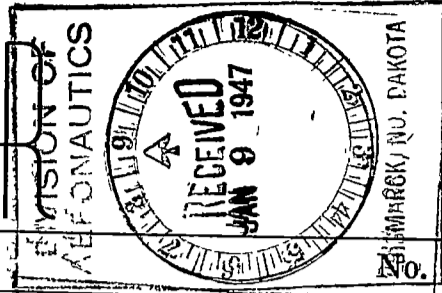


DAKOTA FLYER



Vol. I

Mott, North Dakota January 1947

PROPOSED STATE LEGISLATION GOVERNING AERONAUTICS

MODEL PLANE CONTEST



Phillip Benedict

Winner of the grand championship in the model airplane display contest sponsored by the Fargo-Moorhead squadron of the Civil Air Patrol is Phillip Benedict, 122 Fourth st. N, Moorhead, shown here with the model P-80 jet fighter which he built. He also won first prize in the fabric gas model contest. Other winners in that class were John Ulteig, Fargo, second, and Harry Panchott, Moorhead, third. Winners in the other three classes were: Rubber models,

James Olson, Fargo, first; Don Lynne, Fargo, second and Erwin Samuelson, West Fargo, third, planked gas models, Dwain Belcher, first; Peter Tennois, second, and Gary Kurowski, third, all of Fargo; solid model, James Swanson, first and Jackie Davidson, second, both of Fargo.

Lt. Karl Ording, cadet training officer, said the contest will be an annual event. A flying model contest is planned in June. (Fargo Forum Photo.)

Air Reserve Officers To Meet At Bismarck

All North Dakota members of the A.A.F. Reserve Officer's program are urged to attend a special meeting at the Prince Hotel January 13. Commanding officers from various states will be present to discuss the necessity of an Air Reserve Base

in North Dakota. Bismarck Municipal Field was approved by army officials as a smaller reserve base. However, the government cut down on appropriations for all small bases. The topic of discussion at the meeting will be showing the

Baltzer In Charge Of Air Marking

Announcement was made today by Harry E. Polk, Department Commander of the American Legion, that he had named Vernon H. Baltzer of Napoleon to have charge of the Legion's air-marking project in North Dakota.

Baltzer, who had three years as an instructor in the Central Training Command for the Army Air Forces during World War II, is also a member of the Flying Farmers organization in the state and had been a civilian pilot before the war.

He has shown much interest in aviation development, and in accepting the appointment from the Department Commander said, "We will carry this project through for the American Legion to successful conclusion."

The plan, Baltzer added, would be to name a chairman for each of the ten Legion Districts in the state who in turn would be responsible for securing the cooperation of all the Posts in his district.

It is then planned to designate a month next spring as the Legion's "air-marking month," during which period every individual post will supervise the marking of its town in accordance with plans laid out by the state chairman during the winter months.

Baltzer said that he is assured of the cooperation of the Flying Farmers organization as well as the State Aeronautics Division in carrying the project through to completion and added that when the job was done "North Dakota would be the best air-minded state in the nation."

necessity for a larger base with 10 or more army planes. The Reserve Officers feel that it is greatly needed as there are at the present time over 200 active reserve officers in the state. They feel a C-47 carrying only 20 officers is not adequate transportation for the 200 Reserve Officers which should derive the same benefit and privileges of every reserve pilot.

The latter part of this month, 20 pilots will be flown to Minneapolis. They will have their physical examinations and sign up for active service with the reserve.

An act providing for a separate commission is being brought before the North Dakota legislative assembly. At the present, a commission exists as a Division of Aeronautics under the Public Service Commission.

The ultimate aims of such a commission will be to further public interest in aviation. Measures are provided for establishing uniform laws, and regulations relating to the development in North Dakota aviation.

These provisions state the powers and jurisdiction the commission may enforce. Giving them the authority to impose such duties as it may require to perform all functions of the governing body properly. However, Erling Nasset, director of aeronautics states to "alleviate all fears and suspicions these powers will be enforced only should the necessity arise."

The commission will consist of five members. One member will be chosen each year. A nominating committee comprised of the Chief of the Supreme Court, Commissioner of Agriculture and Labor, and Chairman of the League of Municipalities. They will accept names of nominees from any aviation organization. Members must unanimously select three names to be sent to the Governor who will then appoint one of the three to fill the existing vacancy.

