

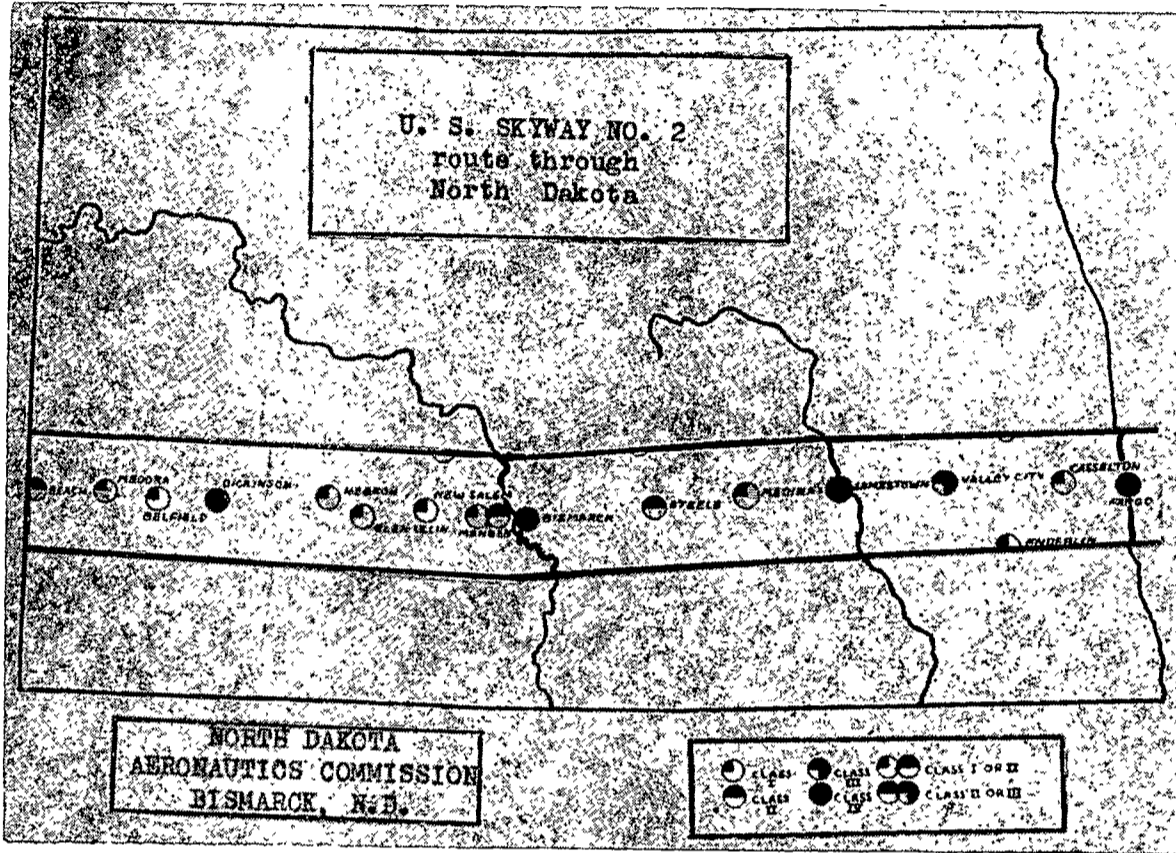
DAKOTA FLYER

VOL. 2

MOTT, NORTH DAKOTA, DECEMBER, 1947

No. 3

North Dakota On Skyway Number 2



Towns Air Marked on Aerial Highway

The North Dakota Aeronautics Commission in co-operation with Blanche Noyes, Chief of Air Marking of the Civil Aeronautics Administration, Washington, D. C., announces a coast-to-coast Skyway from Boston, Massachusetts to Seattle, Washington. The forty-mile wide Skyway will enter North Dakota at Fargo and continue west through Valley City, Jamestown, Bismarck, Mandan, Dickinson and Beach as a center line. The "Skyway" will extend twenty miles on either side of the center line communities and encompass a total area of 15,200 miles, 380 miles long by 40 miles wide.

The Northern Coast-to-Coast Skyway will serve as an aerial highway for the private itinerant 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 best suited. Northern "Skyway No. 2" will be designated to give private pilots and plane owners a safe, convenient, easy way to fly the route along a Skyway where there are sufficient airports to provide for maximum safety in the event of an emergency. The Skyway should give greater utility to private flying and make private plane ownership a more sound business and family investment.

