that purpose and a mechanic to supervise the maintenance of the aircraft, or a contract with an agency certificated to perform the maintenance work. A curriculum must afford the number of hours required by CAA and AAR Part 50 plus additional cross country work to give the students a total of 45 hours of flight training to include the private pilot's test, and 40 hours of ground school.

Each school must have public liability insurance and the operator must insure each student enrolled. The operator will be compensated at the rate of \$11.00 an hour for dual, \$8.00 an hour for solo, \$7.00 an hour for ground school, \$6.50 for each student for insurance, and additional compensation for required textbooks.

Waivers for a three-month period or for one class are made on certain of the requirements that do not involve safety but at the end of the waiver period the operator MUST HAVE OBTAINED AN AIR AGENCY CERTIFICATE from CAA. If possible, the operator should possess an Air Certificate before applying for approval.

This brief outline of the requirements was sent to operators requesting information from the Division of Aeronautics office in Bismarck.

Appropriation For Aeronautics Commission

\$35,800.00 has been appropriated by the Senate to operate the North Dakota Aeronautics Commission, for the period of two fiscal years. Unless otherwise specifically stated the appropriations shall be available for the expense as follows: Salary Director \$9,000.00; Salaries and Commissioners Per Diem \$16,500.00; Travel Expense \$4,500.00; Supplies, Postage sign fixtures \$2,500.00; Maintenance \$800.00. Fixed charges \$1,500.00; Miscellaneous \$1,000.00, total \$35,800.

Westhope Air Hostess Witnesses Explosion

Miss Marjorie Page, formerly of Westhope, N. D., had the scare of her life recently when the Trans-World Airline plane for which she is stewardess, had the astrodome and its Navigator, Geo Hart, blown from it 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 astrodome destroyed the pressurized system. It was, therefore, necessary for the pilot to drop from 19,000 feet to less than 10,000 feet to reach more dense air. In doing this very suddenly all passengers and crew were thrown about and received minor bruises.

The plane landed at Newcastle, Delaware, safely.

Miss Page attended the State School of Forestry at Bottineau before applying for a stewardess position with Trans-World Airways. Her parents, Mr. and Mrs. E. H. Page, live at Westhope.

Flight Schools to Get Contracts

The Veteran's Administration is cancelling all G.I. flight training school contracts, to be renewed June 30.

Schools were warned that flight training was being contracted for to benefit the veteran Schools failing to comply with their contracts or who try and "trim" the veteran, may find it difficult to renew the contracts.

Most of our North Dakota schools are carrying out an excellent program and we hope everyone of them will continue 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 Erling Nasset, director of aeronautics, and H. P. Jandacek, CAA district airport engineer.

Allotments are as follows: Beach \$6,500, Bottineau \$10,000, Crosby \$350, Drake \$3,750, Grafton \$18,250, Lakota \$4,100; Leeds \$3,100; Mandan \$3,750, New Rockford \$7,000, Noonan \$2,450, Oakes \$4,250, Portal \$1,450, Watford City \$5,750.

These allocations are in addition to those previously granted to the following North Dakota cities: Williston, Stanley, Mohall, Rugby, Westhope, Cooperstown, Ellendale, Wahpeton, Devils Lake, Valley City, Mayville, Wishek, Cavalier, Linton, Ashley, Killdeer, Forman, Edgeley, Walhalla, and McClusky.

These funds will be used to match local money in the establishment and improvement of municipal airports.

AIRPORT TRANSPORTATION AT SAX FIELD



DARLENE LEVORSON AND JACK THOMAS

Sax Aviation Company, Dickinson, is the only known airport in North Dakota that offers a special car for the transient pilot.

The company, having been in the aviation business for many years have witnessed many difficult problems. They secured these conveniences to improve their airport. They realized that the transportation problem offered the most disadvantages to the average pilot, and is still a major problem in air travel today.

The Crosley was bought by the

company, to be used extensively for the visiting pilots. It can be kept as long as is needed—within reason of course!

Pictured above is Jack Thomas, sales manager for Sax Aviation Company, assisting a very appreciative Miss Darlene Levorson, Elgin, aviatrix, into the little Crosley.

Fellows—you may need a little dual in the auto before takin'-off. However, once you get it moving it easily cruises along at the racing speed of 25 MPH!