The director may be appointed by the commission. He must have some knowledge of aeronautical education. He must also be acquainted with the present aviation needs, and have practical aviation experience. The director is expected to devote full time to his duties. He will

(Continued on Page 8)

C.A.P. Purchases A Link Trainer

Captain Gerald McCoy, Fargo, CAP Liaison Officer, reports the Fargo Squadron of the Civil Air Patrol in North Dakota has recently received their Link-Trainer.

The Link-Trainer will be used extensively as an aid in the training of members of the patrol.



YOUNG FLYING FARMERS



Four Christman brothers are well on their way to becoming flying farmers. These four boys are operating and managing a 2500-acre ranch some 20 miles south of Mott, North Dakota. Since the boys have returned from the service, their greatest ambition is for each to get his license so that their Ercoupe may start doing some of this handy farm labor all flying farmers are bragging about. They have a considerable number of cattle which will be looked after by plane.

Left to right in the picture above taken when the Christman sons were home from the service are Art, 23, SM 2c, in the service for 2½ years. He has already 35 hours of solo time.

Hank, 27, was a Navy Chief for 3 years. He has started taking flying lessons in their new Ercoupe. Christ 24, also a Navy man, spent 3 years in the service of his country and has nearly 35 hours and will soon get his

private license Elmer, 20 has just started his lessons. The other brother discharged from the army is working as an advertising agent, and unlike the other aviation enthusiasts of this Christman family he hasn't taken to the AIR!

These boys together with their farm work, are striving for the goal, which has marked so many of our farms and ranches with convenient little airports and private hanger facilities.

STATE PATROL

By Erling Nassett

Automobile accidents, in contrast to the tremendous benefits derived from the ownership and use of automobiles, are one of the most devastating scourges of American people. Automobile accidents account for more deaths in a single year than any single year's casualties suffered during the last great war. In reality your son, daughter, husband or boy friend is actually more likely to meet death as a result of an

automobile accident than he is in the service of his country during war.

It is obviously impossible to completely eliminate automobile accidents but, as a beginning, much might be done by the employment of adequate and well trained men on a statewide basis to more efficiently police our state. Records prove that a great number of accidents are caused by drivers imbibing too freely of alcoholic beverages. Under the present statutes, our state patrol has jurisdiction only on public highways, and consequently cannot remedy a bad situation because they cannot eliminate or control the trouble at its source. However, this article is being written primarily on behalf of aviation. Automobile traffic and resultant accident

rate is mentioned because in the near future the privately owned airplane will be competing favorably in volume with the privately owned automobile. This is true particularly in North Dakota and the other Plains states where distances between business centers are relatively great.

A constant source of trouble to the general public, the airport manager, fixed base operators, and all sane and sensible pilots, is the addle-brained pilot, who by some strange coincidence has

(Continued on page 8)


Airport For New England

The city of New England is listed among the 23 North Dakota cities for which aeronautical features have been approved after inspection.

This inspection is necessary for participation in the Federal Airport Program, which allows a maximum of 25 per cent federal aid for land, and 50 per cent for airport improvement.

Communities wishing to participate in this federal program are advised to contact the Civil Aeronautics Administration at Bismarck, N. D.

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CITY STATE

**CIVIL AERONAUTICS ADMINISTRATION
GENERAL INSPECTION BRANCH**

Proposed Itinerary for the Month of January 1947
District Office Inspectors Donald L. Thompson NC-174
 Wm. M. Grocenthal C-502
Sub-Office Inspectors

- Date:
- 1 Holiday
 - 6 Fargo, N. D. Hector Field, Flight Tests
 - 7 Williston, N. D. Municipal Airport, Written and Aircraft Inspection
 - 9 Minot, N. D. Port O' Minot, Written and Aircraft Inspection
 - 13 Fargo, N. D. Hector Field, Aircraft Inspection
 - 14 Bismarck, N. D. Municipal Airport, Flight Tests
 - 16 Dickinson, N. D. Worth Field, Flight Tests
 - 20 Fargo, N. D. Hector Field, Flight Tests
 - 21 Jamestown, N. D. Municipal Airport, Written and Aircraft Inspection
 - 23 Detroit Lakes, Minn. Municipal Port, Written and Aircraft Inspection
 - 27 Fargo, N. D. Hector Field, Aircraft Inspection
 - 28 Grand Forks, N. D. Municipal Port, Flight Tests
 - 30 Devils Lake, N. D. Bell Airport, Flight Tests
- Written examinations every day except Saturday and Sunday, 209 Walker Building, Fargo, N. D.

