An act providing for a separate commission to be set up before the North Dakota legislature assembled. At the present time a committee on Aviation under the Public Service Commission.

The ultimate aim 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 of the commission may confer. Giving them the authority to impose such duties as it may require to perform all functions of the governing body properly. However, First, Second, and Third Division, secretary to adjudicate all fees and stipulated that 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 following:

After 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 whom the Governor will then appoint the officers of the commission.

The commission may be amended by the commission. It must have some knowledge of non-medical education. It must also be acquainted with the present aviation needs, and have practical aviation experience. The Governor is expected to devote full time to his duties. He will (Continued on Page 2)

C.A.P. Purchases

A Link Trainer

Captain Gerald McCoy, Fargo, C.A.P. District Officer, reports the Fargo Field 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 Christmas brothers are well on their way to becoming flying farmers. These four boys are operating and managing a 2500-acre ranch some 35 miles south of Mott, North Dakota. Before the boys have returned from the service, their greatest ambition is for each to get his license so that their Ercoopes may start doing some of this hardy 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 Christmas boys were home from the service are Art, 23, EM 2c, in the service for 2½ years. He has already 38 hours of air time. Hank, 27, was a Navy Chief for 5 years. He has started taking flying lessons in their new Ercoope. Christ 24, also a Navy man, spent 2 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 license. The other brother discharged from the army is working as an advertising agent, and unlike the other aviation enthusiasts of this Christmas family he hasn't taken to the Air.

These boys together with their farm work, are serving the Air, which has so far made no loss for its farms and cattle with convenient little airports and private hanger facilities.

STATE PATROL

By Erling Nesset

Automobile accidents, in contrast to the tremendous benefits derived from the ownership and use of automobiles, are one of the most devastating loiterings of today. The automobile accidents account for more deaths in a single year than any single year's casualties suffered during the last great war. In reality, few men, women, children or their friends are actually more likely to meet death as a result of an automobile accident than is in the service of his country during a 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 roads. Ercoopes prove that a great number of accidents are caused by drivers indulging too freely of alcoholic beverages. Under the present statute, our state police has jurisdiction only of public highways, and consequently can do little 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 accidents.

rate is sustained because in the near future the privately owned airplanes will be competing favorably in volume with the privately owned automobiles. 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, fleet of operators, and all alike and somatic plane is the undesirable pilot, who by some strange coincidence has (Continued on page 11)

Airport For New England

The city of New England is noted among the 33 North Dakota cities for which controversial 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 20 per cent for airport improvement.

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

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G.I.S CHECK CUB TRAINER

Ralph Hastings, left, master mechanic at the "Bismarck Aviation Center" looks on while Lee Austin, G.I. Student, tightens the spark plug on the Cub Trainer the school uses exclusively in G.I. Flight Training.

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 St. Aeronaatcal Inspector Donald L. Thompson, reports the accidents for the period of June through September 1946 as follows: 43 accidents reported; 16 involved student pilots, 9 private pilots, 14 commercial pilots, and 6 in which no pilot was involved. Fatalities in which no pilot was involved were caused by wind damage and half. DON'T GIVE YOUR ACCELERATOR IN HALF! HEMMINGS —DON'T VOLTAG CAR! LET THEM help you! CHECK YOUR Weathers! There are very few accidents reported this fall for the period of June through September 1946 as follows: 43 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 pedestrian.

Of these accidents, 14 involved pilot technique, 2 were due to causes unknown, and 2 involved minimum (air students). Two accidents were caused by adverse weather conditions. Stoven by carelessness, and two by structural failure. The six accidents in which no pilot was involved were caused by wind damage and half.

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Dakota Flyer

JANUARY 1947
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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 program, will be to furnish, in the event of emergency, units effectively organized for rapid mobilization, training and deployment. The additional trained personnel will be utilized to augment existing Reserve units and 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-weekly training periods conducted at Air Reserve bases, plus an annual 15 day period of active duty. Individual training will consist of extension courses, classroom courses at Air Reserve bases, annual active duty and flying proficiency training for rated personnel.

