

DAKOTA FLYER

Vol. I

Mott, North Dakota

February 1947

DIVISION OF
AERONAUTICS



BISMARCK, N.D., DAKOTA

SENATE SUB-COMMITTEE APPOINTED TO REVISE AVIATION BILLS

AVIATION BILLS ARE DISCUSSED

January 28 members of the Flying Farmers Association, airport managers, operators, met to discuss the most important issues before the public in North Dakota.

Two bills to establish a separate Aeronautics Commission and designating the commission as the sole agent to accept Federal aid for airports were debated before the senate general affairs committee.

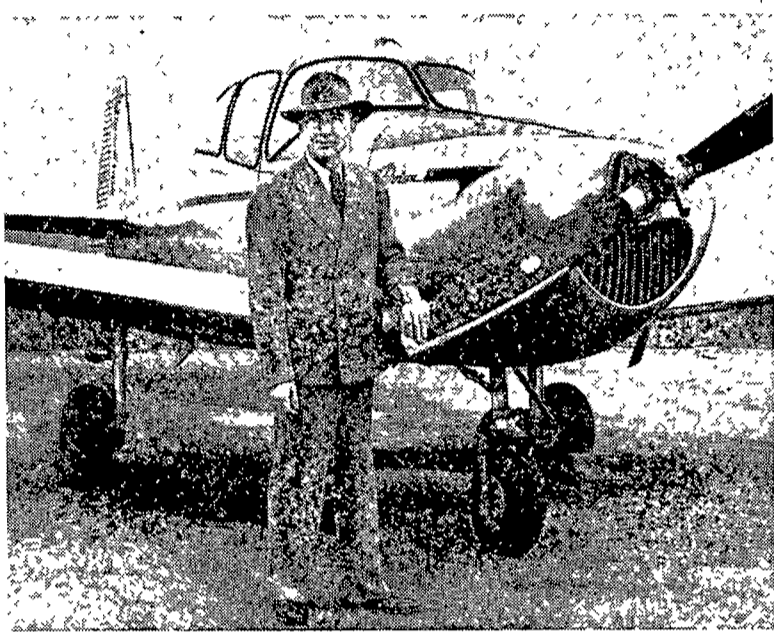
James Hanley, council for the Public Service Commission, which now has the Division of Aeronautics under its jurisdiction, didn't think it necessary to set up a new department, although he said, "There should be a division with a director."

"Intra-state air business will never be as great as that handled by surface carriers," Hanley said.

Wesley Keller, Minot, chairman of the State Aeronautics Committee said, "There have been numerous conflicts of Authority 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 8)



EARL BRANICK



BRANICK AND GRANT

Earl Branick, president of Branick Tire Equipment Manufacturing Company, Fargo, is pictured above with his new Navion. The photo was taken last November before leaving the North American Factory at Ingelwood, California.

Earl Branick, private pilot, was the first North Dakota pilot to receive delivery on one of North American's new four place planes.

The Branick Manufacturing Company supply dealers and buyers in the United States and in many parts of Africa, South America, Europe, and China.

Earl Branick travels extensively by plane for the Company. The lower photo shows a very impres-

sive United States Air map with Earl, left, placing one more headed pin where he has recently landed. This map hangs on the wall of his office at 810 Front Street, Fargo, North Dakota.

Check Standards Of Regional Offices

Inspectors will check each region for conformity to standard practices and policies issued by the Washington office. Where investigation discloses that any policy is not being followed, it will be reported to Washington and appropriate measures will be taken to see that the policies are put into effect.

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 act into one bill.

The revised bill will cut down most of the lengthy sections proposed in the first bills. It will give the commission only the power to promulgate and enforce rules and regulations under the present system. The existing commission will continue for the special term. A new commission will be appointed later. The appointments will be conducted the same as is provided for in the senate Bill No. 40.

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 the funds. They stated it was not in the best interest of the cities.

However, representatives supporting this 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 effectively with the aviation commission distributing these funds.

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

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

Pilots Must Carry Licenses

Washington, D. C.—Under a new amendment to the Civil Air Regulations, a pilot is compelled to carry his pilot certificate at all times while operating an aircraft. T. P. Wright, Administrator of Civil Aeronautics, announced this new amendment which will become effective February 15, 1947.

This amendment also requires that a pilot show the certificate upon request of any CAA Inspector or any local law enforcement officer. Previous regulations were not specified on these certain points and had been variously interpreted.

R.O.A. To Meet February 10

Col Foley will be in Bismarck to meet with the members of the Reserve Officers, Feb. 10. He will provide any information on flight problems and aid in arranging plans for a Reserve Base in this state.

Officers wishing to participate in the reserve flight training program must file an application for the Reserve and all FO will get their commission upon acceptance in the Reserve Program.

This application may be made at the Organized Reserve Office in Bismarck. Application must be filed before going to Wold-Chamberlin field at Minneapolis for flight training.

Officers going to a base to start flight training are reminded to take the following articles: 1. Copy of appointment to reserve (or application.) 2. Copy of Form 5. 3. Copy of orders indicating flying rating. 4. Appropriate Uniform and Insigne. Remember no DISCHARGE BUTTONS!



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 phases of the program. The officers of the Association plan to make this Annual Meeting one of the most outstanding and successful farm events of the year!

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

Locate Missing Cattle By Plane

Virgil Prouty, Bismarck, borrowed Glen Prosburg's T-Craft to hunt for E. W. Anderson's missing cattle. The herd had gone astray after a severe blizzard in January. Virgil, after not

too long flying over the vast prairie, located the missing cattle and notified the rancher.

This method for which so many farmers are using their own aircraft, has proven to be very successful and a great time saver!

Keeps Log Book At Ten Months

Little Mary Ostenson, daughter of Thomas Ostenson, Christine, ND, has been logging flying time in her own log book. She has been flying since the age of six months! At 10 months, she has eight hours in her little log book, AS PASSENGER! Her eight hours of dual will mean she is eligible to SIT ALONE in the PASSENGER'S SEAT! Her father, Thomas Ostenson, also member of the North Dakota Flying Farmers Association, logs every hour the little girl has flown.

