

DAKOTA FLYER

Vol. I

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No. 10

NORTH DAKOTA STATE PATROL TO ENFORCE CIVIL AIR LAWS

'Hollywood Hawks' Featured in Blackhills Air Fair



Recently having a major part a group of aerobatic flyers and in the Black Hills Air Fair was others known as the Hollywood Hawks.

Shown in the above picture

is Bill Bushman, parachute jumper, upper left, Micheal Brandin, announcer, lower left, Mr. and Mrs Ray Goudey and their daughter, center; Ray Goudey, flying comedian, upper

right; Ray Kusick, looping the "Jenny" with Warren King standing on the wing, middle, and Sammy Mason, "King" of the Hollywood Hawks, lower right.

Police Will Stop "Johnny Buzz Boy"

A two day school was held July 24-25 at Bismarck for the State Patrol and peace officers in Uorth Dakota.

The North Dakota peace officers will enforce CAR backed by a new state law effective July 25.

Patrolmen will investigate aircraft accidents, and file reports immediately. Their duties were pointed out by Erling Nasset, director of Aeronautics, in an opening address to all patrolmen. "Clamp down on 'buzz boys', students who are carrying passengers, private pilots carrying passengers for hire, and those persons flying unlicensed aircraft," he said. "These are important factors in our future safety in aviation" he continued.

Hugh DeHaven, director of Crash Injury Research, Washington, D. C. lectured and demonstrated, with the aid of a projector, common types of accidents that would be involved. He maintained "Most injury to the body is above the pelvic region. Few injuries occur in the lower regions because of the safety belt" he said. Straps installed in private aircraft would ensure absolute safety in common accidents, was his opinion. He stressed the importance of a stall warning indicator in personal planes and said that most accidents have occurred from a stall.

Speakers on the program were noted experts and men directly interested in aviation's future. G. M. Murchison, district counsellor for CAA, third region, Chicago, gave a talk. He said, "The power of arresting and prosecuting is left up to the common sense of the officer. Situations in aviation will not be the same as on the spot arrests of the auto driver. Above all, use your better judgement."

Other speakers included Donald L. Thompson, CAA Inspector, Fargo; J. F. Guilmartin, CAA of Chicago; Paul Jandacek, district airport engineer, Harold Vavra, airport engineer, Bismarck; L. V. Hanson, state director, South Dakota; E. L. Smith, accident investigation, Minneapolis.

In a speech by Iver Ecker to patrolmen he said, "Education will do more good than immediate action unless the offense is that of which demands immediate action." It doesn't take long before publicity of a

(Continued on Page 8)

Dickinson Municipal Airport Dedicated

Dickinson Municipal airport July 27 was officially accepted from the army by Joseph S. Reilly, city commissioner, on behalf of the city. L. R. Larid served as master of ceremonies at the dedication exercises which were sponsored by the Dickinson Junior Chamber of Commerce.

The field was dedicated to all who have taken part in the progress of aviation, and particularly the fliers of the Dickinson area who served in World War II.

It was estimated that some 2,000 persons witnessed the ceremonies.

Queen of the Air Fair was Miss Marie Gress, sponsored by Ward Johnson, Inc. She was elected at the aviation dance at Bagdad Saturday night, July 26.

Miss Air Fair began flying lessons at the Dickinson Aviation Company field July 28. Free lessons was the prize for being the winning contestant.

Flying Showroom in North Dakota

The Atlas Flying Showroom, sent out by the Atlas Supply Co., was open for inspection at Bismarck and Fargo recently. Sponsored by the Standard Oil Company, the plane is equipped with a full stock of products.

Men flying the Atlas plane were Math Dahl, commissioner of agriculture; N. O. Jones, state highway commissioner; A. P. Lenhart, mayor of Bismarck; Myron Atkinson, city auditor of Bismarck; Senator Milton Rue, Earl Tucker of Universal Motor Co., Harry Potter, airport manager, Erling Nasset, director of aeronautics, T. P. Heisler, mayor of Mandan; L. C. Hulett of Mandan, F. E. Fitzsimmons, editor of Bismarck Tribune; W. P. Chestnut, Fargo; A. H. Worrall, Fargo, district manager of Standard Oil, and P. J. Carney, also of Fargo, retail sales head of the oil firm.

Men, Materials Flown to Hettinger for Hospital

Hettinger, N. D.—Clint Roberts, superintendent of the Hettinger Hospital, and T. B. Varclay, member of the hospital committee, made a 400 mile air trip to procure masons and roofing materials for the hospital.