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

In addition to the training, there will be opportunities for Regular Officers to become active duty with the Regular Army for special tactical and combat training and to gain approved academic credit at Military Schools or Research Institutions.

Officers of the Active Air Reserve may be assigned to any federal, efficiency, democratic in command or staff ability and completion of dangerous professional 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 Lts., 3 years; 1st Lts., 4 years; Captains five (5) years; Majors, five (5) years. Promotions are not made on time in grade alone. In addition to time in grade, an officer must have completed periods of Field Training or complete a satisfactorily prescribed extension study course.

To qualify for the Active Air Reserve, officers must meet minimum requirements of flying time, efficiency and physical qualifications. Rated officers must have a current certificate in force. These certificates will not be revoked on repeated failure. All certificates will be bi-annually renewed. In the event of absence from flying duties after they have become 31 years of age (whichever comes last), unless such officers are fitted for command or staff assignment, they will be examined for technical qualifications.
State Control

December 20, 1946

Editor, Dakota Flyer

Mott, North Dakota

Dear Miss Schober:

Some concern has been evidenced by a group of aviation enthusiasts relative to the proposed legislation governing aviation in North Dakota. This letter may be published to help clarify the purpose of these proposed bills because it is hoped that a better understanding will help us all understand the consequences.

1. A bill creating an Aeronautics Commission bearing into 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 are also the main purpose of the regulations. Another part of the law governs privately-owned airstrips 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 obvious and necessary. The Commission membership will be chosen in the same way the aviation industry itself. One member will be appointed each year by the主板 committee comprising the Civil Justice of the Supreme Court, the Commerce, Agriculture and Labor and the Chairmen of the Legislatves of Municipalities. They will assure a balance of men from any beneficial 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 vacancies.

2. Bill No. 2 is a bill registering the weight of aircraft and tax. Title bill has been drawn to this purpose to register the Motor Vehicle Code placing aircraft owners and dealers under the same regulations. One fee to be charged in lieu of personal property tax according to the maximum permissible take-off weight at a 1.5% and a 10% reduction in annual fee for each year after original registration.

3. Law which might determine the number and location of aircraft and grades, depreciation, safety standards, etc., and to make more equitable the tax imposed upon aircraft, since the present law was asked for by plane dealers and concerns 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 agencies which may obtain copies by request when the Legislature convenes.

Wishing you much success in your new venture, I am, very truly yours,

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.

Date & Myrtle Skager

Mott, N. D.

Dakota Flyer

Mott, N. D.

Dear Editor:

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

Wishing you much success in your new venture and may success always be yours.

Yours very truly,

Dakota Flyer

Mott, N. D.

Dear Editor:

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

Yours truly,

Dakota Flyer

Mott, N. D.

Dear Editor:

I am a farmer and learning to fly. Here's wishing you lots of luck with your paper. I enjoy reading the "Dakota Flyer" very much.

Yours truly,

J. T. 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 equipped with state government programs are preparing to cope with heavy taxes, excise, and regulations that an authoritarian 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.

The greatest problem before every small operator is to secure a reasonably located airport with moderate landing space for the local pilots, and an office for his personal belongings. The situation 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 these facilities? To be sure, every operator devoutly wishes and is striving for all possible concessions for his customers. Give him a few more years and, as aviation expands, he will have them. Those regulations at this time, however, will discourage such growth.

Flying the airplanes with the motor vehicle motor legislation may be dangerous. At the present time there are laws governing commercial trucks, 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 ordinary passengers and owners of such planes 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 in state legislation will have to control. At present, aviation in North Dakota hasn't reached the point where it stands today. Regulations in this state is still in its infancy and too many regulations will jeopardize further expansion.

CHEAP LIGHTING FOR SMALL AIRCRAFT

Washington, D.C.—Small airplanes can be lighted for night flying at a cost of about $24.95, the Civil Aeronautics Administration reports, on the basis of an experiment made at Lafayette, Indiana, now undergoing service tests.