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

scheduled passenger and cargo flight fields, the CAA reported that 3,061 requests have been received for operating certificates for such services.

Broadcasting its activities to pace the general expansion, the OAA participated in the Provisional International Civil Aviation Organization and in various other inter-national regional conferences.

Cure For Your Little Whoopers

(Nursing News) In Norway sufferers from whooping cough were taken for airplane flights into high altitudes—so it is said—and some fifty percent of the cases obtained either partial or complete cures.

Westhope Plans CAP Squadron

Westhope, N. D., one of our inspiring small communities in aviation, has made its second step in expansion. A meeting of enthusiastic air-minded members of the Civil Air Patrol will meet with Lt. Myra, and Capt. Gerald McCoy from the Wing Commander Headquarters, Fargo, to organize a squadron at Westhope.

Howard Henry, airport manager, was appointed as Squadron Leader. He is also treasurer and an active member in the Flying Farmers association. Along with many other responsibilities, Howard takes a great amount of pride in devoting much of his time to the developing of this little community of Westhope into an air-minded one. He realizes and is proving that our small towns can be very active in aviation!

The Civil Air Patrol Squadron is another in a series of plans to complete one of the most interesting little airfields in North Dakota.

"BE CERTAIN—I THINK I CAN MAKE IT, BELONGS IN THE LIST OF FAMOUS LAST WORDS".

"DON'T TRY TO FLY BEFORE YOU HAVE HAD INSTRUCTION"

IT PAYS TO ADVERTISE

1946 Scores

Aviation History

Commercial and Private aviation is ending 1946 with some of the greatest "peak" records to score the best year in aviation history.

The commerce department agency headed by T. P. Wright said that the airlines have carried 13,819,000,000 passengers, almost doubling last year's figures, and flown 7,258,000,000 passenger miles. The number of passengers exceeded forecasts by 25 percent, while the number of passenger miles was an increase of 6,000,000,000 over 1940.

For the first time also, passenger flying on international routes of American Flag Carriers went over the million mark to a total of 1,040,000. This compares with 492,792 in 1945.

"All phases of civil aviation showed growth even beyond our predictions," Wright stated. "The tremendous spurt in personal flying and flight training is reflected in the fact that the number of registered aircraft more than doubled from 37,789 at the end of 1945 to 85,000 today, and the number of certificated pilots (private commercial and transport) increased from 296,895 to 400,000.

"Student pilot certificates issued in 1946 numbered 170,000 compared with 77,188 in 1945."

"Primarily to meet the demands for small planes, civil aircraft production jumped from 2,047 planes in 1945 to 35,000 this year. Surplus military aircraft accounted for the balance of the increase in registrations."


Commenting on recent disastrous accidents, Wright said, "This tremendous volume in airline operations was accomplished with significant improvement in the safety record, a fact not generally appreciated by the general public, which is not aware of the tremendous increases in volume of passenger traffic. Passenger fatalities per 100,000,000 passenger miles flown were reduced from 2.31 in 1945 to 1.47 in 1946."

To carry out its safety regulation duties on expanding routes the CAA said it has opened offices in Paris, London, Cairo, Mexico City and Sydney, Australia. Technical missions were sent to several foreign countries.

To deal with the increased airways traffic at home, the CAA said it is installing radar sets in the aircraft traffic control towers at New York, Chicago, and Washington airports.

Indicative of "thousands of new passengers" in the non-

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— "CALL AIR" —
IS THE PLANE YOU'VE BEEN WAITING FOR!

Designed FOR ROUGH And SMALL FIELDS		RATE OF CLIMB 1000 FEET PER MINUTE
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"CALL AIR"

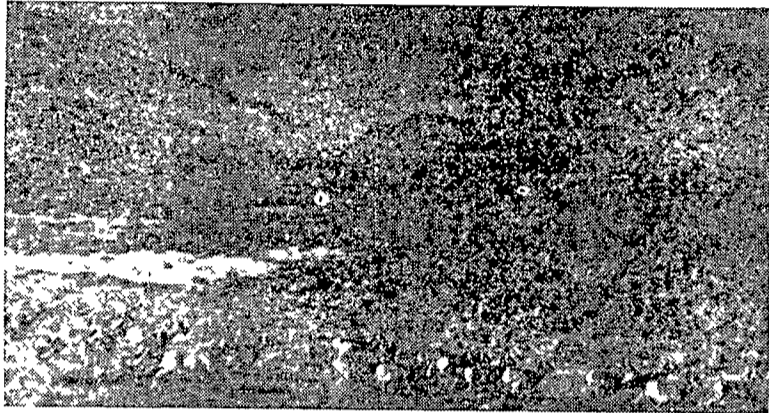
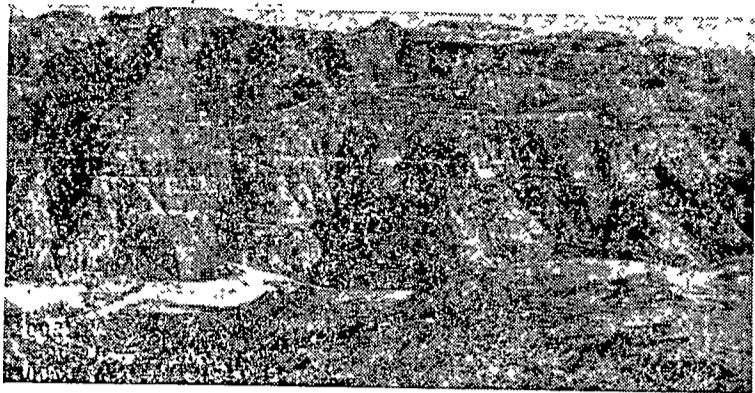
2-3 plane side by side—125 h.p. Lycoming Engine
109 m.p.h. Cruising Speed—45 m.p.h. Stalling speed

DAKOTA FLYERS
WYMAN FIELD .. MOTT, NORTH DAKOTA
DISTRIBUTORS

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Wyman Field
MOTT, NORTH DAKOTA
Gentlemen,
Please send me an illustrated folder describing the new CALL AIR.