The men hired two masons at Jamestown and purchased pitch and roofing felt at Dickinson. Trucks were sent out to the airport to pick up material.

Mrs. Oscar Winchell, only registered nurse in a 600-square-mile area around McGrath, Alaska, tends to the sick by plane.

Pine tree seeds now are planted by air. Inserted in split lead weights, they sink upon reaching the ground.



Farmers Get Credit For Air Pioneering

With aerial delivery of the daily newspapers spreading among rural communities, evidence is piling up that farmers as a group are the nation's most die-hard aviation enthusiasts.

Typical of publishers in many areas of the country are F. M. Marvin, of the Beatrice (Neb.) Sun-P.T. Telegraph, of the News in Macon, Ga., and Carl A. Rott of the Winfield, Kansas Courier. They are using light personal planes to speed delivery to outlying communities.

Many Farm Pilots

Aerial-newspaper services is but one of the aviation developments pioneered in agricultural areas.

Among the first jobs performed by planes were agricultural weather flights and forest patrols. In succeeding years the airplane has become a handyman to the farmer until now thousands are in daily use on farms and ranches.

In addition to the thousands of farm pilots, more than 500 farmers serve as volunteer weather observers, enabling the Weather Bureau to accurately chart storms for military, personal and commercial pilots. Estimates on future farm use of planes run as high as 60 per cent of personal plane sales in the next five years.

Opening New Markets

The airplane has proved itself as a valuable implement for soil conservation and land utilization. It is opening up new markets for farm products, and is a growing influence toward stabilized marketing.

All this adds to the fact that farm flying has become one of the most important ingredients of a strong national defense.

Best aircraft engine of 1926 generated 225 hp. Today's best delivers 3,500 hp.

Dakota Flyer Now Official Publication

At the second annual Flying Farmers and Ranchers meeting held in Bismarck, June 20, the Dakota Flyer was named the organization's official publication.

News, articles, features, guest editorials on rural flying will be submitted to M. C. Altenburg, Sec. Treas. Bismarck, North Dakota each month. Material will be sent to the office of the Dakota Flyer, where it will be edited and published monthly. Besides covering every airport and aviation organization in North Dakota and surrounding states, the Dakota Flyer will reach every member of the association.

One year's subscription to North Dakota's only aviation publication will be included with every membership.

The V-2 bomb can reach 3,500 mph within 71 seconds after take-off.

Historical Models Are Displayed

Washington, D. C.—Amazingly detailed models of airplanes and gliders, which tell the long story of man's effort to fly are now on display at the Commerce Building. They are gifts to the Civil Aeronautics Administration by about 25 minutes cost-to-coast.

Paul K. Guillow, model manufacturer of Wakefield, Mass. and are historically and aeronautically accurate.

In announcing placement of the display, T. P. Wright, Administrator of Civil Aeronautics, issued an invitation to the students of all schools in the country who are studying aeronautical subjects, to include the models on their Washington itineraries. Under the direction of Howard Sinclair, director of aviation training representatives of the training office will be available in Washington to discuss the models with interested instructors and teachers.

Aerodynamicists are working toward 7,500 mph speeds. That's, That's, That's.

ATTENTION FARMERS AND RANCHERS



**WHO FLY OR PLAN TO FLY
YOUR MEMBERSHIP IS NEEDED IN AVIATION'S
FASTEST GROWING ORGANIZATION
THE
NORTH DAKOTA FLYING FARMERS AND RANCHERS
ASSOCIATION**

M. C. Altenburg, Sec. & Treas.
N. D. Flying Farmers & Ranchers
Bismarck, North Dakota

CLIP COUPON.

Dear Mr. Altenburg:

I am a (farmer) (Rancher) who owns an airplane. I have been interested in joining the North Dakota Flying Farmers and Ranchers organization for some time, but haven't had any further information as to how I may become a member. Please send me all necessary information.