Marine Flier Joins Guard

Leslie Stenehem, 1318—4th Str. North, Fargo, former Marine flier, isn't getting any rusty flying techniques. He's keeping a hand on the throttle by belonging to the 178th National Guard Fighter Squadron at Hector Field.

Leslie was in the service at a marine pilot for four years. He is attending the North Dakota Agricultural College, Fargo.

Airports To Get Mill Levy Funds

Senate Bill 52 was approved permitting a three mill levy to be used for airport purposes, in excess of all other levies permitted by law.

In the past cities supporting airports received no benefits from park board or other taxing districts within the corporate limits of such cities. A levy in addition to all other levies is permitted by law, not to exceed three mills on the net to be made for such purpose for a period not to exceed two years.

"ACROBATICS STARTED NEAR THE GROUND MAY BE COMPLETED 6 FEET UNDER THE GROUND"

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

The \$2.00 is for a year's subscription to the "Dakota Flyer". We've enjoyed every issue very much.

We've finally moved to Hazen and are still going ahead with plans to build an airport. Lyle is in Bismarck, instructing for Bismarck Aviation Center. When he's through there, he hopes the weather will be favorable to begin erecting his hanger and doing other airport construction.

You should be able to stop in at the Hazen airport early next spring and find the "Dakota Flyer" as part of the available reading material for the pilots in our office.

We wish you every bit of success in making a "go" of the Dakota Flyer.

Sincerely,
Lyle and Grace Benz
BENZ AIR SERVICE

Washburn, North Dakota

Editor
Dakota Flyer
Mott, North Dakota
Dear Miss Editor:

Ever since the first copy of the Dakota Flyer reached me I have been intending to write you to hail its advent and congratulate you on its launching. Enclosed is my check for one year's subscription.

I feel like the convict who having heard the judge sentence him to 10 years in the pen asked the judge if he would not make it for life. "Well, perhaps," said the judge, "but why such an odd request?" Says the convict "You see judge, the doctors only give me two years to live and I wouldn't want to die owing you anything."

I find your little paper very interesting. Neither have I found anything therein to take issue with except your reference to deer on Page 3 of issue No. 4. As a groundling I swear those are antelope. White-tail (or Virginia) deer frightened throw their half-length tails erect. These being well-haired and highly visible above the back are often referred to as "flags". The white on the southern elevators of the animals in the picture I am sure are the white rump patches typical of antelope.

Good luck, young lady! May all your landings be on 3 points only.

Milton K. Higgins

Former N. D. Man Solos At Age 63

New Salem, N. D. — Most persons who reach the age of 63 are usually content to remain on solid ground but not Chris Jacobson, former Morton county farmer, who has found new adventure in the sky by flying solo in an airplane.

According to an article in the Bremerton (Wash.) Sun, Jacobson took his first solo flight on Feb. 12, just after observing his 63 birthday.

Jacobson, a bachelor, who farmed near this community about 10 years ago, logged five hours of flying time at Bismarck before the outbreak of the war.

A student at Olympic Aviation Inc. at Bremerton, Jacobson is planning to continue flying which he says "is a good, clean, healthful sport." He has informed friends near New Salem, he is attending ground school three nights a week and hopes to get his private license soon.

Since Pearl Harbor the number of civil pilots in the US has increased about 400 per cent, from 100,800 in 1941 to 400,000 in 1946.

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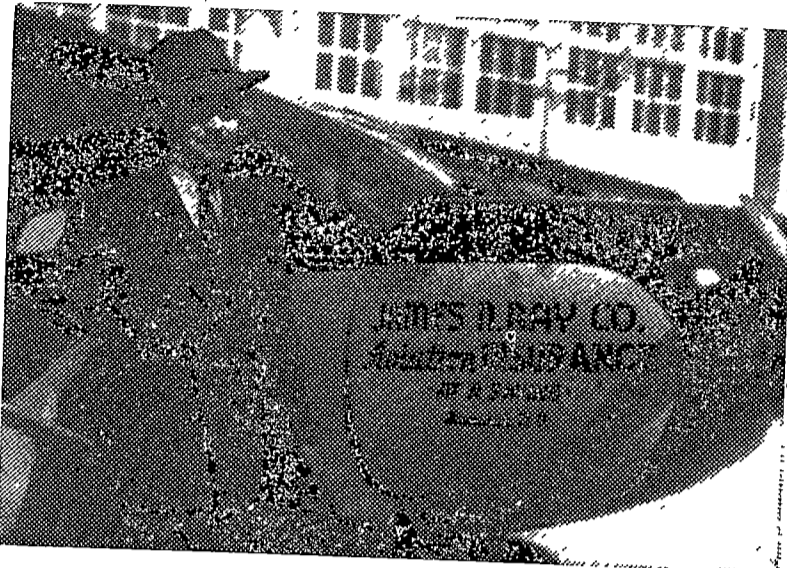
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FLYING INSURANCE MAN