NAME _____
Street or P. O. Box _____
CITY _____ STATE _____

ANNUAL DEER COUNT BY AIR



The above photo shows a herd of deer leaping for shelter as Tommy Bone, pilot, and Bill McKeen, from the Game and Fish Department, conduct the annual deer count by plane. As the little plane swoops low over the herd they seek the protection of the North Dakota Badlands.

North Dakota has in recent years discovered another very useful purpose for an airplane. This method was first discovered to be a very practical method of the annual counting of wildlife by Bruce Wright. This year finds Tommy Bone and Bill McKeen, from the Game and Fish Department, flying over the acres and acres of North Dakota prairies

and valleys, rivers and woodlands.

Tommy Bone reports that there are over 1,000 deer within the radius of 10 miles of Bismarck. He says "The deer are leaving the prairies and seeking the protection of the woods along river bottoms."

This isn't unusual flying for Tommy, however, as he has been seen by many a rural aviator, flying low along the highlines, checking wires, poles, line connections, etc.

NEWS & SNAPS OF YOUR AIRPORT ARE WELCOME!
(Snaps returned to owner upon request)

Thomas Tours North Dakota

J. L. (Jack) Thomas, sales manager, Sax Aviation Co., Dickinson, has made a tour of every Northern Dakota Airport Flying the Company's 140 Cessana demonstrator, he investigated many airports that may be interested in becoming associate dealers. Sax Aviation at Dickinson are northwest distributors for the Cessana aircraft and Jack, as sales manager and pilot, will set up various dealers throughout North Dakota and Montana.

Their plans are to set up a convenient dealership among many of the smaller airports.

Jack commented on the excellent service he received at the smaller airports and stated, "some larger cities were becoming lax and seemingly uninterested in the transient pilot."

Cavalier Club Plans Airport

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

Lt. C. Picky, sales manager, Dakota Skyways, Fargo, met with Mr. Kieth, Vet's Administrator, Elmer Kuball, Dodge dealer, and Fred Spangle, sheriff of Cavalier. These men discussed airport location, construction and maintenance, for both airport and club. They intend to hire an instructor to be permanently located at the airport.

Cavalier, a town of more than 2,000 population, feels there is a great necessity for proper airport facilities, now that many businessmen in town have taken a decided interest in aviation.

Dealers Meet At Dickinson

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

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

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

The 1947 Cessanas were 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 Scott, manager Dakota Skyways, Hector Field, Fargo, delivered a new Republic Sea-Bee to a party in Brownsville, Texas. From Brownsville he intends to make a flight on into Mexico before returning to Fargo.

Instructors Will Give Certificates

Preparations are being made which will permit every rated flight instructor to issue a student pilot certificate. Each instructor deciding to issue student pilot certificates will apply for them by making application with his local District Inspectors or Regional CAA office.

The designation will be issued by the inspector on Form ACA 1382. This will simplify and speed up unnecessary delay for student permits.

G.I.'s To Get Pilot Rating

Veterans will be permitted to enroll in courses of flight training for Airline Transport pilot rating, if, at the conclusion of the course the veteran will have sufficient flight training to qualify for airline pilot rating.

This course runs less than 30 weeks and the Veterans Administration will pay only up to \$500 of the 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. Copies of the certificates are to be sent to Washington. However, reports indicate that the region are not sending copies to Washington for many months after the certificates are issued. If the airman requires a duplicate and the copy of his license has not been sent in by the region, the Washington office cannot issue the duplicate because it has no record of the license having been issued. The old system has proven more successful.

Control of the issuance of permanent certificates should remain in Washington for the sake of efficiency and convenience of the public. A few cases of undue delay were reported under the old system and the questionable cases are referred to Washington anyway.

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

Fargo, N. D.

The Dakota Flyer
Mott, North Dakota
Dear Editor

If you'll look again, you'll see a four-bladed prop on Phillip Benedict's model of a "P-80". Could it possibly be a P-51?

Rudy Froeschle

A very obvious mistake. Phillip Benedict's plane is a P-51! The Fargo Forum from which the story was taken made the same mistake, so this correction should make it good for the both of us.

Thanks for the correction,
Rudy.
Ed.

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1946 PIPER CUBS for sale. Buyer takes his Choice. Only \$1895.00! A Steal!
A Real Bargain: 1947 STINSON VOYAGER. Instrument Licensed. Liberal DISCOUNT!
We take many new models in trade. It will pay you to contact us for A liberal Discount on your New Plane.
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HECTOR FIELD FARGO, NORTH DAKOTA

LOSS OF ARM DIDN'T END FLYING



James Parkhouse, Jamestown, lost an arm farming, so he returned to flying. He is believed to be one of the few one-armed persons licensed to fly an airplane. His plane has special controls. (Photo, Jamestown Sun.)

When James (Jim) Parkhouse lost his right arm in a corn-picking machine in 1937, it convinced him that farming was too dangerous. So he returned to flying.

In October 1946, after eight years of experimenting with unique airplane control systems, he completed a flying course at Smith Flying Service, Jamestown municipal field, and was awarded a private license by the Civil Aeronautics Authority.

He is believed to be one of the few one-armed men in the world licensed to fly an airplane.

But planes are not new to Jim—he's one of America's pioneers in aviation. In 1920, attracted by the glamour of the new flying game, Jim joined K O Miller and Clyde Ice at Miller, S. D., and toured the nation with their pioneer air circus. He was a wing walker and parachute jumper—one of the very first.

He thrilled audiences from coast to coast for two years. In 1923 he married and "settled down" to farming. Not until 1936 did he go into the air again, and then only as a passenger.

Meanwhile, in 1935, he received his aircraft and engine license from the State School of Science, Wahpeton, permitting him to be a mechanic.

In 1927 he lost his arm. The accident stalled him for four years, but it has the effect of convincing him that farming is "not for me." So, in 1941 he flew with Han Carver of Valley City, and in 1941 bought his own plane.

Parkhouse, who's 45 now, with a youngster's enthusiasm for flying, rigged up a motorcycle throttle on the rear stick to aid him in manipulating the plane. He was heading toward a pilot's license when a pair of friends borrowed his plane and wrecked it.