Thank you,

Name: _____

Address: _____

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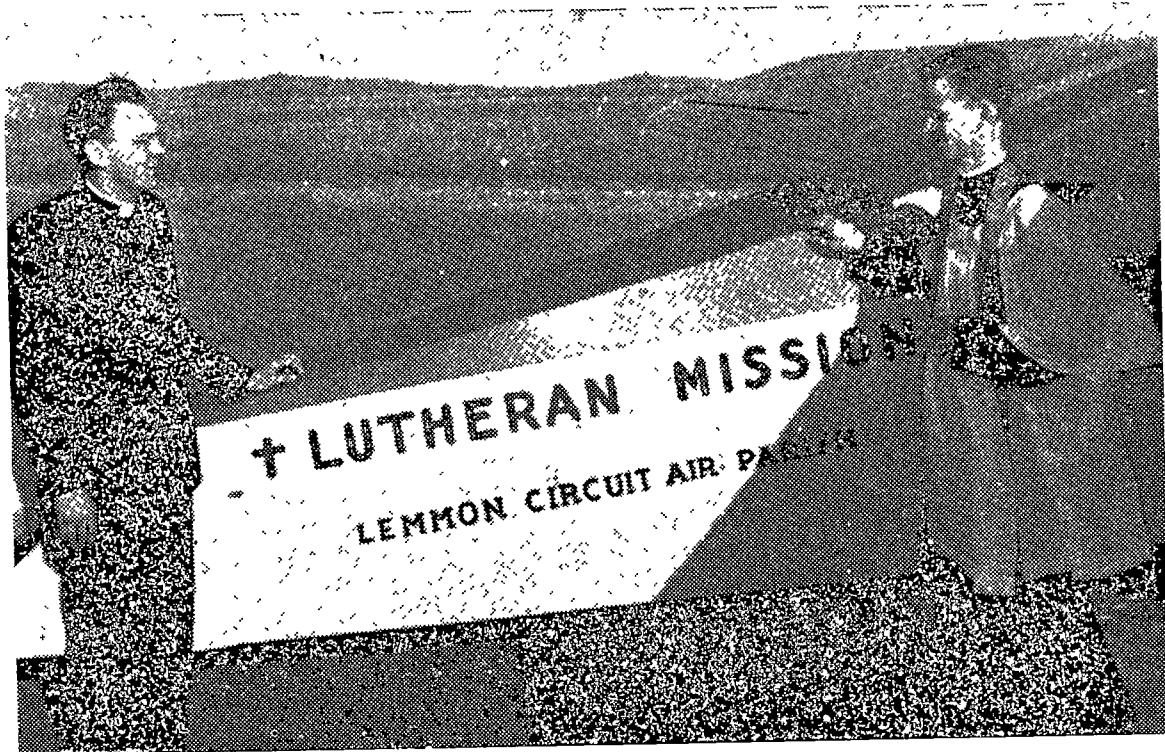
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Sky Pilot Installed At Lemmon Airport



Serving the most extensive air parish in the nation is Rev. Norval Hegland, 35, Evangelical Lutheran Church pastor of Lemmon. The first air parish in western United States began July 20, when the young Lutheran pastor was installed in Lemmon, South Dakota.

The parish is sponsored by the Department of Home Missions of the Evangelical Lutheran Church, which has its synodical headquarters in Minneapolis, the parish will cover 165 square miles in western South Dakota.

Rev Hegland will serve five established congregations, together with numerous preaching places, throughout this area. The five congregations, who have long been without pastors, are located at Firesteel, Isabel, Morristown, Rosebud, and Reva.

A licensed pilot, Rev Hegland will cover this territory flying a Piper Super Cruiser. The plane was a gift of the Young People's Luther League of South Dakota. He will use his plane to perform the regular functions of a pastor, and also plans to use it for emergency hospitalization cases or other necessities of his far-flung parish.

Born February 2, 1915, near Plentywood, Montana, Rev Hegland is a graduate of Concordia College, Moorhead, Minnesota, and Luther Theological Seminary, St Paul.

Upon graduation from the seminary Hegland accepted a call to Zululand in South Africa as a foreign missionary for the Evangelical Lutheran Church. Prevented from going to South Africa because of the war, Hegland served

as pastor in Pierre, South Dakota, before becoming Dean of Men and a Christianity professor at Concordia College, at Moorhead.

He has been pastor at Miles City, Montana, since June 27, 1943. He resigned his parish to take up his air ministry. While pastor at Miles City, Rev Hegland used an airplane to do some work in the surrounding area. His sister is also an accomplished pilot. Rev Hegland is married to the former Margaret Naeseth of Morrisville, Wisconsin. They have two children.

From five to seven years are required to bring a new military plane through the design stage to production and combat testing.

Many See Blackhills Annual Air Show

Saturday and Sunday, July 19 and 20, saw the opening ceremonies of the Black Hills Air Fair celebration at Spearfish, S D.

Brigadier General Leon W Johnson, commanding general of the 15th air force, was the main speaker at the annual Black Hills Air Show celebration at Spearfish, South Dakota on July 19 and 20.

