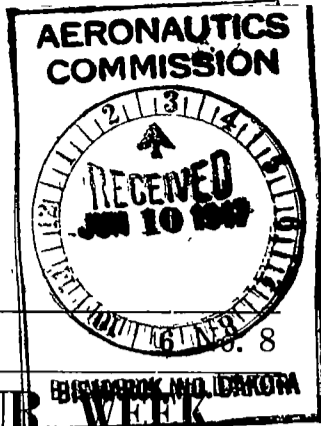


Wester Union
Friday Dec 5 10 A.M.

DAKOTA FLYER

Vol. I

Mott, North Dakota June 1947



PILOTS TOUR STATE DURING NATIONAL AIR TOUR WEEK

Mass Flight Will Tour State

Civilian pilots in the Dakotas will take part in one of the greatest mass demonstrations of civilian air power ever to be staged when they join other pilots during National Air Tour Week June 28 and 29 in one or two large, massed flights.

The National Air Tour is being sponsored by the United Pilots and Mechanics Association.

North Dakota pilots and aviation organizations are making the necessary arrangements to successfully conduct a state wide tour of private aircraft.

An advisory committee was selected at the meeting held at Devils Lake May 23. These same men met at Jamestown June 6 to make tentative plans for the forthcoming Air Tour.

The decision met with the approval of all present that the tour be divided into sections, joining in a mass flight to the most central city, Jamestown, N. D. on Saturday, June 28.

Al Smith, Jamestown, was appointed chairman of the reservations and entertainment committee. He is to be contacted immediately by every airport as to reservations for Saturday evening. A nominal fee will be charged to cover cost of rooms, entertainment and food.

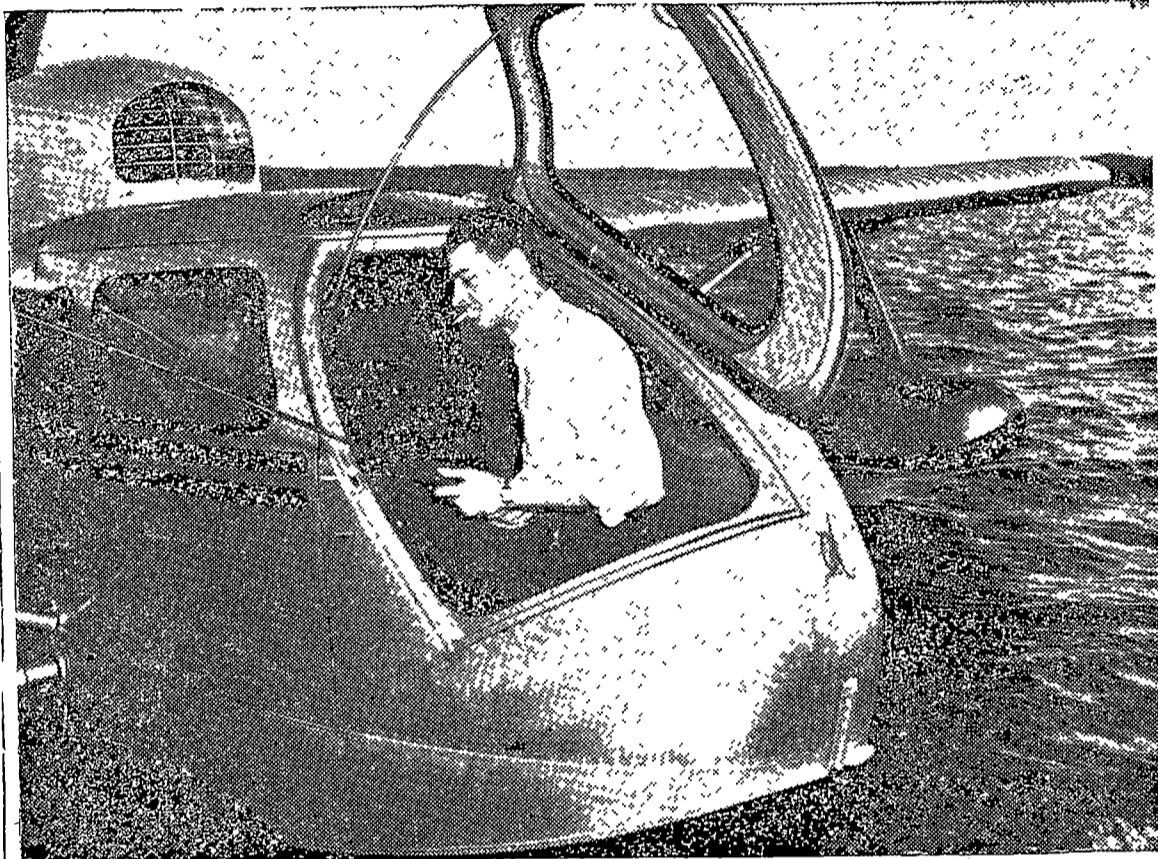
Saturday night the most gala (Gal-a) event will be held when Miss Air Tour Queen will be selected by the six tourists. The contest will be held at the ball room. Queens will be selected from candidates who will be representing every airport, aviation organization, flying school, as well as Legion posts, Lions and J.C. group in the state. Judges will crown Miss Air Tour Queen to reign for the two days of the tour.

