North Dakota On Skyway Number 2

First state chart to show the route of the new U.S. SKYWAY No. 2 for private fliers has been provided by the North Dakota Aeronautics Commission. The chart shows existing airports along the 4-mile wide path which runs across the state from Fargo to Bismarck. The dotted and white areas surrounded by a circle indicate construction or improvement in the next five years. All communities along the 4-mile wide path should be of interest showing the name of the town, direction of the nearest airport and the new NATIONAL SKYWAY AERIAL IDENTIFICATION.

Students Licenses of 1945 Void

All student pilot certificates issued prior to Nov., 1945, have expired, and application will have to be made for another student pilot certificate. All holders of expired certificates have to re-examine Form ACA 355. Application for Airman Certificate and/or Instrument Rating, but need inside our office than application is made for reissuance of his student pilot certificate, his name and address, the date and place of training, and his signature in the space provided on the back. Applicant's original certificate should be attached to his application.

Regulation Governing Flight to Canada

If pilots entering North Dakota from Canada do not report through a regular port of entry they are subject to a civil penalty of $500 for each violation and the aircraft is subject to seizure or forfeiture. No flights from Canada to North Dakota, the first landing in this state must be made at an airport of entry, unless permission to land elsewhere shall first be granted by the Commissioner of Customs in Washington, D.C. The official airports of entry in North Dakota are Grand Forks Municipal Airport, Minot Municipal Airport, Fort Pembina Airport, Pembina, and Fort Pembina Airport.

Garrison Dam Site Strip Completed

It was reported by Pilot M. L. Mitchell that an East-West landing strip had been completed at the Garrison dam. The strip is located just east of Big Bend. The S. J. Groves & Sons Construction company, recently completed a highway, and part of the present railroad, is doing the construction work on the strip. The company's airplanes, a Beechcraft 18, piloted by N. L. Mitchell, Minneapolis, Minnesota, as well as planes flying C-47's, Boeing, and charter planes making frequent flights to the dam will welcome this landing strip.

Towns Air Marked on Aerial Highway

The North Dakota Aeronautics Commission in cooperation with Blanche Neher, Chief of Air Marking of the Aeronautics Administration, Washington, D.C., announces a cross-country Skyway from Boston, Massachusetts, to Seattle, Washington. The forty-mile wide Skyway will enter North Dakota at Garrison, go west through Valley City, Jamestown, Bismarck, Minot, Dickinson, and Mandan as a center line. The Skyway will extend twenty miles on either side of the center line communities and encompass a total area of 16,000 miles, 400 miles long by 40 miles wide.

The Northern Coast-to-Coast Skyway will serve as an aerial highway for the private insector flyer. The northern Skyway will be designated "Skyway No. 2," comparable to the well-known coast-to-coast federal highway designations.

A well marked aerial highway through North Dakota will encourage pilots and aircraft owners to undertake the longer cross-country flights, for which aircraft are built. The Skyway should give greater utility to private flying and make private planes owning, the sound business and family investment.

Significance to Communities

The communities along the Skyway No. 2 have the distinction of being the first official designated Northern Transcontinental Aerial Highway. The significance of this can be compared to those communities which, in the early days of the automobile, had a highway through their town, or to those communities which, still earlier, had a railroad through their town. The greatest amount of motor traffic generated along these highways has been obtained plenty of serving and development along the way. The cities along the Skyway are:

(Continued on page four)
Flying Farmer Pheasant Hunt a Success

November 8, North Dakota Flying Farmers and Ranchers met at Bismarck, North Dakota, to conduct their meeting, pheasant hunt and dinner.

The hunt was a success and the number of pheasants surprised every hunter—he hadn't imagined they were so many in one area. Some 10 pilot-members were present for the hunt, many leaving before the dinner because of the distance they had come. Four planes, Cessnas, were represented from Devils Lake, the farthest distance of any pilot. With flying farmers and ranchers from all over the southwestern part of the state.

During the meeting, called to order by President Luton Dierkens, important subjects of future interest to the Flying Farmers and Ranchers were put before the group for suggestions. During the meeting the organization would conduct its future meetings, with suggestions from members as to what they thought would bring them into a closer knit group. It was decided upon that more meetings in various parts of the state, be held. That social nights would take place at places of interest as the Patterson Ranch at Wing, and others.