That blow might have discouraged many men, but not Jim Parkhouse. He sold the plane but later became head mechanic at the Smith Flying Service at the Jamestown Airport on July 11, 1945.

Not long after that he returned to flying lessons. He bought a new plane, installed another motorcycle throttle, and soloed in April 1946. Now he has completed the course, passed all examinations, and holds a private license.

Meanwhile his son, Vernon, has also received his private license.—(Jamestown Sun)

Air Clinic In Chicago

Meeting to be Held March 19-20, 1947

Early in 1946, 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 Clinic's scheduled for the summer months. It was known that State Aeronautics Directors planned to meet with their aircraft operators, managers, and pilots to discuss aeronautical problems and it was believed that if Regional CAA personnel in charge of the activities most closely allied with these groups were in attendance the CAA, as well as the State Directors, could gain policy guidance beneficial to the development of the industry.

These aviation clinics have been held, minutes were taken and resolutions passed. They were prepared by committees which consisted of personal flyers not connected with the commercial operation of aircraft.

To gain uniform thinking and to assist aeronautical development, it is the CAA's desire to provide a Regional meeting in Chicago, March 19 and 20.

A necessary procedure will be for the various State Aircraft Trades Associations, Personal Flying groups or Aero Clubs, and Flying Farmers to submit the attached material to their State organization meetings before March 19 and 20. The vote of the State memberships should be taken and a delegate or delegates to the Regional Meeting appointed and instructed. By that method little time will be lost when the Regional groups meet in Chicago. In addition to the attached list, other resolutions may be presented, in fact they are encouraged!

Other important discussions that have been discussed at previous meetings of the state and CAA include action for better weather reporting off-airways, simplified border clearance for pilots entering Canada, simplified personal aircraft radio use and registration procedures, elimination of eye refraction for the commercial medical examination, etc.

The Chicago meeting will be publicized by the Washington CAA Aviation Information Office and representatives of the National aviation press will be asked to attend. Manufacturers will be invited and Mr. Mara, the Administrator's Third Region member of the Non-scheduled Advisory Committee, has expressed his intention to be present. CAA personnel to attend the meeting will include Superintendent of the following Branches: Airmen, Flight Operations, Aircraft and Components, Airways Operations, Communications Airports, Coast and Geodetic Survey, Medical Section, Regional Attorney, Aviation Training, and others.

Dakota Airport Allotments Made

Tentative allocation of federal funds for airports in North Dakota has been announced by Erling Nasset, North Dakota Director of Aeronautics, and H. P. Jandacek, CAA District Airport Engineer. Allotments are as follows:

Williston	74,700.
Stanley	6,303.
Mohall	2,500.
Rugby	38,750.
Westhope	13,575.
Cooperstown	3,250.
Ellendale	1,200.
Wahpeton	16,500.
Devils Lake	2,750.
Valley City	20,000.
Mayville	4,500.
Wishek	7,675.
Cavalier	26,900.
Linton	4,700.
Ashley	2,025.
Killdeer	1,750.
Forman	600.
Edgeley	1,725.
Walhalla	12,640.
McClusky	1,200.

These funds will be used to match local money in the establishment and improvement of municipal airports. Because only 75 percent of the allotment for North Dakota has been used, consideration for inclusion in the current program will be given to applications that were filed late and to new requests received before January 31, 1947.

Pilot Certificates Are Exchanged

Washington, D. C.—All pilot certificates issued prior to July 1, 1945, will expire on July 1, 1947.

Certificates may be exchanged for new-type certificates at any time prior to their expiration date. Prompt attention to the matter, however, will avoid a last-minute rush and possible delay.

No red tape or written application is involved in the exchange. The pilot merely presents his old-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 risk of loss, and lack of any certificate while the exchange is being made, most pilots will prefer to handle the transaction in person.

No effort was made to renew private and commercial certificates during the war years, and those issued after January 1, 1942, have been considered valid. These wartime certificates are the ones which must be replaced by July 1 of this year.

The new type certificates will be valid for at least 24 months from the date of issue, and the Civil Aeronautics Board is considering extending them for an even longer period.

WELCOME!

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AL G. SMITH, Mgr.

Jamestown, North Dakota

MODERN REPAIR SHOP
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SALES AND SERVICE

Dealers for:-

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Drop In At A Friendly Port!



Surrey, N. Dak.
Jan 9, 1947

Dakota Flyer
Mott, N. D.
Dear Editor:
I have enjoyed the past copies of the "Dakota Flyer" The paper covers many interesting articles and news items.
Erling Nasset wrote an interesting article in the January issue I sincerely hope the provisions 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.
Port O' Mout
* * *
January 16, 1947

Dakota Flyer
Mott, North Dakota
Dear Editor
This morning we received your copy of the Dakota Flyer My

Long Beach, Calif
Dakota Flyer.
Mott, N D.
Dear Editor
It is with extreme pleasure that I peruse my first edition of your fine little paper, and enclose herewith my money order for a year's subscription
The cause of flying in the Dakotas will be greatly enhanced



Capt. Lloyd L. Rounds

by your able reporting, and it is with every wish for a hearty reception and a continued success, that I send this message My own

secretary read it first and handed it to me I read it, and since then everyone else has had a turn at reading the finest aviation paper of its size we have seen because it brings us the faces of people we have heard of through the grape vine of aviation circles Telling us some of the fine things these good people are doing in creating more aviation activities throughout the state of North Dakota, where airplanes will some day play a major role in the peoples' lives for a better living that they are expecting

We enclose \$2 00 for a year's subscription and hope it will be enjoyed as much as the first copy has by our staff
Best of luck again to a paper the people can read and understand

Truly yours,
Northwest Aviation, Inc
H O Hall

connection with aviation has extended over two decades, and I feel a bit of personal satisfaction in the healthy growth of the art as evinced in this year of our Lord, 1946, for it is from the heart-aches and disappointments of we who could NOT make a place for the new in the community, that this growth springs It is no more than natural, therefore, that we who are largely passe, sit back and survey the lusty spread of this new and valuable means of expression and growth with high satisfaction

May you all have naught but "Soft Landings" and "Keep Your Nose Down", for there are Old Pilots and Bold Pilots. But there are NO OLD BOLD PILOTS.