Submitted By: Donald L. Thompson,
 District Office Inspector
 Date 12-6-1946

G.I.'S CHECK CUB TRAINER



Ralph Hastings, left, master mechanic at the "Bismarck Aviation Center" looks on while Leo Austin, G.I. Student, tightens the spark plugs on the Cub Trainer the school uses exclusively in their G.I. Training Program. Ralph, formerly of Lisbon, North Dakota, was recently discharged from the Army Air Force where he served as mechanic at Maxwell Field, Alabama. He was

stationed there with the heavy bomber group for 5 1-2 years. He intends to learn to fly. His papers are being processed for G.I. Flight Training. Leo Austin, Bismarck, is a veteran receiving his Private License under the G.I. Program at the Aviation Center located at the municipal field at Bismarck.

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WOKAL FLYING SERVICE
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 BOWMAN, NORTH DAKOTA
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1946 AERONCA CHAMPION. Less than 600 hours total. Engine just majored — New crankshaft Winterized. **\$2095**

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STINSON 105. New plexiglass windshield, propeller, and spinner. Two-way radio with RCA loop. Just relicensed. **\$1995.**

TAYLORCRAFT L2B Faired in. Recovered — Grade A fabric. Very clean. Total aircraft and engine time less than 250 hours. **\$1350**

STINSON Jr. S. Very clean. Late type Lycoming engine with overhead oil system. Primary blind group, RCA transmitter—two receivers. **\$2995.**

NEW BELLANCA CRUISAIR DEMONSTRATOR. Less than 100 hours total time. Attractive Discount.

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Accident Reports

For the first time **FACTS AND FIGURES** on airplane **ACCIDENTS** are being published for the flying public! The "Dakota Flyer," through the cooperation of Sr. Aeronautical Inspector Donald L. Thompson, reports the accidents for the period of June through September 1946 as follows: 45 accidents reported; 16 involved student pilots, 9 private pilots, 14 commercial pilots, and 6 in which no pilot was involved. Fatalities involved two student pilots and one private pilot and passenger.

Of these accidents, 14 involved pilot technique, 3 were due to causes unknown, and 3 involved violations (by students). Two accidents were caused by adverse weather conditions, fifteen by carelessness, and two by structural failures. The six accidents in which no pilot was involved were caused by wind damage and hail. **LET'S CUT OUR ACCIDENTS IN HALF! REMEMBER — DON'T VIOLATE CAR, Let them help you! CHECK Your Weather! Check Your Plane! Above all, BE ALERT! and Meet The Emergency with COOL AND CLEAR THINKING! Let's Prove to the Public that FLYING IS AS SAFE AS WE MAKE IT!**

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A.A.F. ACTIVE AIR RESERVE PROGRAM

Airport Sites Given Approval

Twenty-three communities have had airport sites approved for aeronautical features by the Civil Aeronautics Administration at Bismarck, N. D., announced H. P. Jandacek, District Airport Engineer, recently

They are. Ashley, Bismarck, Bowbells, Cavalier, Devils Lake, Dickinson, Fargo, Grand Forks, Jamestown, Minot, Mohall, New England, Noonan, Parshall, Ray, Rugby, Valley City, Wahpeton, Westhope, Wildrose, Williston, and Wishek.

This inspection and approval is necessary for participation in the Federal Airport Program which provides federal aid in the establishment and improvements of airports to the extent of 25 per cent for acquisition of land and 50 per cent for the establishment and improvement of airport facilities.

Several other communities that have already made formal request for federal assistance for their airports will soon be visited by CAA personnel for site inspections. Those who have not had but desire aid are urged to contact the District Office at 515 1-2 Thayer Ave., Bismarck, N. D.

Welcome News

First Drunk—Whassat sign say?
Second Souse — It sez, "Ladies Ready to Wear Dresses"
First Drunk — Well, it's about time, I'm sick of seein' 'em in slacks.

The Air Reserve will be composed of the Active Reserve and the Inactive Reserve. The Active Reserve, as outlined by the AAF's Air Reserve plan, will be to furnish, in the event of emergency, units effectively organized for rapid mobilization, expansion and deployment, plus additional trained commissioned and enlisted personnel for necessary replacements and expansion.

Personnel may resign at any time except during war emergency.

