AVIATION BILLS ARE DISCUSSED

January 25 members of the Flying Farmers Association, airport managers, operators, and to those interested in aviation will meet before the public in North Dakota.

Two bills to establish a separate Aeronautics Commission and determining the commission as the sole agent to accept Federal and State aeronautics funds are being considered by the Senate general affairs committee.

James Harley, counsel for the Public Service Commission, which now has the Division of Aeronautics, said, "There have been suggestions that there is a conflict between the Public Service Commission and the Division of Aeronautics."

The Public Service Commission has air rate experts and a separate commission would cost no more than at present." (Continued on page 2)

R.O.A. To Meet

February 10

On any winter day in Bismarck, the men of the Reserve Officers, Feb. 10. He will provide any information on flight problems and still in arrangements for a Reserve Base in that state.

Officers wishing to participate in the reserve flight training program must file an application with the Reserve Board of Directors, Bismarck. Application must be filed before going to Wold-Chamberlain field in Minneapolis for flight training

Officers going on a base to start flight training are required to take the following articles: 1. Copy of appointment to the Reserve Board (or application); 2. Copy of any case involving pilot, including any accident involving flying rating, A Prosper- ra rat, and Institute on Discharge Plans.

E. A. BRANICK

Bills and Grant

Earl Brankin, president of Bismark Equipment Manufacturing Company, Fargo, is pictured above together with his new new. The photo was taken at November before leaving the North American Factory at Ingleside, California.

Earl Brankin, private pilot, was the first North Dakota pilot to receive delivery of one of North America's four-place planes. The Branick Manufacturing Company supplies dealers and buyers on the United States and in many parts of Africa, South America, Europe, and China.

Earl Brankin travels extensively by plane for the company. The lower photo shows a very impressive air map with Earl, left, placing one more head- ed pin where he has recently landed. This map hangs on the wall of his office at 812 Front Street, Fargo, North Dakota.

Check Standards Of Regional Offices

The North Dakota Aviation Commission operates thirteen agents for conformity to standards, regulations, and policies issued by the Washington office. Where investigation discloses that any policy is not being followed, it will be reported in Washington and communicated at the earliest possible time. The policy the postal is reduced to form.

A Senate Sub-Committee has been appointed to revise present aviation legislation relating to the establishment of aeronautics in North Dakota.

The committee is making plans to combine each separate bill into one bill.

The revised bill will cut down most of the lengthly sections proposed in the first. It will give the commission only the power to collect fees and enforce rules and regulations under the present system. The existing commission will continue for the time being, and the new commission will be appointed. The appointments will be conducted by the Senate Bill No.

The commission will be maintained through an appropriation. This will be carefully handled through the appropriations committee.

Considerable opposition has been voiced by various municipalities as to Federal Aid airport funds. The representatives opposed the aeronautics commission distributing these funds. They stated it was not in the best interest of the cities.

However, representatives supporting the bill stated that every large city at the present time is coming to the State Division of Aeronautics for assistance. Small towns without active city councils and without knowledge of aviation necessities would be carried on more efficiently with the aviation commission distributing these funds.

This sub-committee making these new provisions will meet again to discuss further amendments and interested parties.

The committee revising the present bill on aviation will meet again on February 7. The bill will then be introduced for consideration.

Flights Must Be Approved

Washington, D. C.—Under a new amendment to the Civil Aeronautics Act, a pilot is required to carry his pilot certificate at all times while operating an aircraft. T. L. Wright, Administrator of Civil Aeronautics, authorized the Civil Aeronautics Act which will become effective February 15, 1947.

This amendment also requires that a pilot show the certificate upon request of any Civil Aeronautics Board officer. Previous regulations did not specify the certificate must be shown at these points and had been variously interpreted.
Flying Farmers To Meet June 2

June 2nd has been set as a tentative date for the annual meeting of North Dakota Flying Farmers and Ranchers. The directors have been giving consideration to the important events of the program. The officers of this organization plan to make this Annual Meeting one of the most outstanding and useful in the past.