J. N. "BUD" RAY

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

He is one of the first Bismarck business men to utilize the facilities of the airplane to quickly cover the wide-open spaces of North Dakota in his business dealings. Although he has been flying for more than three years and has 3,000 hours flying time, he still gets the light of the throttle jockey in his eyes when he talks aviation.

Covering the western two-thirds of the state for the State Farm Mutual Insurance company and specializing in aircraft and automobile insurance, Ray practices the air-age formula which he preaches.

In making calls in the Missouri Valley area, he finds that the airplane is particularly useful since he can make calls on both sides of the Missouri on the same day without regard for bridges.

More than five miles of wire hook up the instruments which collect test data on a new twin-engine transport plane.

Ray is now flying a Funk airplane equipped with radio and night-flying facilities.

When it comes to hangar chatter, he can pour on the coal with the best pilots for "Bud" is well-versed in not only the vocabulary but also the methods of civilian and army flying techniques.

He first learned to fly under the Civilian Pilot Training program set up by the CAA and later enlisted in the Army Air Corps as a Cadet. He won his wings in Foster field, Texas, in March of 1945.

Back in civilian life for more than a year, he is a booster of the air corps reserve and civilian aviation in general.

He flies about four days a week on business and on weekends uses the plane to take his wife and son to a cabin on Wildwood lake or to his boyhood-home in Medora. As Ray says: "As convenient as the airplane is for my business trips, it's even better for pleasure." — Courtesy of Bismarck Capital

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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 "segmented circle" system was released March 25, by CAA for comment by airport operators and pilots. Administrator T. P. Wright stated that he will consider regulations accepting this type of marker if the reactions are favorable. Preliminary field tests in Washington have shown that the markers are easily visible before entering the airport traffic pattern.

Developed by Clyde Carlstrand, senior airport engineer, under the supervision of Philip Moore, director of airport engineering service, the system uses a panel of metal or any weather proof composition. It is estimated that a segmented circle 100 feet in diameter and four feet wide could be constructed under this system for a few hundred dollars, against the present \$2,000 for a concrete construction.

The plan is to put such markers in unused portions of airfields where they could not be damaged by planes or other vehicles. The windsock, ordinarily hard to find from the air, would be spotted easily in the center of the circle, together with an L-shaped figure showing the direction of the traffic pattern of the field. Panels can be used to tell whether planes must use only the runways or whether the whole field is safe for landing when the field is closed to all traffic and when it is available only in emergency.

Carlstrand points out that still other signals can be added to tell the pilot just what services are available at the field, such as gas, feed, overnight lodging, and runway length and orientation information can be shown to aid pilots of larger planes which might want to use small fields.

The panels may be laid on the ground and held in place with weights, such as concrete blocks. If the ground is not level, they can be arranged on fence posts. In northern climates they can be placed in inverted V's for shedding snow or have one side painted in a color that contrasts with the snow.

A limited number of booklets describing the plan in detail are available from the Office of Aviation CAA, Washington, D. C.

During the first half of 1946 the number of private planes nearly doubled but private flying accidents increased less than 50%.

Test flights in one new model transport consume more than a mile of movie film, exposed to collect a record of instrument readings.

Proposed Resolutions For G.I. Training

The North Dakota Aviation Association has drawn up resolutions to be acted upon by North Dakota Division of Aeronautics, North Dakota Board of Higher Education, and the Veteran's Administration, at Fargo.

Gilbert Saxowsky, president of NDAA and members believed that certain changes in the curriculum length of training and types of instructors of the veteran's administration program for flight training in North Dakota would add materially to the value of this program. This program would overcome certain difficulties that have appeared in the past. These resolutions were discussed before the members of the NDAA at a meeting previously held at Devils Lake, on February 28. After the discussion and vote was taken the entire group consisting of 48 operators were unanimously in favor.