Members of the Active Air Reserve only will receive training—unit and individual. Unit training for all categories of rated and non-rated personnel will consist of weekly or semi-monthly training periods conducted at Air Reserve bases, plus an annual 15 day period of active duty. Individual proficiency training will consist of extension courses, classroom courses at Air Reserve bases, annual active duty and flying proficiency training for rated personnel

The pay is the same as for Regular Army Officers when on active service, including Base Pay, Allowances, Longevity, etc.

In addition to the training, there will be opportunities for extended active duty with the Regular AAF for special tactical training and to attend approved technological schools or research institutions.

Officers of the Active Air Reserve will be able to qualify for promotions. Promotions will be based on length of service in grade, efficiency, demonstrated command or staff ability and completion of designed profes-

"TODD" OLESON AND "CHIEF"



"Todd" Oleson, Lemmon, South Dakota and "Chief" ready to take off on a X-country flight. "Todd" before entering the Air Forces served as an instructor in various North Dakota airports and as WTS Instructor at Spearfish, South Dakota. He was discharged in 1945

from the Army Air Forces, and has invested in a part ownership in the Lemmon Aircraft Company at Lemmon, South Dakota.

"Chief" is very much the flying enthusiast and has been passenger with his master since a small puppy. He looks very happy about the prospective trip.

sional courses or equivalent experience. Officers nominated for promotion will be examined by a board of officers composed of an equal number of Regular AAF and Air Reserve Officers. Officers up to and including the grade of Lieutenant Colonel, who fail to qualify for promotion during the established period of service in grade, will be transferred to the Inactive Air Reserve.

Minimum time in grade in the past has been as follows: 2nd Lt. three (3) years; 1st Lt., four (4) years; Captain five (5) years; Major, five (5) years. Promotions are not made on time in grade alone. In addition to time in grade, an officer must attend periods of Field Training or complete satisfactorily prescribed extension study courses.

To qualify for the Active Air Reserve, officers must meet minimum requirements of training, efficiency and physical qualifications. Rated officers must have a currently effective Form 64. They must be under the statutory retirement age and be of appropriate age in grade. Rated officers will not be permitted to perform flying duties after they have become 31 years of age (whichever comes last), unless such officers are fitted for command or staff assignment, or possess valuable technical qualifications

You will have full opportunity, with your consent, to acquire additional practical experience through temporary active service and to receive promotion, by successive steps, to any rank for which you can definitely qualify.

A C-47 is scheduled to land at a designated port in North Dakota. The Reserve Officers will fly to Wold Chamberlain Field, Minneapolis, the nearest Reserve Officers base for this territory, to continue their training.

W-E-L-C-O-M-E P-I-L-O-T-S

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LEMMON, SOUTH DAKOTA



State Control.

December 20, 1946

Editor, Dakota Flyer
Mott, North Dakota

Dear Miss Schow:

Some concern has been evidenced by a great many aviation enthusiasts relative to the proposed legislation governing aeronautics in North Dakota. This letter may be published to help clarify the purposes of these proposed bills because it is hoped that the aviation interests as a whole will support these measures. There are five bills.

1. A bill creating an Aeronautics Commission rather than a Division of Aeronautics within the Public Service Commission. This Commission will have the power to promulgate regulations if they wish, but the law carefully stipulates that no regulations will be in conflict with Federal regulations, which in effect means that the Federal regulations, will in almost every case suffice for the purposes of regulation. Another part of the law governs primarily intra-state airlines operating with a certificate of convenience and necessity. Generally speaking, this law would give to the Commission power to promulgate rules and regulations if they become obviously necessary. The Commission membership will be chosen in a large part by the aviation industry itself. One member will be chosen each year by a nominating committee comprised of the Chief Justice of the Supreme Court, the Commissioner of Agriculture and Labor and the Chairman of the North Dakota League of Municipalities. They will accept names of nominees from any bonafide aviation organization, from which they must select three names to be sent to the Governor, who will then appoint one of them to fill the existing vacancy.