If anyone has suggestions to make in furtherance of this sort of meeting your help will be greatly appreciated by the officers who are planning an extensive program for June 2nd.

Locate Missing Cutty By Plane

Virgil Proctor, Bismarck, her-
rowed Glen Fromm's "Craft-
" to hunt for N. W. Anderson's missing cutty. The herd had gone away after a severe blizzard in January. Virgil, after not

1946 Scores

Aviation History

Commercial and Private aviation is ending 1946 with another "greatest peak." It shows the best year in aviation history.

The commerce department recently headed by P. W. Wright, said that the airlines had transported 12,158,000 passengers, almost doubling last year's figure of 8,695,000 passengers. The number of passengers carried in 1945 was 7,969,000, or only 39 percent of the number carried in 1946. The increase of 4,189,000 passengers over 1945 is due to the increased use of air transportation.

The first time a passenger flew on a commercial flight was in 1923. In 1930, the number of American Airlines carried with 1,040,000. This compares with 465,729 in 1935. The number of passengers increased to a total of 10,036,000 in 1944. The number was 14,567,000 in 1945, and it is estimated that the number will reach 23,700,000 in 1946. The increase in the number of passengers is due to the increased use of air transportation.

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Flying Farmers and Ranchers — "CALL AIR" — IS THE PLANE YOU'VE BEEN WAITING FOR!

"CALL AIR" 2.2 plane side by side—125 h.p. Lycoming Engine 100 m.p.h. C.ising Speed—65 m.p.h. Stalling speed

DAKOTA FLYERS

Wyman Field — Mott, North Dakota

DISTRIBUTED

Dakota Flyers Aviation Co.

Women's F. M. Women's F. M.

Mott, North Dakota

St. Paul, Minn.

CAYU 202-14

City, N. Dak.
ANNUAL DEER COUNT BY AIR

The above photo shows a herd of hard-riding stallions for sale at Tommy Rose, pilot, and Bill McKee, from the Game and Fish Department, conducting the annual deer count by plane. At the little plane swoops low over the herd they seek the protection of the North Dakota Badlands.

Tommy Rose reports that there are over 3,000 deer within the radius of 10 miles of Bismarck. He says. "The deer are leaving the prairies and seeking the protection of the wooded areas far off the bottomland."

This isn’t unusual news for Tommy, however, as he has been known to make a flight away fromouting along the highways, over the prairies, poles, ponds, etc., etc.

NEWS & SNAPs OF YOUR AIRPORT ARE WELCOME! (Shake returned in order upon request)

Thomas Tours North Dakota

by

Keen, Tom Ing

The Bone, his Dakota Annular Game, has received permission which will permit every pilot. Instructor, commercial and private pilot certificates. Each instructor certificate will originally list the student pilot licenses with his local District Inspectors and CAA office.

The designations shall be issued the investigator on Form 8122. Thus will simplify and avoid any unnecessary delay for student permits.

C.F.S. TO GET PILOT RATING

Veterans will be permitted to enroll in courses of flight training for Airline Transport Pilot rating. If an applicant, however, the copies the certificates will have sufficient flight training to qualify for airmen pilot rating.

This course runs less than 90 weeks and the Veterans Administration will pay up to 8640 for tuition and supply costs. The balance will have to be paid by the veteran.

License Issuing Is Reported Slow

Six months ago each region was authorized to issue permanent pilot certificates. Cases of the certificates are to be delivered to Washington. It indicates that the region are not successful in completing the applications many months after the certificates have been issued. The system has proven more successful.

Owing to the issuance of permanent certificates should remain in Washington. The number of applications to Washington the number of applications should remain in Washington.

A system which has been established and carried out successfully should not be changed.

The Dakota River Matt, North Dakota, Dear Reader.

If you look again, you’ll see a four-weathered poop on the general public as a D-27. Could it possibly be a D-27?