The question of Air Marking was discussed. It was said that elevators would be a logical place to air mark because of their being certain to be elevators in every town in our state. Ed Colgrove, New England member, also an elevator man, and the carpenter would have been glad to air mark their buildings when they were painting them. That last season every elevator in North Dakota practically underwent a new paint job, and the carpenter said that air marking would result in more expense, he said. It was decided to work on a committee to be appointed to make a group or organization in a community responsible for marking a prominent building.

New members to join the organization at this meeting were: Mer- van D. Olson, Bismarck; Wil- lay Browner, Bismarck; Henry Thomas, Devils Lake; E. W. Colgrove, New England; Charles Wyman, Mott, and a new member joining the organization is James N. Connolly, Dunn Center.

This makes the membership of the North Dakota Flying Farmers and Ranchers a total of 31.

JOIN THE NORTH DAKOTA FLYING FARMERS AND RANCHERS ASSOCIATION

WE NEED YOUR SUPPORT

ENJOY OUR MEETINGS

Clip this coupon and mail to: M. C. Attlenberg, Bismarck, N. D. I wish to make application for membership in the North Dakota Flying Farmers and Ranchers Association.

Occupation

Do You Fly?

Other Interest in Aviation

Due to the N.D.D.F. & R. Association

Include One Year Subscription to the DAKOTA FLYER

Due to the National F.F. & R. Association

Include the National Flying Farmers Magazine

Your Name

Address

Dakota Flyer

Published monthly at the office of the Capital Publishing Co., Bismarck, N. D.

Subscription Rates

$2.00

GENEVA SCHOW

Owner-Editor

DECEMBER, 1947

DAKOTA FLYER

FMA

Flying Farmers Hold Meeting

Enjoy Pheasant Hunt, Dinner
Domestic Air Line Travel Expands Throughout the Great Northwest

Northwest Airlines serving our state has become the fourth largest American flag air carrier and is the second oldest domestic air line in the nation. It has played a dominant role in the Northwest which has led the industry through war. In expansion of service, the company has grown, its annual passenger and cargo traffic in 1947 has established an all-time record. During the 30 years it has expanded from a local contract to one of the world's great airlines.

By June 1932 the farthest west Northwest plane was limited to Bismarck, North Dakota. The store photo shows the flight of the Northwesterners on its first trip ever west. The Hamiltons with their 52 HP Pratt & Whitney engine which carried eight passengers at a swift speed of 115-120 MPH were serving Northwest Airlines with one flight a day.

Carl Lohse, pilot of the plane, served with Northwest for many years and at this time with the United States Navy. He was one of the pilots pioneering new routes along the mid-west, making air transportation available to those men and women who desired venture in the age of those speeds.

Today, we have Martin 202's which are being replaced for the former DC-3, carrying 49 passengers and cruising at 150 MPH. Northwest Airlines flies to 37 cities in 16 states and has a firm order for 14 of the new 80-passenger planes. The first two planes have already been delivered and are now in operation.

Last week it was necessary for air mail to be quickly established between our state and military posts in Alaska. The army, assisted NWFA to send pilots and staff to Elmendorf.

V.H.F. Picked Up In Bristol England

In an effort to reach Bismarck early this month Bob Ware, Northwestern, listened radio operators testing an experimental V.H.F. transmitter, which has hop not 100 yards from the station. Unable to receive Bismarck Radio using 1/10 of a watt power, he removed nothing until finally arrived from Conrad, England, who received his broadcast and said that the modulation was good, but conditions were erratic.

"Rob Ware is a bureau radio operator, and a class A amateur with 10 years of radio, both with experimental and with radio stations, and army. He still has in his shop a honest radio transmitter which he built when he was in high school."

He says, "V.H.F. transmitters are a coming thing, and all light planes can now install them at a very low cost. The entire radio apparatus is hardly bigger than a cigarette pack. The V.H.F. can be attached to your present radio set, giving you absolute assurance of receiving and transmitting."

He says, "V.H.F. isn't interrupted on ground in rain, snow or sun."

"It's cheaper to install than present radio systems," he explains.

"Nearly all CAA stations have completed facilities this year to receive and receive on V.H.F."

It is believed that V.H.F. receivers will be used by all operators. He is making plans for each of their schools to install him for communication of tubs and wires, and an American radio that V.H.F. is 1/10 of a watt to Bristol, England.

Airport Operator Attention!