2. Bill No. 2 is aircraft registration in lieu of personal property tax. This bill has been drawn and modeled after the Motor Vehicle Code placing aircraft owners and dealers in almost identical circumstances with automobile owners and dealers. The fees to be charged in lieu of personal property tax are as follows: Maximum permissible take-off weight at 1 1-2 cents per pound, with a 15 percent reduction for each year after original-

ly manufactured:	0	1000 lbs. \$	15.00
1001	1500	18.75	
1501	2000	22.50	
2001	2500	30.00	
2501	3000	37.50	
3001	3500	45.00	
3501	4000	52.60	
4001	4500	60.00	
4501	5000	67.50	
5001	6000	75.00	
6001	7000	90.00	
7001	8000	105.00	
8001	9000	120.00	
9001	10,000	135.00	
10,001	15,000	150.00	
15,001	20,000	225.00	
20,001	25,000	300.00	
25,001	30,000	375.00	
30,001	40,000	450.00	
40,001	50,000	600.00	
50,001	75,000	750.00	
75,001	100,000	1,125.00	
100,000		1,500.00	

3. A bill authorizing state officials to take advantage of reduced rates on commercial airlines, but does not prohibit them from utilizing any other aviation transportation.

4. Authorization for a municipal five mill levy with which to maintain and construct airports.

5. Clarification of the aviation fuel tax, and in the event it is proposed, the major portion of the revenue produced to be diverted back to the airport from which the revenue was produced. In all probability, a sliding scale for volume purchase will be established. No attempt will be made in the law relative to the sliding scale to coddle the airlines but some kind of adjustment for almost 2,000,000 gallons purchased should perhaps be made. It is the purpose of the aviation fuel tax in North Dakota, providing it is established, to be a benefit tax primarily for the construction, reconstruction and maintenance of public airports, which, of course would include private airports open to the public.

It is the purpose of the Aeronautics Commission to further aviation progress in North Dakota. Every effort will be made to maintain the status quo, and only upon evidence of necessity will the commission promulgate rules other than those promulgated by the Civil Aeronautics Administration.

The purpose of the aircraft registration law is not primarily a revenue producing law, but rather a system by which the

Commission might determine the number and location of aircraft and pilots, determine safety trends, etc. and to make more equitable the tax imposed upon aircraft. At the outset, this bill was asked for by pilots themselves, and concern about it was a surprise to the Commission.

When all the bills have been placed in final form, copies of them will be mailed to all aviation organizations and anyone else may obtain copies by request. When the Legislature convenes, it is the privilege of everyone to be present and either support or oppose these laws. It is our sincere desire and hope that aviation will support them.

Sincerely yours,
Erling Nasset, Director

Grand Forks, N. D.

The Dakota Flyer
Mott, N. D.

Dear Editor:

Enclosed find our check to your order for \$2.00 in payment of subscription for one year.

We enjoy your magazine very much and feel it will be very helpful in promoting aviation in our state.

Yours very truly,
C. J. Amundson,
Airport Mgr.

Jamestown, N. D.

The Dakota Flyer
Mott, N. D.

Dear Madam:

Enclosed is a check for a year subscription to your interesting little paper. I received the November and December numbers and enjoyed reading them very

much.

Wishing you much success in your newspaper work, I am,
Very truly yours,
Harry R. Buehler

Fort Clark, N. D.

Dakota Flyer,
Mott, N. D.

Dear Editor:

We have received and read both editions of the "Dakota Flyer", and we think you have a very interesting paper for North Dakota flyers.

Wishing you the best of success as you continue your publication.

Enclosed find \$2.00 for a year's subscription.

Otto & Myrtle Skager

Minot, N. D.

Dakota Flyer
Mott, N. D.

Dear Editor:

I am enclosing herewith \$2.00 for a year's subscription to the "Dakota Flyer."

Wishing you much success in your chosen work and may you always have happy landings.

Sincerely yours,
Ben Huset
Weather Forecaster

Bismarck, N. D.

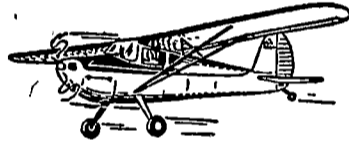
Editor, Dakota Flyer,
Mott, N. D.

I am a farmer and learning to fly I enjoy it very much.

Here's wishing you lots of luck with your paper. I enjoy reading the "Dakota Flyer" very much.

Yours truly,
Joe Couch

Cessna



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PRIVATE FLYING THREATENED

Private flying everywhere is having to meet with the possibility of state control of aviation. Those already empowered with state government programs are spending considerable time and money to repeal laws. It is relatively simple to discourage such laws, but difficult to do away with them once they become legal.