The installation at Aerea Airport, Lafayette, was built for study of effectiveness, original costs and maintenance problems, by the Experimental Station of the FAA at Indianapolis, Indiana. Special lights were installed on a plane flying at 1,000 feet from a distance of 15 miles. Operating costs for current, on the basis of the first 10 days, amount to about 15 cents an hour.

The tabular lights, mounted in a plane, were designed to give adequate light for night flying. The airplane lights are parabolic, revolving disc mounted in the fuselage, throwing light horizontally. The light is the same type that is used in the automobile industry. The lights are secured to the propeller and light the path of the plane.

The lights are of service to pilots flying at night, and are especially valuable in cloudy weather and poor visibility. The light is obtainable at any automobile parts store.

LEGION PLANS AIR MARKING

Perhaps one of the most vitally needed safety measures in the proper marking of cities and towns in North Dakota, where the weather can and frequently does, change rapidly from C I A V (Ceiling and Visibility) limits, is the adequate and adequately marked city, town, highway or airport complex for the means of saving a plane'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 Pond, commander of the North Dakota

ILLEGAL HUNTING FROM AIRCRAFT

The U. S. Department of Interior, Fish and Wildlife Service and the Civil Aeronautics Administration, with Washington, D.C., for use of aircraft for hunting of wild game. The Regulations Relating to Bird Hunting and Certain Game Protective Acts prohibit the taking of migratory game birds from of by airplanes, and use of any aircraft for hunting of wild game. Failing this, a violation of the law 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 the law may result in the suspension or revocation of the operator's certificate.

"So much for the laws ignored," says J. W. Gillenwater, Chief, Flight Personnel and Aviation Division, "the rust is left to your good sportsmanship."

American Legion, and his aviation committee to undertake the tremendous task of proper 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 of them and individuals asked to assist. The American Legion will lend every one of you to cooperate in this endeavor and be willing to do your utmost to get the proper air marking of every town and village in North Dakota, and make this one of the most popular and best marking zones in the U.S.A.

When I was very young I knew exactly what I'd be. I wish I could remember what I planned to make of me.

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(Continued on Page 8)

(Continued on Page 8)
"AIR FACTS"
WEATHER ELEMENTS
AFFECTING FLIGHT

THUNDERSTORMS—When an area of low pressure is passing to the North or a given locality the air is often cool, dry, and unstable, and a cloud begins to form. The upper part of the cloud usually has some vertical upward movement. When this updraft of warm air has once started, the process continues with increasing intensity 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 is ease 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 cumulus-nimbus cloud, produced 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 a long way separating two masses of air on this windshift region in a general southwest direction from a west developed low-pressure area. They are sometimes considered as a result of storm activity, the windshift being a strong down current, resulting in a series of heavy rain accompanied by thunder and lightning.

Should a pilot find a thunderstorm, it is best to fly over it if the storm is small, fly around it if it is large. It has been given a wide berth, if the storm gets so great that flying around it is not practicable, chart an east course to turn back and run from it until a safe field is covered, land and wait for the storm to pass.

Nita 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 1943 Viola entered the WASP Training Command. She piloted Lockheed.

Proposed Repair/Station Changes

The re-writing of Part 52, the pair Station’s, 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 have in New York Part 52 to clarify stations as to (Continued on Page 14).

Dakota FLYER
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Proposed maintenance 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 general and authorized service station.

STATE PATROL

The Governor urges the legislature to increase the height of highway signs to make them more visible to drivers in order to prevent accidents. The signs are to be increased twenty feet to make them more visible to drivers in rural areas.

PROPOSED LEGISLATION FOR STATE AERONAUTICS

The Governor proposes legislation to increase the height of highway signs to make them more visible to drivers in order to prevent accidents. The signs are to be increased twenty feet to make them more visible to drivers in rural areas.