The resolutions are as follows:

No 1 It is hereby unanimously recommended that the curriculum now in use and applying to the Private Pilot Primary Course be eliminated, and in an amendment to the present contracts, the provisions be inserted that the Private Course consist of a minimum of 35 hours and a maximum of 45 hours of instruction plus one hour flight test be given each G.I. flight student, providing however, that at the conclusion of 45 hours flying time, should the student fail his tests for Private License five additional hours be given said student at no cost to the Veterans Administration or to the student.

No 2 It is hereby unanimously recommended that the present commercial contracts be amended as to the duration of the Commercial Course in that the maximum time be set at a total of 52 weeks in lieu of, and where it formerly stated a maximum of 40 weeks.

No 3 It is hereby unanimously recommended that the provision of the contract providing that Ground School Instruction be given by a Certificated Ground School Instructor be changed to read Ground School Instruction may be given by either a Certificated Ground School Instructor or by a Certificated Flight Instructor said change to apply to the Primary Contract and to the Commercial Contract.

It is further felt and was unanimously recommended that a state of emergency exists with respect to several of the above recommendations and that they be incorporated into the present contracts by amendment, as soon as possible.

On June 30, all contracts will have to be renewed in order to continue to teach G.I.'s under the G.I. Bill of Rights.

RETURNS FROM CENTRAL AMERICA



Milton Saul, Crookston, Minnesota, is greeted by Lloyd Van Camp, Van's Air Service, St. Cloud, on his return trip from Mexico and Central America.

During his 6700 mile tour of the deep South in his new North American Navion, Mr. Saul had ample opportunity to rub elbows with our good neighbors from South of the Border.

Flight time for the southern tour was 46 hours.

More Air Travel Records

Need convincing about the reliability of air travel? If so, then read these heretofore unpublished facts about the re-

There were six fatal passenger accidents last year. That's six bad landings among millions of takeoffs and landings, markable performance turned in by the airlines in 1946. Proof? During 1946 the government operated control towers on only 117 of the 5,000 airports in the U. S. Records show these 117 airports handled 6,424,720 landings & takeoffs last year.

Do airliners come through in all kinds of weather? In all the U. S. during 1946 there were four "weather" accidents which caused passenger fatalities. During the month of October, at Washington National Airport, skilled radio controllers guided 341 planes through bad weather to routine landings. In the the last 3 months of 1946—a bad weather period—Washington National Airport handled 42,500 operations of all types and only 478 came in on instruments. And that's just one airport.

The airlines carried 13,300,000 passengers last year, nearly double their previous year, and were giving scheduled service to 175 more cities than in 1945. Their safety record, nevertheless was the best in history.

U. S. airlines completed 95.8% of scheduled 1946 flights.

CAA Developing Radar Flying Aid Improvements

Washington, D. C. — Developments looking 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 screen in traffic control revolve around the nature and impermanence of the signals seen by the operator. As in all radar, these are small "pips" of light on a green screen, and, in order for them to be visible in daylight, this screen must be hooded. The operator views it through a small peephole because the tower built mostly of glass, has a high level of brightness throughout the day.

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

Most important is the necessity for the controller to establish the identity of the airplane being "seen" by radar. As of today the plane appears only as a dot of light on the screen when the sweep hand passes its position on the screen. Its previous positions must be remembered by the controller if he is to plot its course. While this can be done for a few airplanes there may well be scores of planes shown on a screen at one time at busy terminals. As he establishes the identity of any airplane the controller jots it down on the sheet alongside the signals it produces.

These signals appear as dots each time the antenna sweep goes around—approximately 30 revolutions per minute—and the record appears as a dotted line on the paper. The paper record does not preclude the use of the conventional radar scope for checking purposes, but it does reduce the concentration required of the operator, and reduces the need for a full time radar observer. Development work on the device is under way at Indianapolis.

Facilitation Committee Conducts Survey

March 19, 11 men representing the Air Coordinating Committee, through its Subcommittee on Facilitation of International Travel, will meet in Fargo, North Dakota as one of their last ports of entry to be surveyed.

(Continued on page 8)

CAA Survey Reveals Young Fly, Old Don't

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

The study shows that almost 50% of all pilots are found in the two age groups of 20-24 and 25-29, while persons in these groups comprise only 19% of the total population, 16 years or older. Less than 5% of the persons in those age groups earn \$5,000 a year. Two-thirds of the people who earn \$5,000 a year or more are between the ages of 35 and 55, but the proportion of all pilots in those age groups drops sharply from 10% at 35 to almost nothing at 55.