For further information, write to Robert Wells, Langdon, N. D.

Chairmen were selected to conduct and arrange flight schedules in each part of the state. These men will contact your airport and pilots to make further arrangements. Pilots interested are urged to contact the nearest airport as to the planes each pilot is entering in the tour.

Cities and towns in North Dakota will be notified of the time the huge caravans of planes will tour their town. Future plans will be released to keep every pilot informed.

FLYING FISHERMAN



ART RAWLAND

Art Rawland, manager of the Grant Company of Fargo, took advantage of the modern "fishing equipment" at Dakota Skyways recently.

Hiring a Sea-Bee and Pilot Vic Ganter, Art Rawland (pictured above), Merle Nott, and Stanley Cowan, Fargo, enjoyed a large two hours of fishing which would have taken a full day had they not taken to the air and flown

to the lakes by plane. The flying sportsmen took off from Hector Field, Fargo, at 4 p.m. Their first stop was on Pelican Lake, 30 minutes flying time. 15 minutes later, they landed on Lake Mellissa. There the men spent a leisurely and luxurious hour or more fishing from the Sea-Bee. 35 minutes later they were back at Hector Field with as

many fish as a full days trip by auto would have brought. Their trip did not interfere with a full days business. There was no preparation of boats, boots, etc., plus a half days drive by car. Instead, they quickly packed fishing tackle and rode to the airport for a business man's speedy holiday.

(Photo by Merele Mott)

Air Resort Opening Was A Success

Medora, N. D. — May 17 and 18 hundreds of planes arrived at the Buddy Ranch airport to celebrate the grand opening of North Dakota's first air tourist stop.

Pilots were greeted by James Ray, Bismarck, son of Walter Ray, owner of the Buddy Ranch.

Mrs. James Ray, and Mrs. Walter Ray received guests as they arrived at the ranch.

A delicious tree Chuck Wagon dinner was served Sunday. Guests spent an entertaining afternoon flying, riding, and watching a western rodeo and parade.

Space does not allow us to print the names of all persons

attending the opening. It was, however, one of the largest aviation events of the year.

Teachers To Get CAA Aid At Summer Schools

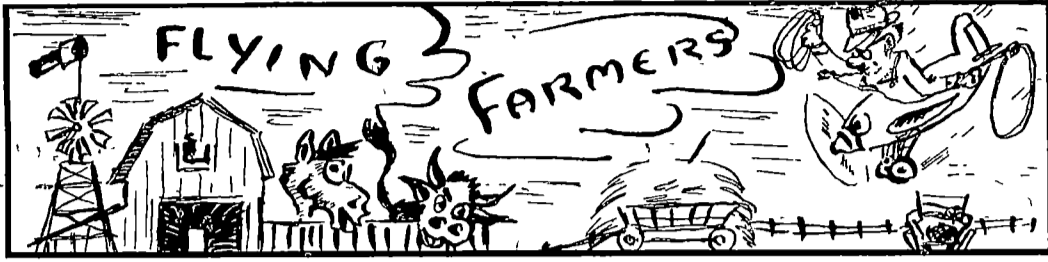
Washington, D. C.—Teachers will go to school in some 80 colleges this summer to learn more about the air age, according to Howard Sinclair, Director of the Civil Aeronautics Administration's Aviation Training staff. He pointed out that only 27 educational institutions participated last year.