Private aviation in North Dakota is not prepared to cope with heavy tariffs, taxation, and regulations that an authoritative state governing body may impose upon pilots and plane owners. A state commission, such as is being proposed, will require a considerable amount of revenue to properly operate. Undoubtedly, private pilots would have to pay the major portion of this extra expense. To our mind, private flying in North Dakota just isn't prepared to assume this extra expense at this time.



The greatest problem before every small operator is to secure a conveniently located airport with moderate hangar space for the local pilots, and an office for his personal belongings. The qualifications for the common or special carrier in the proposed bill may require adequate and reasonable services, equipment, facilities, and waiting and rest rooms in connection with transportation offered. The majority of these operators do not have sufficient revenue to provide all these facilities. Is he expected to discontinue all passenger flights because he lacks all of these facilities? To be sure, every operator devoutly wishes and is striving for all possible conveniences for his customers. Give him a few more years and, as aviation expands, he will have them. Too strict regulations at this time, however, will discourage such growth.

Placing the airplane with the motor vehicle under legislation may be dangerous. At the present time there are laws governing commercial truckers, etc., that could endanger many commercial pilots, were such restrictions to be imposed upon them. At present, commercial pilots can carry passengers for hire. If motor vehicle laws should control aviation, a commercial pilot would have to obtain a special license for himself and his plane before he could fly for hire. Automobile owners and operators would certainly not be in favor of purchasing both a Federal and state license!

Without a doubt, aviation in the future will require certain changes that state authorities will have to control. At present, aviation in North Dakota hasn't reached the stage where it can withstand too strict regulation. Flying in this state is still in its infancy and too many regulations will jeopardize further expansion!

CHEAP LIGHTING FOR SMALL AIRPORTS

Washington, D. C.—Small airports can be lighted for night flying at a cost of about \$2600., the Civil Aeronautics Administration reports, on the basis of an experimental installation at Lafayette, Indiana, now undergoing service tests.

The installation at Aretz Airport, just outside Lafayette, was built for study of effectiveness, original cost and maintenance problems, by the Experimental Station of the CAA at Indianapolis, where a two-color airport boundary marker light has been developed. Results thus far show that the lights identify the airport for a pilot flying at 1,000 feet from a distance of 15 miles, and in an exceptional case, the lights have been seen from 30 miles away. Operating costs for

current, on the basis of the first 30 days, amounts to about 15 cents an hour.

The tubular lights, mounted in pairs parallel to the ground, show red on the disc toward the airport, warning the pilot taking off that he must be in the air when he crosses the boundary, and green from the outside, showing him it is safe to land beyond the light. A new kind of gas tube light containing especially purified neon gas is used for the red light and a similar tube filled with argon gas provides the green light. They are mounted in front of reflectors in a unit covered by tempered plate glass impervious to extreme heat and cold changes. Each light is visible from 10 degrees below the

(Continued on Page Eight)

ILLEGAL HUNTING FROM AIRCRAFT

The U. S. Department of Interior, Fish and Wildlife Service, and the Civil Aeronautics Administration wish to caution pilots and hunters against the use of aircraft for hunting of wildlife.

The Regulations Relating to Migratory Birds and Certain Game Manuals prohibit the taking of migratory game birds from or by means, aid, or use of an automobile or aircraft of any kind, the taking of waterfowl by means, aid, or use of cattle, horses, mules, or live duck or goose decoys, the concentrating, driving, rallying, or stirring up of waterfowl and coots by means or aid of any motorboat, sailboat, or aircraft of any kind. A violation of this provision is punishable by a fine not to exceed \$500.00.

The Civil Aeronautics Administration in the interest of preventing aircraft accidents points

out that the low and hazardous flying usually incident to herding or stirring up of birds or game by aircraft in many cases may also constitute a violation of Section 60.101 of the C.A.R. which provides that 'No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.' Violations of this regulation may result in the suspension or revocation of the pilot's certificate.

"So much for the laws involved," says J. W. Gullmartin, Chief, Flight Personnel & Agencies Division, "the rest is left to your good sportsmanship."

American Legion, and his aviation committee to undertake the tremendous task of properly air marking North Dakota.

For any one organization to sponsor and carry out such a program will require a great amount of effort on the part of those directly concerned, and the whole-hearted cooperation of all cities and individuals asked to assist. The American Legion will need each and every one of you to cooperate to the fullest extent with whomever contacts you with respect to the air marking program. It is truly a worthy undertaking for a worthy organization and only the finest kind of cooperation will see its successful completion. Let's back the American Legion in the marking of every town and village in North Dakota, and make this one of the most popular and best marked states in the USA.