Lloyd L. Rounds,
Captain Air Corps

EDITOR'S NOTE It is with gratitude that we, the younger aviation generation, accept the torch from aviation's pioneers who defied ridicule and dared inadequate planes and equipment through aviation's infancy and first years

However much we do to promote the cause of an advancing aviation, Captain Rounds, we undoubtedly will never be able to do more than the pioneers who blazed the path on which we tread It is men, such as yourself, in thousands of communities in this country who have developed air mindedness in the present generation You have laid a firm foundation It is for us to add firmly and constructively to the structure.

Bismarck, N D

Dakota Flyer,
Mott, N D
Dear Editor

Received a copy of your new publication, the "Dakota Flyer" and must say that I was particularly pleased and interested in it.

I spoke to several of the boys who received copies of your paper, and every single one of them gave you a vote of appraisal That should be good and encouraging news for you

Enclosed please find \$2.00 for a years subscription to the Dakota Flyer

Wishing you good luck and smooth flying, I am,
Very truly yours,

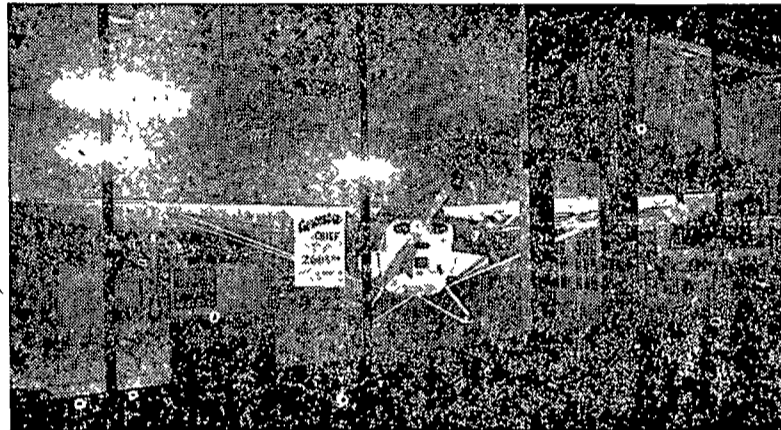
Edward J Drashil

Pioneer Lady Has First Ride

Mrs. Timian L Quarve, Fessenden, 87 year old pioneer, enjoyed her first plane ride in the Quarve Ercoupe. Mrs. Quarve noted with extreme pleasure that the flight over her homestead at Viking took but a few minutes, and in reminiscence she recalled the perils and struggles she encountered some 60 years before over the same territory in a lumber wagon behind a team of plodding horses

She said, "In those days it took all day to cover 25 miles by team" Science and progress is greatly appreciated by those who have witnessed the changes in our world of today

"CHIEF" IN JAMESTOWN SHOW WINDOW



Jamestown window shoppers displaying this new "Chief" is have a new and interesting window to stop and inspect. The beautiful and decorative window

Jamestown North Dakota
January 15, 1947
Editor, Dakota Flyer
Mott, North Dakota
Dear Editor

This is in reply to your letter of Dec 23 requesting a picture of the New Chief displayed in the downtown Ford Garage show window

We displayed the Aeronca "Chief" at the Ford Garage for

about two weeks One of our employees, who flies and also has had experience as a mechanic, was on hand to answer questions and distribute pamphlets to persons interested in the new plane

The display created a great deal of comment and interest especially among the farmers

Sincerely,
Smith Flying Service
Al G Smith, Mgr

- BARGAINS -

SPECIAL A.A. SHEEPLINED HELMETS with chin strap
Brand New, All Sizes \$1.00

LATOUR OIL TANK & INTAKE PIPE SNAP-ON COVERS
Specify Airplane. 1-15 20%, 15 to 20 25%

A-2 JACKETS, Size 36 Only net \$6 00
WHITE COVERALLS, All sizes, List \$6.00 net \$4.75
RAY BAN SUN GLASSE, List \$9.95 net \$8.30
GRADE A FABRIC 68 in. WIDTH, List \$2.00 yd. net 1.55 yd
HYDRAULIC FLUID, 3850-D \$2 85 gal. list net \$1.70
SOLDERING IRONS, Surplus, 200 Watts special \$2.25
REINDEER FLING MITTS, Sheeplined \$3.95
(1 to 6 pairs, net \$3.45; 6 or more, net \$3 25)

Phone Nestor 0316. Write or fly in to
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BY CENEVA

A helping hand and a bit of hospitality will help in building our airports. A North Dakota flier, we'll call him Mr. X, recently landed at a Dakota airport on one of our strong gusty, windy days. He taxied to the flight line without assistance. Finding no available space, and with the little plane tilting first on one wheel and then on the other, he started for and ultimately made it to the opposite side of the hangar. The airport manager, slowly walking toward the pilot, said "You can't leave your plane here." Mr. X asked for hangar space. The reply, "Sorry, we haven't any room." The exasperated pilot, meanwhile hanging desperately to the flopping aircraft, then retorted "Then give me a shovel and help me bury the *!)&(\$ thing!"

A pilot CAN get a ticket for violating the "Right of Way," Senator Claghorn, of radio fame would say, "That's a joke, son." Only, this time, the joke was on the editor of the Dakota Flyer. I was down at Fargo and was travelling merrily down a one-way street and met some fellows coming the other way. Result three bent fenders—and right in front of the police station, too! I didn't think the old wheeze, "Well, it was a one-way street and I was only going one way" would work, so I meekly followed the policeman to the traffic court judge with my check book handy. The court decided, thank goodness, that it was just a regrettable accident, and inasmuch as all parties were satisfied, there would be no charges. His final remarks were "Perhaps, though, you would be safer flying over the police station next time." It just goes to show what may happen to an air-minded gal when she gets to travelling around on the ground.