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

He was assisted by Dean R. Brimhall, 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 certificated during 1945 and 1946. Student pilots, and those holding private, commercial and airline certificates were included. The study did not include pilots in the military services, nor those who obtained their certificates on the basis of military flying experience.

The 10,000 samples is considered adequate on which to base general conclusions about the total number of pilots now certificated.

Only in the age groups between 16 (the age at which flying is first permissible) and 35 is the proportion of pilots higher than the proportion of the age groups in the total population. Beyond 35 the percentage of pilots drops rapidly. Apparently Americans quit flying at 65, although there are known to be several pilots still active in the United States beyond 65.

Surveys show there are 8574,000 persons in the United States between 16 and 19 years old. Of the 258,000 pilots certificated in 1945, 14.4% were in that age group, a total estimated number of 37,152. On the basis of the total population of that age, there were 43 pilots per thousand population. In the 20-24 age group, there are 72 pilots per thousand population and in the 25-29 group, 68%.

In the 40-50 age group, there are but 23 pilots per thousand, and it is in this age bracket that most people earn \$5,000 or more a year.

(Continued on page 8)

TABLES TURNED ON PHOTOGRAPHER



LEO HARRIS

After taking practically every interesting field. Leo Harris has one else's picture, the tables were acquired nation-wide recognition finally turned on Leo Harris, Kill for his many photos of game and deer photographer, when the wildlife. As a result of his past above picture was snapped of experience, he should do extremely well in this new field of him.

Shown with his new Aerial F8 camera, he was ready to take-off. The Aerial F8 camera "stops" to experiment with his camera, all objects and clearly outlines to take unusual action shots from every feature even from higher the air. altitudes. This is, perhaps, the only

Aerial photography is a new and F8 camera in North Dakota.

CIVIL AERONAUTICS ADMINISTRATION

AIRMAN BRANCH

GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of April 1947

District Office Inspectors	Sub-Office Inspectors
Donald L. Thompson	NC-174
Wm. M. Gronenthal	C-502

Date:

- 2 Wednesday, Municipal Airport, Crookston, Minn., Flight Tests, Aircraft Inspection, written exams
- 8 Tuesday, Municipal Airport, Jamestown, N. Dak. Written Exams, Flight Tests, Aircraft Inspections
- 9 Wednesday, Municipal Airport, Bismarck, N. Dak. Flight Tests, Aircraft Inspections, Written Exams
- 11 Friday, Worth Field, Dickinson, N. Dak. Flight Tests, Aircraft Inspections, Written Exams
- 14 Monday, Hector Field, Fargo, N. Dak. Flight Tests
- 18 Friday, Municipal Airport, Grand Forks, N. Dak. Flight Tests, Aircraft Inspections, Written Exams
- 22 Tuesday, Municipal Airport, Williston, N. Dak. Flight Tests
- 23 Wednesday, Port O'Mnot, Minot, N. Dak. Flight Tests
- 25 Friday, Municipal Airport, Devils Lake, N. Dak. Flight Tests
- 28 Monday, Hector Field, Fargo, N. Dak. Flight Tests
- 30 Wednesday, Municipal Airport, Detroit Lakes, Minnesota Flight Tests, Aircraft Inspections, Written Exams.

Submitted by Fargo, N. D., District Office
Donald L. Thompson and Wm. H. Gronenthal, Inspector

DAKOTA FLYER

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

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Reduce Fees For Air Certificates

WASHINGTON, D. C. A 20% reduction in the fees for recording ownership of aircraft and aircraft liens from the present \$5.00 to \$4.00, effective May 1, was announced by T. P. Wright, Administrator of Civil Aeronautics Administration recently.

The reduction of the fees for these services which has been in effect since August 5, is in accordance with the pledge made by the Administrator that if a study by CAA of these services during the first six months of its operation warrants a reduction, it would be made.

The charges were instituted under a Congressional mandate to CAA that it defray the cost of service operations through service fees wherever possible. Preliminary estimates indicated that a fee of \$5.00 would be necessary to cover the cost of the aircraft recording service, but analysis of actual operating experience has shown that \$4.00 will be sufficient.

The policy of continued study of fees charged with a view toward their reduction to the lowest possible rate sufficient to defray costs at the end of each six months period will be maintained, the Administrator said.