Significance to Communities

The communities on "Skyway No. 2" have the distinction of being located on 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 go through their town, or to those communities which, still earlier, found themselves on the railroad right-of-way. The vast amount of motor traffic generated along these highways, called for, and eventually obtained plenty of servicing facilities and over-night accommodations along the way. The cities along the highways and railroads

(Continued on page four)

First state chart to show the route of the new U. S. SKYWAY No. 2 for private flyers has been prepared by the North Dakota Aeronautics Commission. The chart shows existing airports along the 40-mile wide path which cuts across the state from Fargo to Beach. The dotted and white areas surrounded by a circle indicate airports planned for future construction or improvement in the next five years. All communities along the 40-mile wide path should be air marked showing the name of the town, direction of the nearest airport, and the new NATIONAL SKYWAY SHIELD 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 will have to execute Form ACA 355, Application for Airman Certificate and/or Instrument Rating, but need indicate only that application is made for re-issuance of his student pilot certificate, his name and address, the date and grade of his last physical, and affix his signature in the space provided on the back. Applicant's expired certificate should be attached to his application.

REGULATION GOVERNING FLIGHTS 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. On 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 Commissioners of Customs in Washington, D.C. The official airports of entry in North Dakota are Grand Forks Municipal Airport, Hector Airport, Fargo, Fort Pembina Airport, Pembina, and Portal Airport.

Garrison Damsite Strip Completed

It was reported by Pilot N. L. Mitchell that an East-West landing strip had been completed at the Garrison damsite. The strip is located just east of Big Bend.

The S. J. Groves & Sons Construction company, recently completing a highway, and part of the present railroad, is doing the construction work on the strip.

The company's airplane, a Beechcraft 18, piloted by N. L. Mitchell, Minneapolis, Minnesota, as well as pilots flying C-47's, Bonanzas, and charter planes making frequent flights to the dam will welcome this landing strip.



Dakota Flyer

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GENEVA SCHOW
Owner-Editor

SUBSCRIPTION RATES
\$2 Per Year

Flying Farmer Pheasant Hunt a Success



Flying Farmers Hold Meeting Enjoy Pheasant Hunt, Dinner

November 9, North Dakota Flying Farmers and Ranchers met at Mott, 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 there were so many in one area.

Some 30 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 pilots. With flying farmers and ranchers from all over the southwestern part of the state.

During the meeting, called to order by President Lorin Duemeland, important subjects of future interest to the Flying Farmers and Ranchers were put before the group for suggestions. It was asked how the organization would conduct its future meetings, with suggestions

from members as to what they thought would bring them into a closer knitted group. It was decided upon that more meetings, in various parts of the state, be held. That social flights 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, said the companies 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. Therefore extra building of scaffolds 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 com-

munity responsible for marking a prominent building.

New members to join the organization at this meeting were: Mervin D. Olson, Starkweather; Wilbur Brewer, Bowman; George Hammer, Reeder; Eddie B. Klevin, 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 81.

JOIN THE NORTH DAKOTA FLYING FARMERS AND RANCHERS ASSOCIATION WE NEED YOUR SUPPORT ENJOY OUR MEETINGS

Clip this coupon and mail to M. C. Altenberg, 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

Dues to the N.D.F.F. & R. Association \$2.00

Include One Year Subscription to the DAKOTA FLYER

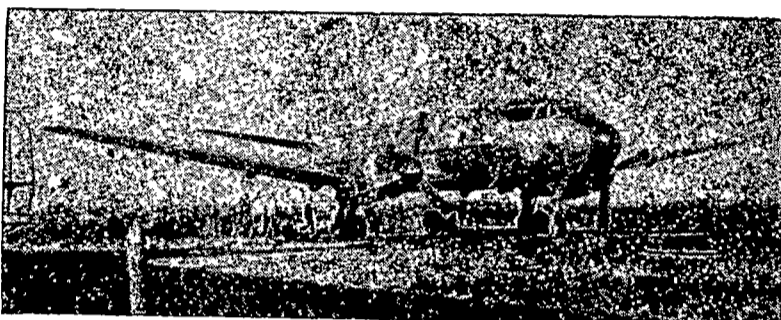
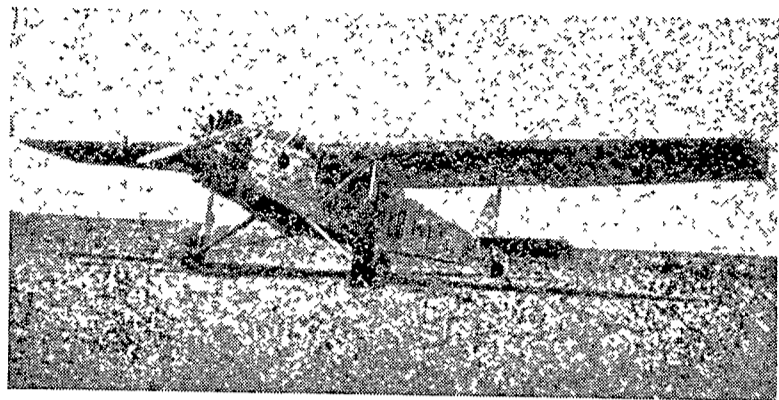
Dues to the National F.F. & R. Association \$3.00

Include the National Flying Farmers Magazine

Your Name

Address

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 events which led the industry through war to expansion of aerial fields, with the steady growth which has characterized it. During the 20 years it has expanded from a local contract to one of the world's great airlines.