I think you will agree that one of your most difficult tasks in selling to the public, is the Airways. We are advertising our lowest fares, and I think you will agree that an advertisement, which is at present, will be more effective than any other.

Suggest this plan to your aviation dealers, and they can afford for your order blank.

Aviation News, YOUR EDITOR.

The National Flying Farmers Association will help sponsor an Aviation Festival at the National Farm Show in Chicago. This festival will be sponsored by Joe V. and manager of the national farm show.

WANTED---DISTRIBUTOR

for one of America's leading personal planes, Large territory being organized. Investment $2,000-$5,000 depending on size of territory. Minnesota and surrounding states.

Box No. 1023 Dakotan Flier
Skyway No. 2

(Continued from Page 1)

benefited materially by trade and commerce with the motorists and travelers who used them. There appears to be a strong possibility that the personal plane on "Skyway No. 2" can report the historical development of the automobile along with national highways. Over a period of time, with the expected increase of cross-country private air travel, substantial business will come to the airports of Skyway No. 1 and in communities which these airports serve. Naturally a forty-mile wide, well marked strip through North Dakota following the best all weather route from west to east will attract climbers and plane owners, but particularly those who are not as experienced in navigation and who would like to make the trip with less detailed planning and with the greatest safety factors.

"Dakota Flyer" was marked with the standard Civil Aeronautics Administration painted symbol, which includes the degrees and minutes of latitude and longitude separated by an arrow pointing south, name of the community and an airport direction symbol. The northern "Skyway No 2" will be identified by a painted "National Skyway Shield" which consists of a pair of wings painted in the east-west direction and represented by the numeral & identification of the State for which the project is located. With all the communities along "Skyway No 2" will report the data on the local airports to the Chamber of Commerce, the local automobile clubs, mayors and local aviation organizations.

TheNorth Dakota Aeronautics Commission recently named Elton Vavra, acting director, and airport service stand responsible for helping all communities in the state with the air service. They are aware of the present moment neither the Civil Aeronautics Administration, Washington, D. C., nor the North Dakota Aeronautics Commission. The Civil Aeronautics Administration, therefore, has given air service to the Skyway No. 2 project.

The North Dakota Aeronautics Commission has supplied the map for the air marking program Details of the property way to make your community along with details of the "Skyway No. 2," "Skyway No. 2" may be assured from the North Dakota Aeronautics Commission, Bismarck, North Dakota.

Levad values in the US the past twelve months, prices are generally not expected to be higher than 1939 prices. Bishops are highest in history and more than double during the war.

Skyway No. 2

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Cruising Around Our Airports

Washburn, N. Dak.—Once Cowan Ca- nham, farmer, recently purchased a new Aeronca 7AC. His daughter, Lorriane, a student pilot, and her father, who is learning to fly, will in the future use their plane for pleasure and useful farm purposes.

New England, N. D. — The Hal- ludy brothers bought an Aeronca "Scout" from George Kopp- ingar, New England airport mana- ger. The brothers intend to use their new plane to get to their farm which is located eight miles from their home.

Silver Bow, Mont. — Al Olson, owner and manager of the National Air- line and Drug Company, Butte, used his private plane to deliver a note to rancher Vic Toshier, of the arrival of his employees the fol- lowing day for their annual picnic. The thrust pointer near Silver Bow has no other means of transpor- tation in the winter than horseback. There isn’t a suitable place to land a plane, because of heavily wooded land.

Al Olson, former pilot of a bom- ber squadron, utilizes his plane today for pleasure and business.

NEW ROCKFORD FLYING SER- vice—Manager O. B. Ash- lakeen, accompanied by George Moore and his dog, "Lady," left the airport at daybreak one morning, hunted pheasants for an hour or two in the vicinity of Brookings. They were back at the airport at 1 p.m. with their limit of birds—two roosters, two hens, a drake, and a drake, and got their excitement out of their hunting.

L. L. Harper, and Earl L. Lockt, veteran flight students are looking for a break in the weather in order to get their "green flies" for the upcoming season.

DICKSON AVIATION has been made dealers for the Fairfield F-81. A plane with 19 years of powered flight behind it, it is a rugged and dependable aircraft.

For further information, phone 510.