Lt Col Joe Foss, famed ex-marine air ace, and commanding officer of the South Dakota National Guard Air Arm at Sioux Falls, S D demonstrated trail formation maneuvers with a squadron of P-51's. This consisted of seven fighters, flying in trail formation, who made simulated bombing and strafing runs, and flew in closed aerobatic maneuvers.

Other highlights of the air fair included a Coyote hunting demonstration from a cub by Clyde Ice, manager of the Blackhills airport. In the afternoon real coyotes were used in the demonstration. One small smart coyote, used in the demonstration, craftily ran into the crowd of spectators for protection, thus saving his own life.

Featured in the air show were the nationally known "Hollywood Hawks" with Sammy Mason of Los Angeles, stunt pilot, known for his aerobatic inverted flying. Mason showed last year at the Cleveland Air Races, and has been asked to perform at the races again this year.

Ray Goudy, flying an Aeronca Champion in a comedy act, entertained the crowd with his comic-flying.

Mike Brandin was master of ceremonies.

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Aviation News From Our State Capital

Aeronautics Commission Organized

July 17, 1947, members of the Aeronautics Commission met at Bismarck. They held an election of officers with, Wesley Keller, Minot, chairman. Dalton LeMasurier, Grand Forks, was elected vice chairman; and Harry Potter of Bismarck was re-elected secretary.

Committees were appointed and charged with the duties of various other aviation activities which will arise during their term of office.

Aeronautics Commission Enforces Regulations

At the meeting of July 17, the commission decided upon new provisions of enforcing aviation rules and regulations. The laws were approved by the Attorney General's office and made effective, July 24.

The rules are as follows:

Part 013 ACCIDENTS, - which requires all accidents to be reported immediately.

Accidents will be investigated by the North Dakota State Patrol and by city police, Sheriffs and other Peace officers

Part 20 - PILOT CERTIFICATES - under this regulation all police have the authority to check pilot certificates, to determine if activities of the airmen are authorized on his Federal Certificate

Part 29 Physical Standard for Airmen - will be checked to determine whether or not they have a proper certificate of physical standards.

Part 43 - General Operation Rules - Under this rule all officers may and will determine that aircraft are properly registered, equipped, maintained and operated.

Part 60 Air Traffic Rules - Under this part all police officers are authorized to enforce contact and instrument flight promulgated by the Civil Aeronautics Board.

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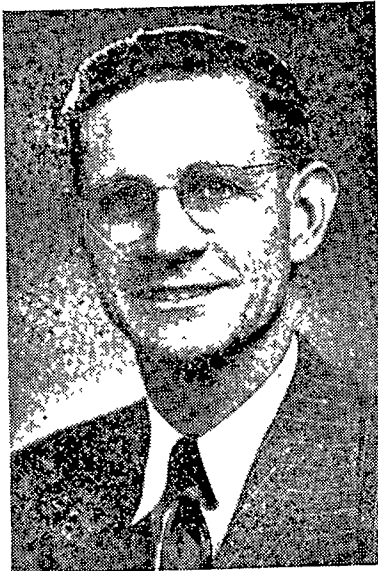
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Vavra Is New Engineer



Harold G. Vavra

Harold Vavra, 34, is Chief Engineer for the North Dakota Aeronautics Commission

Mr. Vavra is attending an indoctrination course in St Paul, Minnesota. The course is offered at the Minnesota Aeronautical Department engineering section

He is expected to return to Bismarck in July to set up a similar department for the North Dakota Aeronautical Commission

He has an extensive background in civil, technical, and electrical engineering. He is a graduate of Valparaiso, Valparaiso, Indiana

Aircraft & Airmen Permits in effect

To go into effect in the near future is the regulation governing the registration of all airmen and aircraft in North Dakota.

This provision was authorized by the Aeronautics Act passed in the last session of the Legislature

Airmen will be charged \$100 annually and aircraft shall pay a registration fee which closely approximates the fee charged for the registration of automobiles

Dealers in aircraft will be required to register, but will not be charged registration fee

These rules, regulations, fees, reductions, discounts and exemptions are almost identical with that associated with automobile registration.

In 1946, approximately 350,000 women traveled by air transport.

Uncertainty Costs Industry Millions

Financial reports show America's aircraft industry is in a serious predicament, owing largely to the lack of a definite, long-range national air policy.

Seven of the 12 major producers report losses for 1946, attributable mainly to mounting development costs and the strain of trying to maintain vital production facilities with a trickle of output.