By June of 1931 the farthest west Northwest planes had landed was at Bismarck, North Dakota. The above picture shows Carl Luthie, pilot of the Northwests Hamilton's on his first trip this far west. The Hamilton's with their 525 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 Luthie, pilot of the plane, served with Northwest for many years and is today 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 dared venture in the air at those speeds!

Today, we have Martin 202's which are being replaced for the former DC 3's, carrying 40 passengers and cruising along at 245 MPH. Serving countries all over the world.

During the War Northwest Airlines took an active part. It was necessary that air routes be quickly established between U.S. supply centers and military posts in Alaska. The army ordered NWA to send pilots and staff to Edmonton

to direct the organization of this new route.

One of the finest air routes in the world was established. Planes piloted by NWA captains, who had been pulled off domestic routes flew to the Aleutians as far as Attu, only 1,900 miles from Tokyo. When operation had been completed in 1945, its pilots had flown over 21,000,000 miles.

Other war assignments were undertaken. A bomber Modification Center was opened at Holman Field, St Paul. With other similar centers established later. Extensive training for army installations were set up throughout the NWA route which had its vital part in training highly specialized men for their military duties.

Troops were returned to the United States via special flights by Northwest. At the close of the era, 30,000 G.I.'s had been carried to the United States.

At the close of all military services, NWA received authorization from the CAB to establish service from the co-terminal points of New York and Chicago, to the Twin Cities, Edmonton and Anchorage, and from Seattle to Anchorage with both routes then continuing over the North Pacific to Tokyo, Seoul, Korea, points in Manchuria and Eastern China, Shanghai, and Manila.

Since 1931 when the farthest point west was Bismarck and Dickinson, and today, only 17 years later, NWA is serving domestic airline travel as far west as the FAR EAST with very little time difference, it is a

V.H.F. Picked Up In Bristol England

In an effort to reach Bismarck Radio early this month Bob Watts, Bismarck, licensed radio operator, was testing an experimental V.H.F. transmitter, in his shop not 500 yards from the station. Unable to receive Bismarck Radio using 1/10 of a watt power, he received notification shortly afterward from Conrad G Tilly, Bristol, England, who received his broadcast and said that his modulation was good, but conditions were erratic.

Bob Watts is a licensed radio operator, and a class A amateur with 10 years of radio experience both with experimental and with radio stations, and army. He still has in his shop a huge 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 package. This V.H.F. can be attached to your present radio set, giving you absolute assurance of receiving and transmitting." Mr Watts said, "V.H.F. isn't interrupted or ground in rain, snow or static." He says, "It's cheaper to install than present radios."

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

It is believed that future private aviation will use V.H.F. extensively. He is making sets for each of their schools airplanes. This conglomeration of tubes and wires, transformed an American voice on 1/10 of a watt to Bristol, England!

One of the most recent G.I. Flight schools to open in North Dakota is Lawrence Rutherford, operator at Crosby, whose Border Aviation company is beginning to train veterans. Gene's Flying Service at Mayville, is well under way with its latest approved flying school.

proud airline and American citizens who are looking into the future of domestic air travel making the world very small.

Airport Operator Attention!

I think you will agree that one of our most difficult jobs in selling aircraft and flying today is to RETAIN the interest of our prospects over a sufficient time. A demonstration isn't enough, nor a sales talk, even as much advertising as you do, falls short.

We know that the majority of people who can afford to BUY and FLY just are not flying, and certainly they are not buying! Because the desire to fly has not been stimulated within them.

Here is the plan, you can put aviation in the homes and offices of every one of your prospects the year 'round.

Instead of spending your entire budget on unsuccessful advertising, send each one a GIFT subscription to the Dakota Flyer, which for over a year has been edited for the kind of people you are trying to sell.

The front cover of the Gift Subscription will be imprinted every month with your rubber stamp: Compliments of Blank Flying Service, your address, dealer's name, etc.

I think you will agree that an advertising budget spent along these lines will do much more than the kind in the past.

It will cost you only 50% of the subscription price, \$1.00.

Suggest this plan to your company and write immediately for your order blanks.

Aviationally yours,
YOUR EDITOR.

The National Flying Farmers Association will help sponsor an Aviation Division at the National Farm Show during the International Livestock Exposition to be held November 29 through December 6 in Chicago. This idea was advanced by Joe Vancil, manager of the national farm show.