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Skyway Significant to Airport Operators

By HAROLD G. YAVRA
Chief Engineer and Acting Director

To the airport managers and operators on "Skyway 2," the designation of this skyway gives a tremendous impetus to increased traffic of pilots and plane owners. The progressive airport manager or operator must gear his operation to meet the new demands cross-country flying on the Northern "Skyway 2" will create. The facilities, courtesies and conveniences that the pilots find at particular airports will soon become widely known and increased sales and profits will be theirs to realize. Operators not on the skyway should support "Skyway 2" with enthusiasm for this aerial route is more than a skyway—it is a vision of things to come, a reason for more people to own and to use more airplanes. The success of "Skyway 2" will be the fore-runner of additional skyways. With the success of "Skyway 2," it and it needs the support of the entire industry to be successful, other airports of the state will soon find themselves on similar skyways, or near enough to them to benefit. The impetus which this skyway gives to the cause of private flying cannot help but benefit the industry in North Dakota as a whole and airports and operators all over the state.

REGISTER 1,118 WITH AIR UNIT

By the November 1 deadline, 1,118 pilots and 250 planes were registered with the North Dakota Aeronautics Commission, says Harold Yavra, chief engineer and acting director. The pilots included commercial, private and student. About half of the planes are private. Non-registered pilots who fly non-registered airplanes will now be guilty of a misdemeanor punishable by a maximum fine of $50.

Some of the more prominent names on the list include:

A. M. Zagury, Jamestown; Pat Crouch, Minot; George W. Anderson, Rugby; Grace L. Erving, Williston; Gordon C. Plager, Fargo; John A. Moore, Minot; Glenn H. Stiebe, Dickinson; Harry I. Faden, Bismarck; and George J. Stewart, Watford City.

fails to the fare-farmer, who is in the habit of saying that he is not an airport operator, but the owner of an airport. The fare-farmer is a member of the aeronautics association and operates under the same rules and regulations as the airport operator. He should be encouraged to become an airport operator, and he should not be discouraged from doing so.

PRIVATE PLANE ON TOUR

The "Mile-Gu-Mom," a British two-engine private plane is on a nation-wide tour of the United States. It has many features designed to make it popular with those who are interested in flying.
Classified Ads

The Closing Date for All Ads—20th of Each Month
Rate: $1.00 Minimum. Over 15 Words—4 Cents Per Word

FOR SALE—Late 1944 Cub-3, Continental 66, 165 hours total time, guaranteed perfect, complete with new wheels and tires $1,950.00. Saunders Flying Service, Duston Cen-ter, N. D.

CHRISTMAS TERRI—The Christmas tree is ready. The lights and decorations will be finished in plenty of time. For information call W49. Dart, Fargo, N. D.

FOR SALE PIPER J-3—Light wing uncr bit, right aileron, complete undercarriage (no brakes), rear end hubble, rubber, stabilizer operations (SSB). Also Recovered 125 c. c. D. A. Inv. New Brook- ford, North Dakota.

STINSON 120 Voyager NC-72060 1 year old, maroon gray, R. D. of C. Needle Batl Washline 8-day clock, dropped hood, flask 2-way radio boom speaker, poston seat and landing gear, starter, perfect, 400 hours on. $3,500 or exchange. Brunsick, Fargo, N. D. Dial 446 or 384.

Civil Aeronautics Administration

THIRD REGION

AIRMAN BRANCH

Proposed Itinerary for the Month of December, 1947

2 Tues.—Monumental Airport

3 Wed.—Monumental Airport

4 Thurs.—Worthing Field

5 Fri.—Monumental Airport

6 Sat.—Port of Mind

11 Thurs.—Monumental Airport

13 Fri.—Monumental Airport

20 Fri.—Monumental Airport

28 Mon.—Monumental Airport

29 Tues.—Monumental Airport

31 Wed.—North Dakota State School

Written examinations at the Fargo office, 100 Walker Building, on Mondays only until such time as we get clerical help.

Aircraft Inspections at Fargo by appointment only.

Flight Tests at Fargo by appointment only.

Donald L. Thompson C-502

William Groenesteld NC-174

Medical Certificates Not to Be Sent to District Offices

It is no longer necessary for pilot examiners to forward Medical Certificates Form ACA 595 to district offices with the certificate file. Examiners should check and submit the application Form ACA 595 in the appropriate space provided, or enter the information just above their signature on the Form ACA 595, to indicate that the medical certificate of the applicant is currently effective and of appropriate grade for issuance of the certificate sought. This will permit the examiner to mail the medical certificate to the applicant, allowing him to secure the privileges of his pilot certificate without delay.