LEGION PLANS AIR MARKING

Perhaps one of the most vitally needed safety measures is the proper marking of cities and towns. In North Dakota, where the weather can and frequently does, change rapidly from CAVU (Ceiling and visibility unlimited) to rain, fog, sleet or blizzard, an adequately marked city, town, highway or airport could be easily the means of saving a pilot's life.

At a meeting of North Dakota's aviation enthusiasts, the subject of air marking took up considerable time, resulting in a most generous offer by Harry Polk, commander of the North Dakota

When I was very young I knew

Exactly what I'd be;

I wish I could remember what I planned to make of me.

VETERANS FLIGHT INSTRUCTION

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Airplane Repair

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Hangars at North End of Field BISMARCK, N. D.

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America's Personal Lightplane

— REPUBLIC SEA-BEE — BELLANCA —
— CRUISER SENIOR — PIPER SUPER CRUISER —

"AIR FACTS"
WEATHER ELEMENTS
AFFECTING FLIGHT

THUNDERSTORMS—When an area of low pressure is passing to the North of a given locality (in North America) the cool, dry northwest wind to the southwest of a storm center, will by underrunning the lighter air, lift it and cause an upward draft of warm air in such a way that a cloud begins to form in the manner already explained. When the updraft of warm air has once started, the process continues with increasing rapidity and a thunderstorm, or series of thunderstorms will result.

Thunderstorms, as a rule, last only 4 or 5 hours, but due to their movement, the duration in one place seldom exceeds an hour or two. From a very small beginning, thunderstorms often increase to an area of 100 to 150 miles. Their general shape is more or less oblong, the front being 4 or 5 times the depth. They occur most frequently in the late summer afternoon.

The thunderstorm consists of a large cumulo-nimbus cloud, preceded by a violent squall wind. The squall wind is the result of a rapidly descending cool air within, forcing up the warm air just in front of the storm. As such storms usually occur along a line separating two masses of air on the windshift running in a general southwest direction from a well developed low-pressure area, they are sometimes termed **LINE SQUALLS**.

In back of the squall wind is a strong down current of cool air, followed very closely by heavy rain accompanied by terrific thunder and lightning.

Should a pilot find a thunderstorm in his flight path, he may, if the storm is small, fly around or over it. In either case, it must be given a wide berth. If the storm area is so great that flying around it is not practicable, the only safe course is to turn back and run from it until a safe field is located, land and wait for the storm to pass.

FORMER "WASP"



Miss Viola Thompson
Viola Thompson was the first woman to receive her commercial license from Hector Field in Fargo. Shortly after receiving her commercial license in 1942, Viola entered the WASP Training Command. She piloted Lockheed

Vetulia Bombers towing targets for United States Army Air Force Training Command posts throughout the United States.

At the present time she is stationed with CAA weather communications as a station operator on the West Coast.

Proposed Repair Station Changes

The re-writing of Part 52, Repair Stations, is being contemplated. The following three-way plan is being considered and discussed with operators of both approved and unapproved repair stations.

Written comments and recommendations are required in order to convey the public reaction to

the Washington office. Each operator is requested to submit to the Fargo office his comments and recommendations.

The purpose of this change is to raise standards of maintenance throughout the industry.

Present plans are to Rewrite Part 52 to clarify stations as to

(Continued on Page 3)

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(Continued from Page 6)
Zenith, and through a horizontal angle of 150 degrees. Enough heat is generated by the tubes to keep the glass cover free of snow and ice. The units are expected to cost not more than \$100.00 each.

By using ceramic electrodes in the tubes, it is possible to operate the lights at 750 volts instead of 15,000 volts. This materially decreases maintenance costs, obviating short circuits caused by such things as spider webs. The lights are twenty times as bright as the neon tubes used in electric signs.

Because most private fliers do not operate in instrument weather, the usual spacing of 300 feet for boundary lights was increased to about 900 feet for boundary rectangular field. The definition of the landing area is satisfactory. A few additional lights would be necessary in odd-shaped fields, or those shaped like a "T" or an "L". The Aretz installation includes four 45 foot poles to carry obstruction lights and a folding steel pole for the illuminated wind cone.

Proposed Repair Station Changes

(Continued from Page 7)
echelon of type of work performed rather than the old system.