WANTED --- DISTRIBUTOR

for one of America's leading personal planes. Large territory being reorganized. Investment \$2,000-\$12,000 depending on size of territory. Minnesota and surrounding states.

Box No. 1023

Dakota Flyer



The Santa who greeted you readers last year was Darlene Levenson, Elgin, N D. She is a private pilot, was Miss "Dakota Flyer for 1947," and is now attending the University—The Editor.

Skyway No. 2

(Continued from Page 1)

benefitted 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 repeat 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 on "Skyway No. 2" and to communities which those airports serve. Naturally a forty-mile wide, well marked strip through North Dakota following the best all weather route from coast-to-coast will attract all pilots and plane owners, but particularly those who are not so experienced in navigation and who would like to make the trip with less detailed planning and with the greatest safety factor.

Each city, town or village on the northern "Skyway No. 2" should be air marked with the standard Civil Aeronautics Administration painted airmarker, which includes the degrees and minutes of latitude and longitude separated by an arrow pointing north, 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 pointed in the east-west direction and separated by the numeral 2 as identification of the "Skyway."

Air Marking

Air marking of all the communities along "Skyway No. 2" will require the active cooperation and support of the Chamber of Commerce, the business and civic groups, mayors and local aviation organizations.

The North Dakota Aeronautics Commission, according to Harold Vavra, acting director, and airport engineer, stand ready to help and advise all communities in the state on the air marking program. At the present moment neither the Civil Aeronautics Administration, Washington, D C, nor the North Dakota Aeronautics Commission have funds to sponsor air marking. The Civil Aeronautics Administration will supply the paint for the air marking program. Details of the proper way to air mark your community along with details of the "National Skyway Shield" for "Skyway No. 2" may be secured from the North Dakota Aeronautics Commission, Bismarck, North Dakota.

Land values in the U S the past summer were only 5 percent below the 1920 peak. Rentals are highest in history and more than double those before the war.

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

It was with interest that I read the article "Aviation Today" by the learned gentleman, Carl Thompson, of Dickinson, N. D.

In reading the answer to the editorial in Killdeer Herald, he explains exactly nothing! Mr. Thompson sounds like he may be quoting the "new Deal Bible" issued to all CAA inspectors.

It is granted that CAA is doing a fine job of airport planning and giving the small and large town alike, a chance to construct airports. But—Mr. Thompson didn't explain: (1) What happens to the money from these licenses and fees collected from the flier? It was more or less an answer in hopes of a soft desk job, or else he would have been more to the point and given FACTS AND FIGURES!

I have had experience with the CAA and State Aeronautics board. I was trying to get Killdeer to have a municipal airport. We got excellent co-operation from the CAA and a "run-around" with the state. Here is what I mean. We were asking for help in the Air Marking of our town, by writing to the State Aeronautics director who told us to go to the American Legion for our information.

If the state will return the money or a part of it to the counties in which it originates, this is fine. But, if the municipal airports get it, I am still going to howl!

Let's have a clear picture of the set-up just once, with an explanation that makes sense. Otherwise the extra penalty they are hanging on the prospective flyers of the future is the best and most certain way of killing their interest.

An Interested Flyer,
O. D. WEYND AHL.

NOTE: Your questions above are on the tongues of every Dakota Flyer. These are the facts and figures asked in the above letter.

(1) **Pilot Registration:** Fees payable to the State Aeronautics Commission are \$1.00. These funds are returned to the State General Fund.

(2) **Aircraft Registration:** 75% goes to the county in which it originates. Money is to be used only for the improvements and building of a municipal airport. (3) The Aeronautics Commission or no other aviation organization had anything

to do with the Air Marking program. It was left entirely up to the American Legion, at their request.

It was evident that many of us were opposed to the State Aviation program in the beginning, opposed to what it may do to the future of our aviation industry, if it were to control its sources, however, today WE HAVE AN AERONAUTICS COMMISSION and I am willing to be tolerant as I believe everyone should and will co-operate to the extent where I feel it is now our duty. It needs the co-operation of you members. Until it's proven to use it as harmful to the flier and prospective pilots as we are being led to believe.

In my mind it's the organization with its faithful and co-operative members with their contributions to its welfare, either Pro or Con, which constitutes the most influential and constructive organization. This is what our director and commissioners are asking of each of us. The fees, (dues) "life blood" of any organization (good or bad) are \$1.00. The state's help has perhaps not reached you, and perhaps if it has it may have done you harm, but its help is reaching farther than each one as an individual because of its steady education of men and women through constant news releases to local and county newspapers; speaking to community and civic groups on the future of aviation in their town; bringing it into their local business groups, where many of you as operators haven't been able to break; they are helping to create new airports in communities where no one is familiar with its construction; their engineer, will lend his services to the community building an airport on Federal Funds; and a continuance of support from them through the Veterans Administration and CAA, they will and may help you if you don't expect miracles of them.