The issue of the new Schedule of Fees, December 1, 1947, has been delayed until sometime in January when the new Schedule of Fees will be issued. The new Schedule of Fees will be in effect on or before January 1, 1948.

The new Schedule of Fees will provide for the following:

1. An increase in the fees for the issuance of medical certificates for any applicant whose medical certificate evidences structural defects since a re-check of the certificate cannot be made for the reviewing examiner. Medical flight tests must be referred to an inspector by the examiner in accordance with existing instructions.

2. The new Schedule of Fees will provide for the issuance of medical certificates in the same manner as the new Schedule of Fees for the issuance of pilot certificates.

COMMERICAL EXAMS IN FOUR SECTIONS

The written examination for Commercial Pilot rating is now divided into four sections which will enable an applicant to take one section on one day and another section on another day. For example, if an applicant is unable to complete the entire examination in one day, he may take the section he is unable to complete on a subsequent day or the applicant may take the examination at a later date. The examination is now given on a weekly basis at the Civil Aeronautics Administration, Fargo, North Dakota.

2,000 FORMS IN NON-SCHEDULED OPERATION

Reports Two, Washington, D. C., to CAA Administrator T. F. Wright, show they have 2,000 forms, operate 4,413 planes and employ 4,868 pilots.

The first compilation of the new class of non-scheduled operation was made at a time when CAA operating certificates for non-scheduled operations were being issued at a rate of 200 a month. The survey reveals that non-scheduled operators are carrying everything from freight, airline, Globe, and baby checks, to corpses.

As of September 30, 1947, 2,400 firms have been certified and eight operations certificates had been canceled.

Operations vary in size and purpose. A rich New Yorker sometimes sends out his private hangar, and the operators of the non-scheduled office, composed of pilots who flew in China during the war, are operating a large fleet of two and four engined transporters. and hold contracts for transportation of airmail letters and airmail letters to China.

The Civil Aeronautics Administration has now become the principal non-scheduled operator.

QUICK CHANGE SKISI

BY CALLAIR

"ON OR OFF IN ONE MINUTE"

The CallAir ski is installed simply by placing the ski in the slider and engaging the clamp. It is quickly hocked to a wing strut fitting, which is the only item permanently attached to the airplane.

Due to the presence of the ski on the airplane, it is exceptionally easy to use. The ski is usually transmitted to the tail from the front of the airplane and is easily transmitted to the end of the airplane when it is necessary to change the wing strut.

Gross Weight Capacity For Pair 1800

Prices: $105.00—$125.00

SKIS FOR YOUR LIGHT PLANE

Write: DAKOTA FLYERS

Wyman Field, Mott, North Dakota
Former North Dakota Pilot Survives Mid-Air Crash

Three mid-air events of November 1, 105 feet above the end of the runway at Bismarck Municipal Airport have occurred recently: a collision at the end of the runway; a crash at the end of the runway; and a collision in mid-air. The three incidents have occurred within a week of each other.

The first incident occurred at 3:00 p.m. on November 1, when a small plane crashed into a hayfield near the airport. The pilot and two passengers were taken to hospital with minor injuries.

The second incident occurred at 3:30 p.m. on November 1, when a large commercial plane crashed into a mountain range. All passengers and crew were killed.

The third incident occurred at 4:00 p.m. on November 1, when a small plane collided with a blimp over the city. Both the pilot and passenger were killed.

Precautions: Be aware of the risks associated with flying. Always follow all safety procedures.

Warden Spots Man From Plane

Chief Warden Walter Moore, Bismarck, spent the day before hunting season spotting illegal hunters who were overly anxious to open the season early.

The man was spotted as pilot Bill Marks circled low overhead, the hunter apparently thinking he was hidden, circled among the dead leaves. He was, of course, visible from the air. The plane circled low overhead and throttled its engine so Chief Warden Moore shouted to the man to "come out." The man quickly mounted his horse and fled into the woods. The plane circled low overhead and throttled its engines again, and the hunter was never seen again.

FUTURE OF YOUTH IN AVIATION

There are many possibilities for the future of youth in aviation. The U.S. Civil Air Patrol is one such possibility, and it is estimated that there are 12,000 members in the organization. The U.S. Air Force has a youth program that provides training and exposure to the aviation industry. The U.S. Coast Guard also has a youth program that provides training and exposure to the aviation industry.