Four smaller companies have undergone reorganization, and most of the manufacturers have started converting their facilities to such things as plastics, trailer homes, motorcycles, rowboats, etc

Awaits Decision

Awaiting top-level government decision as to just what plane production facilities are to be retained to back up national security, the industry has hesitated to liquidate arbitrarily or convert to non-aviation products. Result: financial reserves built up during war years are being consumed because volume facilities cannot be supported by the handful of

current orders.

Without a long-range military production program, the industry shortly will be forced to disband its staff of highly-trained technicians and divert its facilities generally to non-aviation products. Once diverted, it will take lots of time and money to reassemble these national security assets

The largest industry during the war, aircraft manufacturing has shrunk to 16th in size. No other industry has been compressed so much. Last year, military production which normally makes up 75 per cent of total business, was at the lowest point since 1937. Airline losses also reacted against the manufacturers. One company spent more than nine million dollars developing a new transport, only to have production stopped when airlines orders were cancelled.

Last year, while earnings of manufacturing corporations in general climbed 35 per cent those of the aircraft industry dropped 95 per cent. The entire industry, including light plane and parts makers, showed a profit of a half cent on the sales dollar.

(Continued on Page 8)

SALESMANSHIP IN AVIATION

By Erling A. Nasset

North Dakota bids fare to harvest one of the largest bumper crops in history. As a natural consequence, farmers and merchants in the state of North Dakota will be in possession of more potential wealth than ever before in the history of the State. It would seem that this would be extremely important to aircraft dealers throughout the state of North Dakota

One year ago there was an unprecedented demand for airplanes. This was caused by the end of the war and the impetus of the war on aviation development. Suddenly, however, it appeared that a buyers resistance movement set in on the aviation industry. Everyone was of the opinion that an aircraft costing anywhere from \$2,000 to \$4,000 was too much money. In a manner of speaking, perhaps that is true. However on a comparative basis aircraft prices did not increase correspondingly with the prices of other products.

For example: A convertible deluxe automobile in 1940 that sold for \$960 completely equipped costs approximately \$1,600 today, depending on whether or not you buy all accessories. At the same time, an aircraft costing \$1,500 in 1940 today costs \$2,000, or approximately 46% higher. Therefore the approximate increase in the price of aircraft is 30% less than the increases in the cost of automobiles. It would appear that would be a reasonable selling point.

Back in 1935 and 1936 people in North Dakota had very little money. Automobile salesmen had difficulty selling their products, but I recall several firms putting their top salesman in a demonstrator to drive out through the country calling on every farm they passed. Perhaps they called on 20 farms a day, and did not sell one automobile that day. The next day calling on 20 more and at the end of the two days they had sold two cars.

As a matter of policy, it would seem that the same sound sales principles used in other businesses might be practiced to advantage in the aviation business. If the customer doesn't come to you, go see him! We have in the state today, and in many other states, companies who sell their products house to house or go from house to house taking orders. When their salesmen are contacted with the proper kind of salesmanship (please make it honest), the product can be sold. Only by increasing the number of aircraft in your locality can you expect your business to grow.



AIMS OF AIRPORT ENGINEER

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

Some time ago you requested information regarding the extent of the activities of this newly established district office.

The primary function of this office is to direct and supervise the Federal Aid Airport development program in this state. This is part of the National program that proposes development during the seven years starting July 1, 1946 of a system of airport facilities adequate to serve the needs of aviation in this important post-war period of expansion.

Under this program local units of government including States, cities, and other political subdivisions, sponsor airport development project and meet approximately 50 percent of the cost. The other 50 percent is furnished on a grant basis by the Federal government. In addition to this major activity, this office advises civic and private officials in planning, design and operation of airport facilities, and assists in the preparation and revision of State, urban, and local plans for the orderly planning of airports as a basis for the National Airport Plan. The district office organization also makes periodic inspections of all airports in the State to provide records of all airport facilities for distribution to those directly interested. In short, this district office assists in the task of di-

recting and guiding the tremendously important work of developing an airport system on a nation-wide scale.

These are briefly the high points of our services. If at any time we can be of assistance in any specific problem, we wish to assure you of full cooperation by the Civil Aeronautics Administration.

Sincerely yours,
H. P. Jandacek
District Airport Engineer

Pass Christian, Mississippi
Dakota Flyer
Mott, North Dakota
Dear Editor:

Enclosed find the subscription amount for one year. Here's hoping you keep the good service for aviation minded people going that you have started.