Other charges levied by CAA in accordance with the directions of Congress include \$10.00 for issuance of air agency certificates to flying and ground schools, mechanic schools and repair stations and \$5.00 for issuance of certificates to parachute lofts. These certificates, issued after detailed inspection by CAA personnel carry with them valuable privileges under the Civil Air Regulations.

No changes have been made to airmen on certificates of competency.

FLYING FARMERS — Send your PICTURES, NEWS ITEMS and WANT ADS in to the Dakota Flyer NOW!

New Methods Make Airports More Quiet

The noise nuisance from low-flying aircraft has been substantially reduced in many parts of the country. T. P. Wright, Administrator of Civil Aeronautics, said recently in reviewing 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 last 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 suitable power and propeller pitch settings.

Civil Air regulation forbid flying below 1,000 feet over congested areas "except when necessary for taking-off and landing." When acceptable evidence is available, pilots who violate the regulation are prosecuted.

Much of the noise, however, originates during landings and take-offs from fields close to residential areas. In such cases, the traffic pattern around the airfield 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 airport operator and the Local CAA Inspector. In many cities, such changes have virtually eliminated complaints.

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

Similar arrangements have been made at hundreds of fields in the United States where a substantial drop in the number of complaints against noisy airplanes 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 airplane, 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 DUSTY AIR" (this is particularly important when flying close to the ground)

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THE CLOSING DATE FOR ALL ADS 20TH OF EACH MONTH

FOR SALE

FOR SALE — Aviation Policies To Fit Your Flying Needs. James N. Ray Company, Bismarck, North Dakota.

FOR SALE — Special Deluxe Coach, spare tire, radio, heater, fog lights, bumper guards, plastic rims, Nylon seat covers and frost shields. BT-13 A Vultee radio equipped, motor, prop., battery, lights extra good, all metal. BOTH \$2750.00. Lawrence Hasvold, Flamdreau, S. D.

FOR SALE — 1941 Aeronca Trainer Recently recovered with better than Grade A fabric New windshield. New Tires Reduced to \$1500. A REAL BARGAIN! Write Duane Larson, Mott, North Dakota.

FOR SALE — LUSCOMBE 8E 85 hp Built January 1947 Total time 32 hours with ferry All metal with starter, generator, and landing lights built in wings Cruises an honest 112, will top near 130 miles per hour! Price \$3510.00 Arthur Dittmer, Durbin, North Dakota

FOR SALE — DC065 — Taylorcraft, like new Just Licensed Extra gas tanks, 4 1/2 hours cruising Insulated Warm, quiet cabin Nerly New engine Up-to-date Stallite Ex-valves An extra fine airplane Art Sampson, Wahpeton, N. D.

FOR SALE — 1941 Cub Cruiser with Beech-Robie Controllable pitch prop. Reduced to \$2150 Excellent upholstery Good finish A bargain at \$2150 Write Duane Larson, Mott, North Dakota.

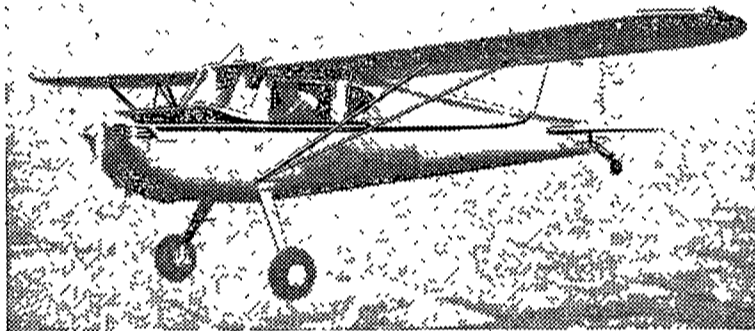
FOR SALE

Sets of New Rubberized Wing and Tail Covers — \$20.00 each. Just fit the PT 19's M. C. Schow, Fort Clark, North Dakota.

FOR SALE — 1941 J5A CUB Cruiser Perfect condition 30 hours on Cont 75 motor since complete major \$2450 Elmo M. Feibiger, Dunn Center, N. D.

FOR SALE — LUSCOMBE 8D75 hp. 176 hours on new engine and complete rebuild of airplane 23 gal gas tank, navigation lights, and wheel pants Price \$2250.00 with Bendix Receiver, generator, and eight day clock \$2435.00 Arthur Dittmer, Durbin, N. D.