Have you pilots ever tried to find a "big yellow combine behind a barn in a rich farming district?" Recently we landed alongside a highway, hailed a passing motorist, and obtained those directions as we tried to find the Roy Grayson farm down in Adams county. The motorist assured us that we couldn't mistake the big yellow combine. We took off and started looking. Apparently, to us, every farmer had a big yellow combine. We must have counted 25 or 30 before we

gave up—and all of them seemed to be behind the barn. Do all farmers have big yellow combines and are they all behind their barns? I'm waiting for that Flying Farmers' Guide, soon to be issued for North Dakota. Then I, along with a lot of you other pilots, won't have to spend so much time reaching destinations through haphazard landmarks.

Much comment has been heard about the article in the January Dakota Flyer headed "Cheap Lighting for Small Airports." The cost was \$2600. "Isn't that just like a woman?" the comments indicated. Well, to me, for the benefits to be gained, it is inexpensive. And I'll stick to that contention.

Program For Air Marking

Vernon Baltzer, heading the Legion Air Marking program with the assistance of Erling Nasset, Director of Aeronautics, have been working on plans for the Air Marking which will be made this summer.

\$1200 was to be appropriated for the airmarking of the state. This was to be used on a 50-50 matching basis. A letter has been sent to Chicago by Erling Nasset, requesting this be sent in a flat sum. This will be used for necessary material. No answer has been received as yet.

North Dakota will be the first state to adopt a statewide program of this event.

Surplus Planes For New England

George Koppinger, New England, is convinced the twin engine Cessana is his favorite plane (barring the Ercoupe). George probably has the largest collection of Army Surplus planes of any small town in North Dakota.

He is making preparations to leave for Fort Worth, Texas to ferry a surplus Cessana (for \$150 who wouldn't buy one). Besides the B-24 Liberator Bomber that adds to the attraction of his small town field, he has a surplus fighter plane P38, PT19, and two twin engine Cessanas.

If George knows of a bargain surplus plane, he'll bring it to New England.

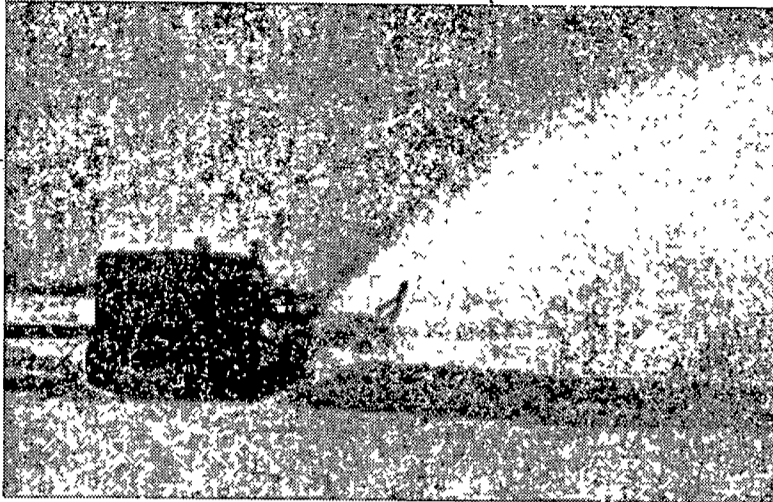
Minot Buys Rotary Plow

Hobart Myers, manager of the Minot Municipal airport, made a trip to Dubuque, Iowa to purchase a new Rotary snow plow.

The new plow is a five ton Model S U F W D truck with a Model L M U Snogo mounted on the plow. Myers says, "It really works well with a 110 hp motor." This is used in connection with a 1946 V-8 heavy duty truck that has a one way 10-ft. plow.

North Dakota's snow doesn't worry the Minot airport any longer and planes can land with wheels all the year around.

OPEN FOR TRAFFIC



The above photo shows a snow plow and maintenance men busily engaged clearing runways after a heavy valley snowfall. Hector Field at Fargo services many transient Army, Navy, Airline Transport, and private planes operating with wheels. It there-

fore becomes necessary to keep the field free of as much snow as possible. It isn't long after the heaviest of snowfalls in the Valley before "Fargo Municipal airport is open for traffic."

took care of all the aviation activities is now replaced with many buildings including several flight schools.

Joe was surprised to see Ed Schroch operating one of these services. In 1928 Ed was making his first solo flight at Grand Forks. Now Ed is a veteran of many thousand flying hours.

Joe Bechtel enjoyed his visit and with pride noted the progress and expansion which has made Hector Field one of the most modern and inspiring fields of today!

ALWAYS REMEMBER—THE GOOD PILOT IS THE SAFE PILOT

Bechtel Visits Fargo Airport

Joe Bechtel, New Brighton, Minnesota, recently stopped at the Fargo airport after being absent for 19 years! There have been many changes since 1928.

Joe recalled Northwest's first airline that had a single flight a day schedule. The old Hamilton's, Jennys' and biplanes were the only planes to be serviced at that time. Now Army and Navy fighters, trainers, transports and hundreds of civilian aircraft land every day at Hector field. The one building that formerly

**CIVIL AERONAUTICS ADMINISTRATION
GENERAL INSPECTION BRANCH**

Proposed Itinerary for the Month of February 1947

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

- Date
- 10 Fargo, Hector Field, Flight Test
 - 11 Bismarck, Municipal Field, Written and Aircraft Inspection
 - 13 Dickinson, Worth Field, Written & Aircraft Inspection
 - 17 Fargo, Hector Field, Aircraft Inspection
 - 19 Grand Forks, Municipal Field, Written Flight Tests and Aircraft
 - 24 Fargo, Hector Field, Flight Tests
 - 25 Wahpeton, Written & Aircraft Inspection

DONALD L. THOMPSON,
Sr. Aeronautical Inspector,
209 Walker Building, Fargo, N. D.

Classified Ads

RATE — \$1.00 Minimum. Over 25 Words — 4 Cents Per Word.

THE CLOSING DATE FOR ALL ADS 20TH OF EACH MONTH

FOR SALE

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

FOR SALE: 1941 CUB CRUISER with Beech-Robie Controlable pitch prop \$2400.00 Write Duane Larson, Mgr., Wyman Field, Mott, North Dakota.