Yours truly
Norman Moger
Please send copies to Carpio,
North Dakota

Geneva Schow, Editor
The Dakota Flyer
Mott, North Dakota
Dear Miss Schow:

I've been interested in planes and flying ever since I started building model airplanes in grade school—want to fly myself, but the doc says "no"—he claims I can't see. But I still get a kick out of reading about flying and find your paper most interesting and informative.

Sincerely,
Paul Ebert,
Publicity Director
Radio Station WDAY

Model Plane Contest Scheduled

The 1st International Model plane contest will be conducted at Detroit, August 13-16. It is expected to be the biggest in Model Aviation History.

Announcement was made by R. C. Sommerville, general sales manager of Plymouth Motor Corporation, sponsors of the contest. Application blanks are available from Contest Headquarters, Box 658, Detroit, Michigan.

No application, entry or other fees are involved in the contest. Five hundred of the world's leading rubber and gas-powered model flyers will receive invitations to attend. Selections will be made from winners of official A.M.A. state contests. Others will be selected from regional and foreign contests, and from certified high performance flights.

Special arrangements for the provision of workshops for the 500 selected contestants were also announced. The workshops will be made available near Hotel Fort Shelby, official headquarters for the contest, at Michigan State Coliseum.

The army at Selfridge Field has set aside 1500 acres of clear flying area for the outdoor events and has closed the field to all flying for the contest.

Hotel reservations will be handled by a special contest representative when requested.

In World War II the aircraft industry had the lowest profit rate of any war producer. Its average rate of profit from 1942-1945 was less than two cents on the dollar.

"Scrap Book" Reveals Aviation History

1928 Northern Airlines Made Their First Official Flight

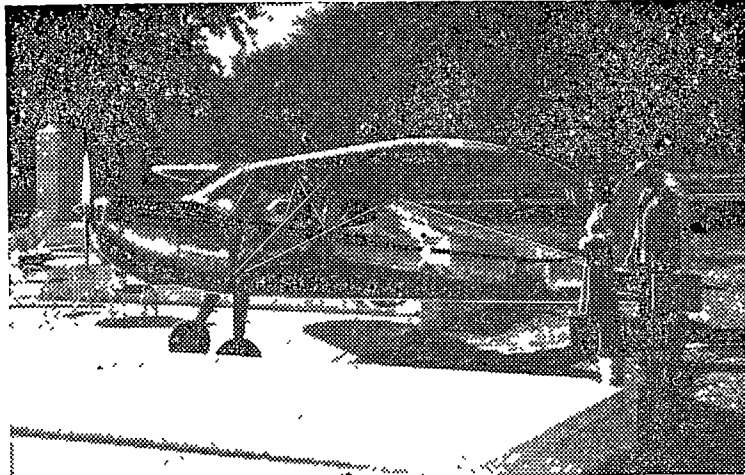
The "Scrap book" of Math J. Kraker, reveals that he and Miss Hazel Hanson were the first passengers to fly from Wahpeton to Minneapolis, on the Northern Airlines, August 25, 1923. Mr. Kraker and Miss Hanson were guests of the company upon arrival at their destination. Mr. Kraker at that time was selected from the commercial club's airport committee at Wahpeton, which was active in the promotion and development of the new airport.

Northern airlines were using the original trans-Pacific monoplane the "Aloha", piloted by Martin Jenson, the winner of the "Dole" race to the Hawaiian Islands that year.

Leaving Wahpeton at 8:00 Saturday morning August 25, 1928, the party flew direct to Minneapolis, passing over Alexandria, St. Cloud, near Lake Minnetonka, and over Wold-Chamberlain field in Minneapolis. At 11:00 they were met at the field by taxis and taken downtown to the office of Universal Airlines. Commenting on Wahpeton's new airport, officials of the company told the Wahpeton representatives that every pilot on the airline who had been privileged to land there reports that the new field is one of the best. The article said, even with two weeks work, it compares favorably with the Minneapolis field. When completed, it is expected to be the last word in airports!

The return trip was made in two hours and five minutes.

(Continued on Page 8)



After spending an enjoyable week-end at the Lost Valley Ranch at Bandera, Texas, this couple is preparing to fly their new 1947 Cessna to their home a few hundred miles away. The trim, two-place, metal Cessna makes heretofore annual trips to your favorite vacation spot a week-end possibility. The Cessna 140 pictured above cruises well over 100 m.p.h. and carries 80 lbs. of luggage, ample for two people for as long as two weeks. The deluxe 140 with starter, generator, flaps and luxurious interior sells for \$3245 FOB Wichita, Kansas. The Cessna 120 is virtually the same plane less starter, generator, flaps, and with less expensive interior appointments and sells for \$2695 FOB Wichita. Both of these models are on display at Sax Aviation Co., Dickinson, N. D.