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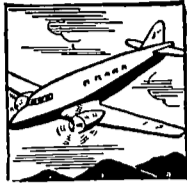
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Planes



Quiz

A 70 per cent score on this quiz is excellent. Sixty per cent is good.

1. before a new aircraft engine is offered to airline users, it receives testing runs totalling (a) hours; (b) days; (c) years.
2. Government rules permit any transport pilot with 200 hours' experience to make a business of hauling passengers. Our scheduled airlines, however, won't hire a beginner co-pilot with less than: (a) 1,000 hours; (b) 800 hours, (c) 2,500 hours.
3. True False. A successful device has been developed for clearing fog at airports.
4. A single engine on one of our new high-speed transports contains as many as (a) 1,200, (b) 6,700; (c) 11,000 precision jewel-like parts.
5. Tricycle landing gears make transport plane landings safer because they: (a) reduce possibility of nosing over; (b) hold plane steady in strong cross winds; (c) provide pilot a better view of the runway.
6. Last year's fatality rate for U.S. scheduled airlines was the lowest in history yet 1946 passenger traffic was up; (a) 32%, (b) 47%, (c) 84% over the preceding year.

7. While U. S. air travel increased more than 100% last year, and civil plane ownership went up 122%, the number of airports increased only: (a) 45%; (b) 72%, (c) 8%.
8. True. False. You can stay aloft in an airliner 71 days, in all kinds of weather, and not meet as much risk as taking a 500-mile auto trip.
9. New reverse pitch propellers make for safer flying because they: (a) enable more precise maneuvering in th air; (b) blow ice off the wings; (c) make it possible to stop more quickly especially on wet or icy runway.
10. GCA and ILS, much-discussed in connection with air safety, are (a) proposed government agencies for aviation; (b) new types of planes, (c) radar and radio devices by wich a plane can be landed when bad weather blots out all visibility.

ANSWERS TO PLANES QUIZ

1. (c)
2. (c)
3. (c)
4. (c)
5. (c)
6. (c)
7. (c)
8. True
9. (c)
10. (c)

FACILITATION COMMITTEE CONDUCTS SURVEY

(Continued from page 6)

William Burden, chairman of this committee, said 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-scheduled 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 Civil Aeronautics Administration; Harry G. Tarrington, Director of International Activities, who serves as secretary of the committee, Albert E. Reitzel, Assistant General Counsel, U. S. Immigration and Naturalization Service, Department of Justice; Burke H. Flinn, Legal Department, Customs Ser-

vice, Treasury Department; Thomas F. Farrelly, Customs Service, Teasuray Department; Horance S. Dean, Assistant Division of Agriculture; Dr. Gilbert L. Dunnahoo, Medical Director, Public Health Service; John Russell Young, Director of International Affairs, Air Transport Association and Huxley Galbraith, Pan American Airways, and Coordinator for the Western Hemisphere of the International Air Transport Association.

The first two sections of the survey covered the Northeastern and Southern portions of the country. The fourth section, starting in April, will be devoted to the airports of entry in the North Central section of the country.

CAA SURVEY REVEALS YOUNG FLY, OLD DON'T

(Continued from page 6)

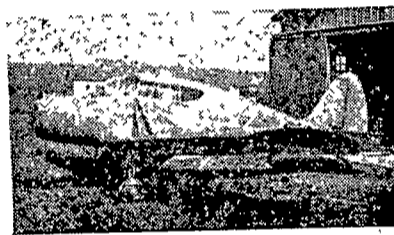
Other interesting revelations of this study are: One-half of the 6,730 students and private pilots included in the CAA sample are in the 20-24 and 25-29 age groups.

For all age groups above 44, there were only four airplane pilots out of the 302 sampled, only 93 commercial pilots out of 2,988, and only 311 students and private pilots out of 6,730.

Taylorcraft Is Bought By Dealer-Distributors

Taylorcraft factory is again ready to proceed with airplane manufacturing March 19, a group of distributors and dealers throughout the United States purchased the Taylorcraft Corp. C. G. Taylor, designer of the Cub and Taylorcraft, two plane designs that stood the test of time, is back to head the engineering department Wisconsin-Minnesota-Dakota-Airways Corp was the originator of the plans for dealers and distributors to own their own factory.

Taylorcraft is the only factory owned by distributors and dealers.



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