To provide for an approved manual of company procedure and policy with respect to maintenance, including list of facilities.

The plan will abolish present requirements of calling out minimum equipment in Manual 52. To make employment of a designee, a requirement for the approval of a repair station.

The second plan is to abolish

the present system of approving repair stations and to create a new system of "Approved Aircraft Facilities" whereby we approve a station for a particular model or models of aircraft based on manufacturer's approval of the repair station as a manufacturer's approval and authorized service station.

The Third Plan is to abolish all approved repair stations, to initiate a campaign to encourage manufacturer's to appoint service stations with high requirements for the maintenance of their franchise, also to concentrate on improving performance of designs and last to clarify the above to the public through various mediums.

STATE PATROL

(Continued from Page 2)

obtained a pilot's certificate, and who every so often goes berserk and dives and zooms over cities, homes, farms, and other congested areas, placing in hazard human lives and property. Not only have the aforementioned airport managers, operators and pilots discouraged that kind of activity, but are doing everything in their power by careful instruction and considerate advice to eliminate it altogether. Thus far their efforts have not been very successful.

At a recent meeting of the North Dakota Aviation Association, whose membership is made up of commercial pilots and operators, and with the Flying Farmers and Ranchers organization, the group went on record as favoring the increased jurisdiction of North Dakota's State Patrol in order to allow them to enforce air regulations. It is my opinion that only by implementing the state police, can we expect to eliminate this problem. In a large number of other states the state police are being en-

LEONARD LARSON



Leonard Larson, Bismarck, proudly displays his gas model plane he recently completed. The plane has not been test flown as yet. Leonard works for the "Capital Aviation Corp." as a mechanic. Model building is becoming a very popular sport among aviation enthusiasts.

couraged to enforce air regulations. The Division of Aeronautics considers this problem one of its responsibilities and is anxious to obtain from the people of the state this opinion of a solution.

In the future, air transportation will in all probability present most of the problems that now face surface transportation and, as a matter of policy, it would seem wise to us to prevent in aviation the related hazards of automobile travel today. Certainly no one is anxious to see wanton destruction of life and property resulting from the selfish and inconsiderate attitude of pilots who indulge in operating aircraft in a reckless manner.

This activity in aviation is the first parallel of reckless drivers in automobiles.

At the present time we are powerless to prevent reckless operation of aircraft and unless we make it possible by a statutory law for an existing agency, such as our state patrol, to accomplish the job efficiently, our only alternative is to organize a separate and relatively more expensive enforcement agency. The Division of Aeronautics is of the opinion that the implementation of the state patrol as a state police organization to police aviation is the most efficient system that can be accomplished economically.

PROPOSED LEGISLATION FOR STATE AERONAUTICS

(Continued from Page 1)

serve as executive officer of the commission. Under its supervision he will administer the provisions of the Act. Together, as a governing body they will enforce rules and regulations relative to the aviation needs in North Dakota.

The commission will be directed and encouraged to foster, and assist common and special carriers. Common Carrier, meaning, any person being engaged in transportation of persons or property while in operation over regular routes on scheduled time. While Special Carrier means any person engaged in transportation of persons and property, by aircraft for hire, or included in the term "Common Carrier." Established rates and tariffs will be required of the carriers to the effect which will best serve the interest in aviation enterprises.

Certificates will be issued to common and special carriers that comply with the qualifications imposed upon by the commission. This will include adequate and reasonable service, equipment, and facilities in connection with such transportation.

An important factor in the bill establishing a separate commission is the provision for the registration of all pilots and their aircraft. Registration will be secured by filing a written statement with the commission showing required information. It may be necessary to provide the original copies of all your federal certificates. Fees will be determined by the commission.

Four other measures that will be acted upon is "Aircraft Registration" in lieu of the personal property tax. It is patterned after the present motor vehicle code.

The clarification of aviation fuel tax is another problem arising. Should the tax bill go into effect, revenue would be used mainly for the improvement of airports where it originated.

The authorization for a five mill levy will also be used for maintenance of airports. The final bill is the authorizing of state officials to travel by commercial airlines at a reduced rate.

Copies of these measures may be secured from the Director of Aeronautics, Bismarck, North Dakota.

It is impossible for us to publish the entire provisions of these bills, therefore, all persons interested in North Dakota aviation are urged to secure copies of the bills and study them.

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