FOR SALE — 1946 Taylorcraft BC12D, side-by-side, Blue and Silver Always hangared Never damaged 133 55 total time 100 hour check run \$2200 with new skis Am getting bigger plane Dr C. J Mahowald, Parshall, N. Dak

1941 AERONCA TRAINER Just re covered Better than Grade A Fabric New Windshield New Tires \$1850, Duane Larson Wyman Field Mott, North Dakota

1946 AERONCA CHIEF, 120 hrs. Always Hangared, excellent condition Chas Wyman, Wyman Field, Mott, North Dakota

FOR SALE

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

LET THE DAKOTA FLYERS BUY AND SELL YOUR AIRPLANE AND PARTS!

FOR SALE—BT-13 Licensed. 80 hrs Since Major 680 hrs total A&E Will Deliver \$1400.00 Jim Smith, Regent Flying Service, Regent, North Dak

FOR SALE — Stinson 150. Perfect condition 375 hours General Electric radio Blue and yellow. \$4900 Floyd Plath, Kindred, N D

FOR SALE: 1 South Bend Lathe— 6 foot between Centers \$350.00 E R Schaeffer, Medina, North Dakota

FOR SALE 1 Storm Fly Cutter Re-boring Bar Perfect condition \$350.00 E R Schaeffer, Medina, North Dakota

WANTED

WANTED—LICENSED FLIGHT INSTRUCTORS Monthly Guarantee. Bismarck Aviation Center, Bismarck, North Dakota Phone 818

FOR SALE—TAYLORCRAFT Tandem Trainer 65 HP Cont Motor, 15 hrs Since Major New Cylinders, Crankshaft, Windshield & Cables. \$1475. Wayne Mulenburg, Enderlin, N. Dak.

Advertising Speaks:
IT PAYS TO LISTEN
Read The Ads

NATIONAL GUARD BECOMES ACTIVE

Hector Field, Fargo, one of 72 airports selected to conduct a National Guard Fighter Squadron in the United States has begun flight training

22 Officers have started flying Army AT-6's The group intend to have 25 military aircraft stationed at Hector field

Lt Col Richard D Neece, Commanding Officer states, "There is still an urgent need for enlisted men and officers to make up the 353 that have been authorized to the 178th Squadron."

The men meet every Wednesday at the city auditorium at 7 30 P.M. Each officer has been allowed scheduled flying in the AT-6 now stationed at the base

178th Fighter Squadron

Major Robert A Shaw, Capt. Harley E. Horken, Capt Albert J Stern, Lt Ray L. Amundson, Lt Ralph L. Harmon, Lt Donald C Jones, Lt Cornelious P Pikey, Lt Orin L Stenehjem, Lt Earl W. Sornsin, 2nd Lt George F. Gorman, 2nd Lt John Howard, 2nd Lt Robert L. Johnson, 2nd Lt Robert J. Rosatti, 2nd Lt Donald J. Satrom, M Sgt. Robert E. Cole, Pvt Alfred S. Dale, Sgt John Eberle, T. Sgt. Leland L. Flatland, PFC Charles W. Goetz, Sgt Otis M. Gryde, Sgt Ralph W. Hanson, Sgt. Lawrence V. Johnson, S. Sgt. Alfred L. Kvant, 1st Sgt Calmer M. Monson, Sgt. Harold W. Mudderman, S Sgt Willis D. Muir, S Sgt. Vernon L. Pepple, Sgt John B. Sigerson

Detachment B, 223rd Air Service Group

Capt Homer G. Goebel, Capt. Ernest A. Winterquist, Lt. Wilfred G. Housenga, PFC Archie L. Brenden, 1st Sgt. Stanley L. Czaplowski, S. Sgt. Niel E. Clason, Cpl George P. Cluka, Cpl. Roy A. Cluka, Sgt. Joseph F. Costello, T Sgt Leo W. Hyatt, S Sgt. Phillip C. Eastland, S Sgt John Korol, Pfc Richard W.

DAKOTA FLYER

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

GENEVA SCHOW
Owner-Editor

SUBSCRIPTION & ADVERTISING RATES

SUBSCRIPTION RATES —
\$2.00 Per Year

Display per column Inch
Per Column Inch \$2.00 per issue
With Picture \$1.00 Extra

CLASSIFIED ADVERTISING RATE \$1.00 Minimum — 25 words 4 Cents extra for each additional word. (Count names and addresses in each adv.)

CASH WITH EACH AD
Closing date for all ads is the 25th of each month!

Lee, Cpl. Lester V. Lien, Pfc Byron A. Matson, Pvt. Arnum W. Melchert, S. Sgt. Fredrick W. Quam, S Sgt Duane V. Rindy, Sgt. Leo J. Schatz, Cpl Raymond H. Swamm.

Utility Flight 178th
Capt. Fred L. Hall, Lt. William W. Warner, 2nd Lt. George H. Line, 2nd Lt. Daryl C. Wetherbee, T. Sgt. Raymond W. Buchanan, S. Sgt. Donald G. Charson, Pvt Donald P. Teigen.

Class A Weather Station
Capt. Nielo K. Lampi, Pvt John D. Quinn.

Opens Door To Cool Off

Bismarck, N D — Peggy O'Brien stewardess for Northwest Airlines, felt a draft in the plane's cabin When she investigated she found that a passenger had opened the emergency door, complaining it was "too hot," had merely opened the door "to cool things off"

"DO NOT BE ALARMED BY THE INCREASE IN GROUND SPEED RESULTING FROM A DOWN WIND TURN" (Always maintain sufficient speed, and this means AIR SPEED!)