A very obvious mistake. Phillip, the author’s pen is a P-21! The Fargo Tribune from which the story was taken also made the same mistake, so he correction should make it good for the both of us.

Thanks for the correction, Rudy.

FOR THE BEST BUYS IN THE SKY

See Ed Schroch

NEW & USED AIRPLANES

On Sale: NEW TAYLORCRAFT, Ferry Time Only.

For Only $1910.

1946 PIPER CUBS for sale Buyer takes his choice. Only $9500! A Steal!


DEALERS FOR CUBS - STINSON - BELLAND

SCIROCO FLYING SERVICE

N. COTTER FIELD

PA 120, SOUTH DAKOTA

Instructors Will Give Certificates

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Ed.

Cavalier Club Plans Airport

Aviation businessmen and aviation enthusiasts are making plans to construct an airport and flying club at Cavalier, N.D.

Lt. C. Porky, sales manager, Dakota Skyways, Fargo, met with Mr. Kent, Vet’s Administrator, Elmer Kebbel, Dodge dealer, and Fred Engelage, sheriff of Cavalier County.

These men discussed airport location, construction and maintenance. The airport will be permanently located at the airport.

Cavalier, a town of more than 1000 population, feels there is a great necessity for proper airport facilities, as many business houses in town have taken a deep-seated interest in aviation.

Dealers Meet At Dickinson

26 Cessana dealers met at the Villard Hotel, Dickinson recently. Thirty discussed details of the 1947 model Cessana.

Representatives from Cessana gave interesting reviews of production and estimates for future Cessana delivery.

Gilbert Saxoway, manager of the New Aviation Company, distributors for North Dakota and Western Minnesota, presided during the program.

The 1947 Cessanas are available for all dealers attending the meeting.

Due to adverse weather conditions only a few delivered their planes at the time of the meeting.

Scott Flies To The Southland

Capt. Vernon Bell, manager Dakota Skyways, Hector Field, Fargo, delivered a new Republic DeHavilland to a party in Brownsville, Texas. From Brownsville he intends to make a flight on into Mexico before returning to Fargo.
James Parkinson, Jamestown, lost an arm farming, so he returned to flying. He is believed to be one of the few convicted persons licensed to fly planes. His plane has special equipment for the crippled. When James (Jim) Parkinson lost his right arm in a cotton-picking accident in 1937, it convinced him that farming was not the life for him.

In October 1946, after eight years of experimenting with unique airplane control systems, he completed a dynasty. He and his son, James Jr., of Smith Flying Service, Jamestown, received a patent for the Parkinson Control System. It was patented by the Civil Aeronautics Authority.

He is believed to be one of the few one-armed men in the world licensed to fly planes. Parkinson was born in 1920, but planes are not new to him. He is one of Parkinson's pioneers in aviation. In 1939, he bought the glider of the new flying game of the time, and he taught his father, R. D. Parkinson, to fly. As a boy, Parkinson and his family spent their summer months traveling in a glider. He was a wing walker and parachute jumper one of the very first.

He thrilled a dozen from coast to coast when, in 1933, he married and settled down in the Far West. Not until 1938 did he go into the air game, and that only as a passenger.

Meanwhile, in 1939, he received his aircraft and aerial license from the State School of Flying, Washington, permitting him to fly legally. In 1941, he lost his arm. The accident enabled him, for four years, but it has the effect of convincing him that the engineering of certain parts of the flying game is beyond his ability. He now flies with Glen Carlson of Valley Park, Minn., and has since 1941 bought his own plane.

Parkinson, who's 45 now, with a youngster's enthusiasm for flying, turned to a mechanic's interest in repairing planes. He was building a plane's engine when a part of fuel broke the plane and wrecked the plane. That blow might have finished young men, but not Jim Parkinson. He sold the plane but later became head mechanic at the Smith Flying Service at Jamestown Airport on July 31.