Eventually, as is very evident, all states will control their own industry, we have at the present the BEST Commission set up of any in the other of the states. If we keep it thus, we are going to be on the ground floor with the most influential and co-operative state aviation officials of any other in the United States.

Until they have proven to be extensive harm to the majority of operators and fliers, and non-fliers, I believe it is our duty to weigh arguments with actual proof of its harm, and together as a group display those harmful parties when the

time comes to make them effective.

Letters, pro and con, are encouraged from our readers. This is our broadest subject amongst the private and commercial operators and fliers. It is hoped that you will contribute your arguments to this newspaper, where benefits of the thousands of readers will hear your side.

We have in the last two issues printed pro and con, with the above statements made by your editor giving as true a picture of both as possible. YOUR dealings with the state either pro or con are encouraged in this column—Your Editor.

November 22, 1947

Dakota Flyer
Bismarck Municipal Airport -
Bismarck, N D
Dear Editor.

We were wondering if the photograph of the beautiful Santa Claus, which appeared a year ago the Xmas edition of the Dakota Flyer, would be pictured this year. We have also been wondering WHO she is.

Sincerely,
Members of the
DAKOTA FLYING CLUB

Fort Clark, N D

Dakota Flyer
Editor
Bismarck, N D

Dear Editor

Congratulations on the completion of your first year of publishing. Enclosed please find my \$2.00 to renew my subscription to the Dakota Flyer.

JEROME BRAZDA.

Cruising Around Our Airports

Washburn, N. Dak.—Oscar Carlson, farmer, recently purchased a new Aeronca Chief. His daughter, Lorraine, 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 Habidge Bros recently bought an Aeronca "Scout" from George Koppinger, New England airport manager. 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 Terminal Food and Drug Company, Butte, used his private plane to deliver a note to rancher Ves Tooker, of the arrival of his employees the following day for their annual picnic. The ranch located near Silver Bow, has no other means of transportation 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 bomber squadron, utilizes his plane today for pleasure and business.

NEW ROCKFORD FLYING SERVICE—Airport Manager O. R. Aslakson 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 Beulah. They were back at the airport at about 1 p. m. with their limit of birds. "Lady" proved to be a good air traveler, and got her excitement out of encounters with two porcupines.

R. L. Harper, and Earl H. Lucht, veteran flight students are looking forward to their first cross-country flights, as soon as the weather will permit.

Old NC14098, O. R. Aslakson's Aeronca C-3 is being prepared for its annual inspection. This 1934 airplane, in use since 1937, has probably been used for coyote and fox hunting longer than any airplane in the state. Before its day another older C-3 was used. Some day we will total the number of animals shot from it. Because of the poor fur prices, the hunting will probably be more of a pastime than a business this winter.

DICKINSON AVIATION has been made dealers for the Fairchild F-24. A plane with 19 years of advanced engineering and style. Write for further information America's competitive plane for Luscomb and Stinson four place planes. The F-24 sells for only \$6,956.00. Dickinson Aviation Company, Dickinson, N. Dak.

Dickinson Municipal—New owners of Cubs are Oden Johnson, Joe Igard, Leo Roller, Dickinson. Another PA-11 was sold to the newly created club "Golden Wings Flying Club."

New private pilots licenses were issued to: Miss Quinion, Walt Bogner, William Wendel, and Joseph Zimmerman. Solong were Donn Grand Pre, Jerome Praus and Walter Martin. Congratulations!

Donn Grand Pre, Scout Master for the Air Scouts at Dickinson has announced that the scouts selling tickets on a Edon 40-06 pearl inlay gun Value \$375.00. The purpose being to start a fund which will buy an aircraft next summer. This gun will be given away at a hangar party at the municipal field on the 18th of December at 7:30 p. m. Let's all get behind the "pilots of tomorrow" everyone is invited.

Winding up the highland bird hunting season came a party of Army personnel from Offut Field, Nebraska. They came in a C-47 and left with the nicest birds of the season. The party included General Doyle, Col. Clayton Hughes, Col. O. G. Cellini, Lt. Ed Walsh, M/Sgt. Ralph Kellett, and their host, Commander of the North Dakota Air National Guard, Col. Neise of Fargo, N. D.

Dickinson Aviation has been inspected and given the green light from Civil Aeronautics Administration, for the Commercial and Instructors ratings.

When you hear anybody blowing about how hot a pilot he is, don't take all his wordage too seriously. Remember the parrot. Among birds he is the best talker and the worst flyer!

ORGANIZE NEW FLYING CLUB AT DICKINSON

A club known as the "Golden Wings Flying Club" was organized at the Dickinson Municipal airport recently.