"WHEN ENGINE QUILTS ON TAKE-OFF, LAND STRAIGHT AHEAD"

"LOCAL TRAFFIC REGULATIONS ARE PATTERNED TO SAFE-GUARD FLYING"

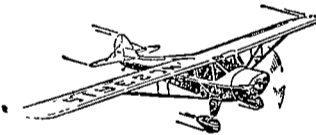
— AIRCRAFT BARGAINS —

FIRST COME, FIRST SERVED

- 1946 ERCOUBE 300 hrs, total, clean \$2600.00
- 1946 CESSANA 140 SPECIAL DELUX 86 hrs. total Blue Wings and Red trim, Hand rub Finish. Grade A fabric, L Lights, Instruments, Two way Radio, 17 hrs since motor modernized, High Buff finished fuselage. \$3100.00
- 1946 ERCOUBE DEMONSTRATOR, Hand Rub Finish, Built in Radio, 80 hrs. Total A REAL BUY; \$2950.00
- 1946 T CRAFT DELUX-74 hrs. Total, L Lights, Hour Meter, Aerial, Like NEW, A STEAL! \$1950.00
- 1941 CUB J-3F 60 Just Recovered and Modernized to 1946 Requirements—Have 2 of these. \$1450.00
- 1940 CUB J-3F 60 Just Majored, Clean. \$1175.50

NORTHWEST AVIATION INC
Write or Phone Nester 0187 South St. Paul, Minn.

HANGAR & TIE DOWN Visiting PILOTS WELCOME



DEALERS FOR FAMOUS "TAYLORCRAFT"

DAKOTA FLYERS

Wyman Field, Mott, North Dakota
DUANE LARSON, Mgr.

See or write us about immediate
TAYLORCRAFT DELIVERY

Blaine Fockler



BLAINE FOCKLER, Garage Owner, and Implement Dealer, a business man that finds an airplane a great asset.

He flies his customers to Bismarck, they drive their new Plymouth or DeSota's to Dunn-Center

Many instances, immediate repairs are needed to finish an auto or tractor. If they were to wait, after phoning for them to arrive by train, it would possibly take two days. However, Blaine flies to the cities, buy his repairs and has the automobile ready for the customer in less than a day!

Blaine has been interested in aviation since a child, his ambitions became a reality two years ago when he learned to fly at Sax Aviation School, in Dickinson. Later he joined the Ilo Flying Club, at Killdeer. Last May he received his private license and bought a new Luscomb. He flew his own

plane from the Luscomb factory His family does not fly, but are eager to ride along on Sunday jaunts and X-Country flights Blaine Fockler, is on business man that is convinced that flying is the efficient means of transportation for the BIZZIE BUSINESS MAN'

Canfield To Run Survey

Ed Canfield, one of North Dakota's, most well known aviators who has been absent from North Dakota airports for some years, writes that he is running a survey for the International Nickel Company in Canada

In about two weeks he intends to extend his flights farther north He says, "Things are working out beautifully" But he's keeping his fingers crossed "The planes," Ed says, "are operating on wheels There is two feet of snow where we are at the present time, and it is being added to FAST An emergency landing in this area, except on plowed fields, would mean the loss of an aircraft"

Ed Canfield is known to many of our aviators who pioneered in North Dakota, and we are certain that this news is greatly welcome and appreciated. Although he has been away from the state for many years, we still have many hearty wishes for many more successful flying hours to a fine fellow pilot!

Go On Alaskan Goodwill Flight

A party of 30 businessmen from the Twin Cities and Duluth including H. D Paulson, editor of the Fargo Forum, and several other newspaper men took off from Wold-Chamberlin airport in Minneapolis January 28 on a goodwill flight to Anchorage and Fairbanks, Alaska.

Sponsored by the Chambers of Commerce in the Twin Cities, the business leaders are making a bid for air commerce over the northern air routes and repaying a visit to this area by 21 Alaskans last June 20

Flight Tests For GI's Authorized

The C.A.A. Medical Division has worked out a procedure with the Veteran's Administration whereby flight tests will be authorized for veterans enrolled in commercial courses if the the veteran is otherwise qualified for a commercial license at the the completion of the course

The defects must be such that they can be compensated for through aeronautical experience, ability and judgment to receive flight test authorization

(Continued from page 1)

AVIATION BILLS ARE DISCUSSED

Howard Henry, Westhope, treasurer of the North Dakota Flying Farmers Association, said, "There is growing demand for airports and legislation to Regulate Aeronautics" "I don't see how we can put Aeronautics under the Public Service Commission They are two separate ideas"

Myron Atkinson, Bismarck, executive-secretary of the League of North Dakota Municipalities, and Homer Ludwick, of the Fargo Chamber of Commerce, opposed Senate Bill 41 which would designate the Aeronautics Commission to handle Federal Air Airport Funds

Ludwick said, "It is not in the best interest of the cities and it

would take away some of the power they now have". Atkinson said, "The League doesn't feel a state agency should have the right to veto development plans of municipalities when those subdivisions have to put up the money"

Defending the bill, Representative Vernon Johnson, Richland County said, "The basic idea is that the Federal government has been setting up various programs and providing funds and then turning over much of the responsibility to the states Already larger cities are coming to the state for assistance and it is necessary in this instance for a state agency to give over-all guidance"

A Senate sub-committee was appointed to study the two bills and final action will be taken very shortly, Chairman Rue of Burleigh, said

NOTICE

Readers of the Dakota Flyer are advised of an error in the Northwest Aviation adv. on Page 5.

The advertisement should read as follows:

Latour Oil Tank & Intake Pipe \$6.00
A-2 Jackets \$13.00
If you have need of any of the above items, Phone Nestor 0137 or write to NORTHWEST AVIATION, INC. South St. Paul, Minnesota

PILOTS IF YOU DRIVE STOP AT August Perske's GARAGE CENTER, NORTH DAKOTA

LEMMON AIRPORT DEALERS FOR Aeronca — Bellanca & Sea-Bee IMMEDIATE DELIVERY! AERONCA "CHIEF" AERONCA "CHAMPION" And BELLANCA LEMMON AIRCRAFT CO LEMMON, SOUTH DAKOTA

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 WASHBURN, N. DAK.

Wanted-Parachute At Once FOR ANYTHING YOU NEED TRY OUR WANT ADS

SUBSCRIPTION ORDER BLANK DAKOTA FLYER MOTT, NORTH DAKOTA YOU CAN COUNT ME IN ON A YEA'R'S SUBSCRIPTION TO THE "DAKOTA FLYER" ENCLOSED YOU'LL FIND \$2 (TWO DOLLARS). NAME ADDRESS CITY STATE