Not long after that he returned to flying lessons. He bought a new plane, installed another motor, and sailed again in April 1945. Now he is repairing the planes, flying and worries.

The Chicago meeting will be published by the Washington CAA Aeronautics Information Office. The entire aeronautics press will be asked to attend. Manufacturers will be invited and Mr. Mara, the Administrator's Third Region, of the non-commercial conference, will announce his mission to be present.

The conference will be held in the convention hall of the Coast and Geodetic Survey, on March 10, 11 and 12. The meeting will include participation of the following branches: Aircraft Operations, Aircraft Operations, Aeronautical Operations, Communications Airports, Coast and Geodetic Survey, Civil Aeronautics Board, Civil Aeronautics Board, and others.

**Air Clinic in Chicago**

**Meeting to be Held**

March 10-19, 1947

Early in 1947, the CAA Third Region Office suggested to State Aeronautics Commissions in the Region's eight states that CAA personnel attend State-wide Aviation Conferences or Clinics to present as a part of their program. It was believed that State Aeronautics Directors planned to present as a part of their program. It was believed that State Aeronautics Directors planned to meet with their aircraft operators, managers and policy makers to discuss aeronautical problems.

The Regional CAA personal also were in charge of the conferences, which were attended by a number of CAA personnel. The regional CAA was the CAA representative for the development of the national conference. The conferences were held in different states and were sponsored by the State Aeronautics Board.

**Dakota Airport Allotments Made**

Pilot Certificates

WASHINGTON, D. C.—All pilot certificates issued prior to July 1944 will expire on July 1, 1947. Certificates may be exchanged for new-type certificates at any local airport prior to their expiration date. Prompt attention to the exchange of a CAA certificate will be appreciated.

No red tape of written applications will be required in the exchange. The pilot merely presents a second-type certificate. A pilot can arrange to make the exchange at a CAA regional or district office, or during a CAA inspection trip to his local airport.

The new-type certificate can be issued by mail, but, because of the rush of work, red tape of any kind while the exchange is being made, most pilots will probably come to the office.
Dear Mott:

I have enjoyed the past copies of the "Dakota Flyer". The paper covers many interesting articles and news items. Bellingham wrote an interesting article in the January issue. I sincerely hope the promises turn out to help aviation in North Dakota.

Keep up the good work!

Yours for a Happy and Successful New Year

Hobart Myers
Airport Mgr.
Purd O' Minot

January 14, 1947

Dakota Flyer
North Dakota
Dear Editor

This morning we received your copy of the Dakota Flyer. My secretary read it first and handed it to me. Then everyone else in the office has had a chance to read it. We have been impressed with the scope of the good work that is being done through the grape vine of the Dakota Flyer. It is one of the finest things these good people are doing in creating some aviation activity throughout the state of North Dakota, where airplanes will some day play a major role in the peaceful lives for a better living that they are expecting.

We enclosed $2.00 for a year's subscription and hope it will be enjoyed as much as the first copy has by our end.

Truly yours,

Northwest Aviation, Inc.

H O Hall

Long Beach, Calif.

Dakota Flyer.
North Dakota.
Dear Editor

It is with extreme pleasure that I receive your first edition of your fine little paper, and enclose five dollars for a year's subscription.

The cause of flight in the Dakotas will be greatly enhanced with such aviation organizations as the Dakota Flyer. It is a very interesting and instructive paper for the reader. The excellent editorship and many of the articles are thoroughly well done and demonstrate the ability of the editor to maintain high standards. The articles are well written and interesting, giving good value for the money spent on them.

Curtis Lloyd L. Rounds

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Long Beach, Calif.
A helping hand and a lot of hospitality will help in building our airport. A North Dakota filler, will call him Mr. R., recently landed at a Dakota airport. Over a two day period, he spent most of his time in his car, with all the equipment necessary to run a small airport. He outfitted a long, graceful plane in a small hangar, and was on his way to the Dakota airport the next day.