Application has been filed for membership in the Aircraft Owners and Pilots Association, a national wide organization to encourage private flying and lobby for greater consideration in aeronautics. The constitution and charter have been accepted and the club will become a private corporation under the laws of North Dakota.

Ernest Bailey was elected as president of the club, with Mike Dolajak as vice president, Marie Gress, 1947 queen of the Air Fair, was chosen as secretary-treasurer. Carl Thompson, manager of Dickinson Aviation was elected as club manager. It will be his responsibility to coordinate all flight schedules and handle maintenance of the aircraft.

The club bought a new Piper PA-11, they will buy another aircraft in the near future.

A partial list of members to-date are: Andrew Hoffman, M. H. Hecker, Harry Lefor, Gary Hayden, Jack Frenzel, Walt Bogner, Raymond Schnell, James Grand-Pre, E. A. Tschida, Jr., and Howard Schnell.

"Aviation Accident Law"

By Charles Rhyne

Reviewed by William S. Murray

(Former Assistant Staff Judge Advocate 8th Air Force, Pacific)

Heavy domestic and international airline traffic now passes daily over North Dakota. Included are two routes to the Orient, Minneapolis-Seattle-Anchorage and Minneapolis-Edmonton-Anchorage. Private flying is booming in even the smallest towns, and the establishment of the State Aeronautics Commission indicates that our lawmakers are aware that flying is out of the barnstorming county-fair stage and into the status of a business. There is even a highly successful newspaper in North Dakota, devoted exclusively to aviation (Dakota Flyer, Bismarck).

It is natural that lawyers are being called upon to pay some attention to the legal aspects of this mushrooming industry.

The book reviewed is by Charles S. Rhyne, chairman of the American Bar Association's Committee on Aeronautics, and the author of a 1939 annotation of the Civil Aeronautics Act. A forward is supplied by Senator Pat McCarran of Nevada, long identified with aviation legislation.

In turn, the book deals with the status of aircraft operators as common or private carriers, with types of aircraft accidents, liability of manufacturers and vendors; aspects of aviation negligence law, defenses, workmen's compensation and insurance in air accidents, and the problems of international air operations. The book ends with a reprint of the international Warsaw convention governing overseas airline questions.

As the book indicates, the fundamental law on carriers, negligence, et al, carries over into the aircraft field. But a new body of law, based on the old principles, is fast overlaying the initial foundation.

This new field of law is the child of necessity, fostered by the legal problems of travel in the third dimension.

During the war, the reviewer investigated innumerable military aircraft crashes, and many allegations of rule-violations or negligence by pilots. The results were not particularly creditable. It was sufficient to be convinced that this new field of law will present tough problems. Expert testimony will be the chief reliance in accident cases, both on the plaintiff's side, and in establishing the defense. Observations and testimony of observers in air accidents will be found highly inaccurate. They vary even more than the testimony of auto accident witnesses. A layman seeing an airliner streaking by at three hundred miles per hour, cannot be expected to accurately testify that the smoke trailing behind came from the number three engine, the number four engine, or from the baggage compartment.

Witnesses will require exhaustive pre-trial interviewing, with expert assistance, in order to accurately learn their story and place it in form for presentation in court.

Mechanical defects causing an accident are entirely a field belonging to the experts, and few if any persons outside of the high-trained CAA investigators, can offer any help on this problem.

Some aircraft cases will present nothing out of the ordinary. If an airline employee slips on a wing and falls while refueling an airliner, it is simply a Workmen's Compensation case not differing in law from the truck-terminal employee who similarly falls from the loading-dock while at work. At the other extreme, a Northwest Airlines plane bound for the Orient traverses several states including North Dakota and Canadian provinces, the Territory of Alaska, the American occupation zone of Japan, and terminates in a foreign country, the Philippine Republic.

The jurisdictional problems arising if it crashes along the way, are obvious. Fortunately there is a well-established body of law on the subject, in addition to international agreements. The book in question covers the point thoroughly.

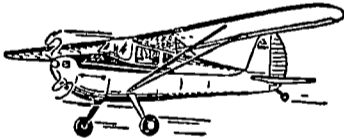
A copy of "Aviation Accident Law" is available at the office of the Secretary-Treasurer, in Bismarck.

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Aviation News From Our State Capital

OFFICIAL STATE CAPITAL NEWS

NASAO Convention

By Harold Vavra
Airport Engineer and Acting Director

The National Association of State Aviation officials held their annual convention at Fort Worth, Texas, October 25 through October 28, 1947. The state aviation officials aggressively tackled the most important problems which currently plague private aviation.