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*Cruising
Around
Our Airports*

HAZEN AIRPORT- Johnnie Benz, part owner in the Benz Flying Service was recently released from the Beulah Hospital July 9 the pick-up which he was driving on airport business rolled over on him. Except for a cane and a sling for his arm, he is getting around very well.

Larry Stillwell recently began work in the shop. He is from Lisbon, North Dakota. Larry attended school at State Science School Wahpeton, and for the past few months has been employed at the airport at Huron, South Dakota.

WING MUNICIPAL — Local businessmen are preparing to construct an airport at Wing, N. D. The airport will be municipally owned. Construction is expected to get under way shortly.

The airport will be used by local aviators, surrounding flying farmers and ranchers, and transient fliers.

BISMARCK MUNICIPAL — Capital Aviation Corp. — Bus P. Ilker, Bismarck, and his wife spent a short vacation at the Buddy Ranch, Medora's popular aviation resort the latter part of July.

Bus is Capital Aviation's A & E licensed aircraft examiner. They returned July 28.

The Watts brothers expect to have a new 1947 Taylorcraft demonstrator at the field soon.

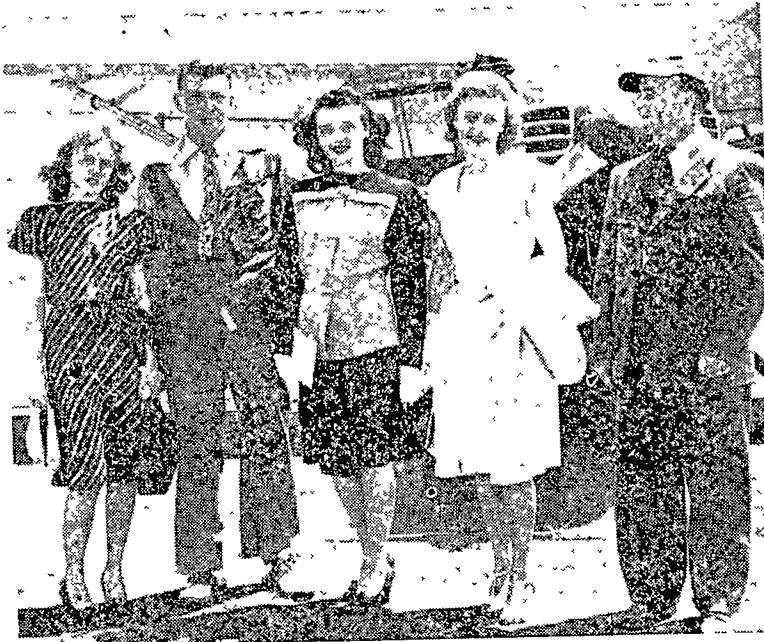
BLACKHILLS FLYING SERVICE — Spearfish, South Dakota. Clyde Lee and sons, Cecil and Chuck have organized a show troupe. The troupe will conduct shows at various towns. The next show will be held at Bowman, North Dakota, August 2-3. They recently staged a successful show at Bottineau.

The plane used in the aerial exhibition stunt flying and smoke writing is a 450 horsepower Stearman. The plane is equipped with inverted flight and facilities for smoke writing.

Many other events are also being featured.

ATTENTION AIRPORT OPERATORS and Personnel—Every airport affords a certain amount of news. This Column, "Cruising Around our Airports" is especially for YOU! Your news items, G. I. Student graduates, new plane owners, etc., will make good reading to the next fellow and to your own home airport. This column is WHAT YOU MAKE IT! Don't delay, send your news to the Dakota Flyer, Mott, North Dakota, every month — Editor.

AIR TOUR QUEENS AT BELL AIRPORT



Left to right June Fredrickson, Bismarck, attendant to queen, Erling Nasset, director of state division of Aeronautics, Elaine (Pat) McNeil of Minnewaukan, queen, Arhne Rusch, Jamestown, queen attendant, and Dan Wakefield, manager of the Devils Lake airport. Picture was taken at Bell airport, Jamestown, where pilots and planes landed for breakfast during the North Dakota air tour.