**Bechtel Visits Fargo Airport**

Joe Bechtel, New Brighton, Minnesota, recently stopped at the Fargo airport after being absent for 19 years. The Fargo airport, with its large number of aircraft and well-maintained facilities, has always been a favorite destination for Bechtel. He recently took delivery of a new airplane, which he plans to use primarily for business travel and recreational flying.

**OPEN FOR TRAFFIC**

The above photo shows a new airplane being prepared for a flight. The Dakota Flyer is open for traffic and is ready to serve the needs of the aviation community. An open house is planned for the next week to introduce the new service to the public.

**CIVIL AVIATION ADMINISTRATION**

**GENERAL INSPECTION BRANCH**

Proposed Itinerary for the Month of February 1947

<table>
<thead>
<tr>
<th>District Office Inspectors</th>
<th>Sub-Office Inspectors</th>
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<tr>
<td>Donald L. Thompson</td>
<td>NC1/1</td>
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<tr>
<td>Wm. M. Groombel</td>
<td>C1/5</td>
</tr>
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**Date**

10 Fargo, Hector Field, Flight Test
11 Bemidji, Monson Field, Written and Aircraft Inspection
12 Duluth, Wold Field, Written & Aircraft Inspection
17 Fargo, Hector Field, Aircraft Inspection
18 Grand Forks, Muncy, Field, Written Flight Tests and Aircraft Inspection
24 Fargo, Hector Field, Flight Tests
25 Wahpeton, Written & Aircraft Inspection

**JONALD L. THOMPSON,**
St. Aneanual Field Inspector,
205 Walker Building, Fargo, N. D.
Flight Tests For GIs Authorized

The C.A.A. Medical Division and the War Department, with the cooperation of the Veteran's Administration, have authorized the flying of GIs, who are on active duty, to be flown by veterans who have been certificated eligible for a commercial license, in course of the Veterans' Readjustment Act. However, if the veteran is otherwise qualified for a commercial license at the time of the completion of the course, he is then eligible to be tested for a commercial license.

(Continued from page 1)

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Howard Henry, Washington, D.C., acting chief of the Bureau of Aeronautics, Department of Commerce, said, "There is growing demand for more prospects for airlines in the country. I don't see how we can put aeronautics on a career basis if there are not more and better bills to go on." Mr. Atkinson, a member of the sub-committee, wanted a bill to be submitted to Congress.

Go On Alaskan Goodwill Flight

A group of 20 businessmen from the Twin Cities and Duluth, including H. D. Patterson, editor of the Forum, and several other newspaper men, took off from Wold-Chamberlain airport in Minneapolis on January 8 on a goodwill flight to Anchorage and Fairbanks, Alaska.

Sponsored by the Chamber of Commerce in the Twin Cities, the businessmen are making a trip to promote commerce over the northern air routes and inspecting the area by air for 21 Alaskans last June 20.

HERB'S CAFE

THE FINEST OF ITS KIND IN THE NORTHWEST

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

THE FINEST FOOD SERVED AS YOU LIKE IT

HERB LEUPP, Operator

WASHEBUN, N. DAK.

LEMMON AIRCRAFT CO

LEMMON, SOUTH DAKOTA

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Sponsored by the Chamber of Commerce in the Twin Cities, the businessmen are making a trip to promote commerce over the northern air routes and inspecting the area by air for 21 Alaskans last June 20.

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FLIGHT TESTS FOR G'S AUTHORIZED

The C.A.A. Medical Division and the War Department, with the cooperation of the Veteran’s Administration, have authorized the flight of GIs, who are on active duty, to be flown by veterans who have been certificated eligible for a commercial license, in course of the Veteran’s Readjustment Act. However, if the veteran is otherwise qualified for a commercial license at the time of the completion of the course, he is then eligible to be tested for a commercial license.

(Continued from page 1)

AVIATION BILLS ARE DISCUSSED

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