One of the convention speakers, Merrill Armour, CAB (Civil Aeronautics Board) assistant chief examiner, proposed that Congress delegate to the individual states the power to enforce the civil air regulations in addition to the present state aviation rules and regulations. The CAB would still retain jurisdiction over common carrier pilots engaged in interstate commerce. The state directors were divided in opinions on this proposal. Some states were for Armour's proposal, others declared it unconstitutional, others believed the cost of administering the CAB rules would be excessive.

The G.I. Flight Training program came in for considerable airing on the convention floor. When the balance is struck on the over-a-year old G.I. Flight Training program, there is ample evidence to indicate its merits. The NASAO went on record that the program should be continued under the currently joint federal-state system. The by-products of the G.I. program of flight training are many but most valuable is the development of a "know how" on a very broad basis in the area of flight instruction, operations, management, and organization. Beyond this are the by-products of slowly improved facilities in the form of hangars, shops, maintenance facilities and personnel—truly a basic strength capable of tremendous possibilities in an emergency.

Valuable as is the G.I. program, we cannot but remember that these men are veterans and they are getting older. There should now be encouraged a program of flight training which will tap a screened and selected group of younger men through the medium of R.O.T.C. flight training and our educational institutions. The year or more of experience with the G.I. program has brought into existence any number of flight schools now well organized and experienced and equipped with facilities to insure that an excellent job can be done. Our experience with the Civilian Pilot Training program prior to World War II sustains the desirability of such a program, and at this

time its effectiveness could be far greater. In time, this program will supplant the G.I. program.

A recent development in private flying is the "Flying Farmers." This expanding activity is closely related to the airport program, for while many Flying Farmers may use their own lands for servicing and hangaring their aircraft, their expressed needs are for airport facilities at each of their county seats and marketing centers, where a good portion of their business is transacted. In the foreseeable future, a considerable part of seasonal farmers produce may be transported to marketing centers by aircraft, thereby strengthening the young and lusty industry of air cargo.

Leopold Klotz, sales manager of Luscombe Airplane Corporation, made a presentation on the future private airplane. He expressed his belief that the private aircraft manufacturers are being "over regulated" by CAB and CAA. He believed that although some of the private aircraft manufacturers may drop by the wayside, ultimately the industry will get back on its feet with a program of continued improvement of present models of private aircraft. Klotz described the efforts of his company to make improvements and to add an exhaust muffler to reduce to a minimum the noise nuisance problem.

Register 1,118 With Air Unit

By the November 1 deadline, 1,118 pilots and 575 planes were registered with the North Dakota Aeronautics Commission, says Harold Vavra, chief engineer and acting director. The pilots included commercial, private and student, he said. Most of the planes are private.

Non-registered pilots who fly or pilots who fly non-registered airplanes are now guilty of a misdemeanor punishable by a maximum fine of \$500.

Vavra said the commission has not yet set a date for a meeting to choose a successor to Erling Nasset, resigned director.

**The Dakota Flyer
Welcomes YOUR
News and Photos**

Skyway Significant to Airport Operators

By HAROLD G. VAVRA

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 transient 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," 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.

PRIVATE PLANE ON TOUR

The "Miles Ge Mini," a British two-engine private plane is on a nation-wide tour of the United States. It has many features desired in private flying, including ability to do well on one engine.

TOP SALES PLANES

The report of the Aircraft Industries association indicates Beech, Stinson and Piper were the three top leaders for sales in August, followed rather closely by Cessna, Aeronca and Luscombe.



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Medical Certificates Not to Be Sent to District Offices

Previous instructions to the contrary in Safety Regulation Instruction, it is no longer necessary for pilot examiners to forward Medical Certificate Form ACA 1005 to district offices with the certificates file.

Examiners should check and initial the application Form ACA 355 in the appropriate space provided, or enter the information just above their signature on the Form ACA-342A, 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 immediately return the medical certificate to the applicant, allowing him to exercise the privileges of his pilot certificate without delay.

In this connection, examiners are again cautioned not to conduct flight tests on any applicant whose medical certificate evidences structural defects since a re-check of the certificates cannot be made by the reviewing inspector. Medical flight tests must be referred to an inspector in accordance with existing instructions.

COMMERCIAL EXAMS IN FOUR SECTIONS

The written examination for a Commercial Pilot rating is now divided in four sections which will enable an applicant to take one section on one day and other sections on any subsequent day or days, was announced in a recent letter from the Civil Aeronautics Administration, Fargo, North Dakota.

2,000 FORMS IN NON-SCHEDULED OPERATION

Reports from Washington, D. C., by CAA Administrator T. P. Wright, show they have 2,000 forms, operate 4,439 planes and employ 8,488 pilots.