"Miss Dakota Flyer"
Miss Darlene Levenson, Elgin, a very lovely young aviatrix was selected to represent the Dakota Flyer during the first annual air tour in North Dakota. Miss Levenson will continue her career in aviation when she begins studies in that field at the University this fall.

CAA Urges Completion Of Contracts

Civil Aeronautics Administration now has seven projects either completed or under way, in the design of cross wind landing gears. They have committed its funds of \$150,000 for such development.

Northrup Aircraft, Inc., builders of the tri-motored Pioneer transport, will provide CAA with all engineering data, blueprint reports for application of a castor wheel landing gear for this new plane. Northrup will build the gear and test its own plane.

The sixth contract signed by CAA is with Goodyear Aircraft Corporation for design and test of a castor wheel landing gear on a DC-3 transport. This gear will be applied to a plane belonging to the CAA.

Another recent contract is with the Bellanca Aircraft Corp. All American Aviation, Inc., for their twin engine Beach Firestone Aircraft Corporation, which is applying the gear to an Ercoupe.

Two contracts already have been completed successfully with Goodyear Aircraft Corporation to convert a Piper Cub, and the Fairchild Personal Planes Division of the Fairchild Aviation Corporation.

The CAA is waiting for the completion of the other contracts, to be followed by wide adoption of the principle in production models so that the inherent advantages afforded can be realized to the benefit of aircraft users and airport developers. Credit for utilizing this research money to such an advantage goes to John Geisse, consulting. Wheresit.

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Former Secretary Flies For Pleasure



Miss Jane Wood

Miss Jane Wood, former secretary at Bismarck Aviation center located at Bismarck Municipal airport, will continue flying for pleasure.

Miss Wood, a very competent secretary, learned to fly at the field so that she would have a more definite knowledge of her work.

She said that as child she dreamed of becoming an aviatrix. "There should be more girls attracted to the glamorous and thrilling field of aviation," she said

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DAKOTA FLYER

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NORTH DAKOTA'S FIRST air tour queen, Elaine (Pat) McNeil, Minnewaukan, and her two assistants, June Fredrickson, left, 615 Avenue F, and Arlene Rusch, Jamestown, give out with a big smile for the benefit of cameramen after being chosen from a field of 27 candidates at the first annual North Dakota Air Tour show in Jamestown Saturday night.

— Bismarck Tribune

"SCRAPBOOK" REVEALS AVIATION HISTORY

(Continued from Page 5)

Both parties were enthusiastic regarding the trip. They said people little realize how wonderful the country is from the air until they have experienced such a trip. They predict the air lines will soon become the most popular mode of transportation between Wahpeton and points east.

Each one avowed intention of doing all in his power to meet the quota asked by the company to guarantee a service that will put Wahpeton on the air map to stay.

Airplanes to be present for the dedication of the airport included the latest Stinson-Detroit, six-passenger, and a Monocoupe, two passenger, both monoplane. In addition they expect at least 15 other planes at the dedication of the new field.

Math Kraker has in his possession the original certificate of Flight the Northern Airlines made on their first official trip August 25, 1928.

UNCERTAINTY COSTS INDUSTRY MILLIONS

(Continued from Page 4)

Low Profit Rate

During 1945, twelve major producers in the industry made a total profit of \$68 million on sales of about \$4 billion. Last year this same group of producers had a net loss of more than \$8 million, even after tax carrybacks.

The industry faces serious working capital problems. Without a stable, continuing program, it is difficult if not impossible to attract new capital, whereas, a lot of money is needed to launch new planes. Eleven years ago, the most advanced bomber cost \$600,000 to develop, but today, latest type planes run about \$13,000,000. The engine that powers our newest four-motored transport costs more than \$30 million to develop.

POLICE WILL STOP "JOHNNY BUZZ BOY"

(Continued from Page 1)

buzz boy arrested will have the effect felt on other violators. Use discretion in an arrest. Make haste slowly, and make certain of your charges were Mr. Ecker's parting words to the patrolmen.

Charles Cox said, "We are endeavoring to make aviation grow. This will be one of your most interesting assignments of your law enforcement duties. You will become acquainted with your airport operators as he will be your right hand man, you will get to know the Good Joe's and those shifty-eyed individuals. Together you will be doing one of your greatest and most important duties."

Friday, July 25, flight demonstrations were held at the municipal airport of various violations to watch for. Demonstrations were flown by Donald L. Thompson, Erling Nasset, and Harry Potter.

The school closed with patrolmen and aviation authorities in hopes that enforcing Civil Air Regulations in North Dakota will cut down accident and fatality rates in private flying.



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