The first compilation of the new class of air carriers was made at a time when CAA operating certificates for new companies were being issued at a rate of 200 a month. The survey reveals that non-scheduled operators are carrying everything from orchids, ripe bananas and baby chicks, to corpses. As of September 30, 1947, 2,006 firms had been certified and eight operations certificates had been cancelled.

Operations vary in size and purpose. A rich New Yorker sometimes rents out his private amphibian for charter trips. The Flying Tigers, composed of pilots who flew in China during the war, are operating a large fleet of two and four engine transports, and hold contract for flying freight in large amounts across the Pacific. Trans-World Airlines, besides holding its certificate for scheduled operations, also holds a non-scheduled certificate and lists 20 constellations as its equipment. In between are all kinds of operations using all types of planes.

Transportation of prisoners, deportees, migrant labor, seasonal fruits and vegetables, sea food and wearing apparel for a quick market has also become important in this non-scheduled operation.

Civil Aeronautics Administration

THIRD REGION
AIRMAN BRANCH

Proposed Itinerary for the Month of December, 1947

2	Tues.	—Municipal Airport Jamestown, N. D.	Flight Tests
3	Wed.	—Municipal Airport Bismarck, N. D.	Flight Tests
4	Thurs.	—Worth Field Dickinson, N. D.	Flight Tests
9	Tues.	—Municipal Airport Grand Forks, N. D.	Flight Tests
10	Wed.	—Port O' Minot Minot, N. D.	Flight Tests
11	Thurs.	—Municipal Airport Williston, N. D.	Flight Tests
19	Fri.	—Municipal Airport Thief River Falls, Minn.	Aircraft Inspections and Written Tests
23	Tues.	—Municipal Airport Detroit Lakes, Minn.	Aircraft Inspections and Written Tests
30	Tues.	—Municipal Airport Jamestown, N. D.	Aircraft Inspections and Written Tests
31	Wed.	—North Dakota State School Wahpeton, N. D.	Aircraft Inspections and Written Tests

Written examinations at the Fargo office, 209 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 Gronenthal NC-174

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Former North Dakota Pilot Survives Mid-Air Crash

Those split-second events of November 1, 100 feet above the end of the Kitsap county airport runway, Bremerton, Washington, are still "like a bad dream" to Chris Jacobson, 63, the only survivor of the two-plane crash.

Jacobson recalled today from his bed at Roosevelt hospital, where he is recovering from minor injuries, that he was unaware of the approaching plane until he heard its motor.

"I was about half way between my 90-degree turn into the wind and the end of the runway when I heard the noise," he said. "It startled me, thinking it must be something wrong with my engine. Then at that second I saw the Taylorcraft right below me and a little to the right. All I could see was the leading edge of his wing."

What happened then came so fast that Jacobson isn't sure. The other plane was pulling up underneath him, and Jacobson tried to pull up and away.

"The only thing that saved me after the contact was that flat spin," he said. "I hauled back on the stick for all I was worth and held her level."

When he crashed, his landing gear folded up on either side of the plane, so he was unable to open the door. His head had smashed the windshield, although only suffering a cut on the nose where his sun glasses had been pressed.

"What am I sitting here for?" he said. "I can get out of this thing." So Jacobson pulled himself through the broken windshield and over the cowl to the ground. His back had been wrenched, but he helped to extricate the victims from the other plane.

"The hardest thing for me to take is that Happy was killed," he said. C. O. Hammontree, pilot of the other plane was very well known at the airport and had been pioneering flying since 1912.

"Folks don't stop driving automobiles just because they have an accident," he said. "So I'm going to fly again."

C.A.A.'s report: The two planes collided at an altitude of about 100 feet as both were approaching the runway for landings. It was believed to have been a double contact in mid-air, the propeller of Hammontree's plane first hitting Jacobson's craft, whose left wing then in turn struck the Taylorcraft.

As the planes separated, the Hammontree plane spun straight into the ground, making a half turn in descent, while Jacobson's plane went into a flat spin and landed on the bottom of the fuselage about 200 feet away.

PRECAUTIONS: Look in all directions; Never cut a pilot out of the pattern!

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 men were spotted, as pilot Bill Marks circled low overhead, the hunter apparently thinking he was hidden, crouched among the dead leafless brush. His body, of course, clearly visible from the air. The plane circled low overhead and throttled its engines as Chief Warden Moore shouted to the man to "come out!" The man instead quickly mounted his horse and fled into the woods. The plane following him, but dusk and heavy fog and snow prevented the warden and pilot from staying out any longer.

A warning to hunters: You can't hide in a bare woods from a plane.

FUTURE OF YOUTHS IN AVIATION

Is there any future for young men and women in aviation. The U S airlines in international and domestic operation, turned up with a 1947 second quarter annual payroll of \$263,000,000. In spite of certain retrenchments the average aviation transport salary was above the U.S industry average salary.

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