CAA educational consultants will spend a week at each of the sessions, starting June 2 at Missouri State Teachers College,

Warrenburg.

The purpose of these meetings is to bring to the attention of educators the important part aviation plays in modern life and its direct relationship to public school instruction. The sessions will stress the impact of aviation on the whole economic structure, the changes in social relations which flying has worked, and its rapidly glowing influence.

The problems encountered by teachers during the school year just closing will be brought up and discussed to clarify troublesome problems encountered. Means of expanding instruction for public school pupils also will be considered.



Flying Farmers To Make 1947 Convention Biggest Event Of the Year

550 notices were mailed out Saturday, May 24 to North Dakota rural aviation enthusiasts calling attention to the North Dakota Flying Farmers' and Ranchers' Association annual convention to be held in Bismarck, North Dakota, June 20 and 21, announced President Leland Brand of Taylor.

The convention will open with a banquet at the Patterson Hotel the evening of June 20 with the business meeting and other activities on the following day. It is predicted that between 100 and 130 pilots will register.

The convention dates coincide with Bismarck's Diamond Jubilee. Convention activities will be so timed to provide Flying Farmers and Ranchers the opportunity to take in all major outside convention events on

schedule in Bismarck. M. C. Altenburg, association secretary, urges that hotel reservations in Bismarck be made immediately as it is believed that one of the biggest crowds ever in Bismarck will be on hand during the Jubilee.

He also reminds anyone interested in rural aviation to attend and return the card indicating whether or not a place should be reserved at the banquet.

Invitations have been extended to President Forrest Watson, and Secretary Bert A. Hanson, of the National Flying Farmers' Association. Invitations also have been extended to plane manufacturers expected to exhibit their latest models. A cordial invitation has been extended to all farm fliers by the Bismarck

airport officials, who plan to make your visit a pleasant one. North Dakota Flying Farmers and Ranchers will receive a copy of the complete program of the convention proceedings as soon as it has been completed. In charge of convention arrangements are Leland Brand, Taylor; Lorin Duemeland, and M. C. Altenburg, both of Bismarck.

Active Training For Air Reservist's

Active duty training periods for the purpose of maintaining individual proficiency will be available to air reservists. Conditions are: (a) Rated or non-rated Air Reserve officers of all grades, except general officers, may apply. (b) Training expected to be conducted by organizations within the following Major Commands: 1. Air defense Command; 2. Air Material Command; 3. Air training command; 4. Air Ground Command. (c) Training

(Continued on Page 8)

Bismarck To Enforce C.A.R.

Effective May 1, are a published set of Civil Air Regulations to be enforced by Airport Superintendent Harry Potter.

All pilots must comply with municipal airport regulations in order to safeguard the public attendance at the airport.

The established regulations state that the airport superintendent has the authority to suspend or restrict any or all operations without regard to weather conditions.

Instructors have been asked to acquaint each student with these rules, and are held responsible for the conduct of students under their direction during dual instruction. When the student is flying solo, he will become responsible in the observance of these rules.

Rules Governing Flying

Regulations that must be complied with in the Bismarck Municipal airport control zone. (a) No flying shall be done from the municipal airport when ceiling is less than 1000 feet, except in instances authorized by C.A.A. (b) There will be no flying in accordance with contact flight rules when visibility is less than three miles, except when authorized by C.A.A. (c) Instrument flight rules must be carried out in compliance with C.A.R. No instrument flying will be done when the ceiling and visibility minimums are below those specified in the C.A.A. Instrument Approach Manual.

Rules for Landings, Take-Offs

Landings and take-offs at the Bismarck airport will be made into the wind, either on the runway most nearly aligned with the wind or directly into the wind.

Landings and take-offs must be made with a safe amount of distance from any airport buildings and aircraft.

Ground Rules

Engines at no time will be revved up when hangars, shops, or other buildings and persons in the observation area are in the path of the propeller stream.

No airplane started up or run unless a competent operator is at the controls. Aircraft without adequate brakes must be checked before starting the engine. Planes will be parked only in designated parking areas. Repairs will have to be done in the places specifically designated for this purpose, except in case of an emergency. Automobiles cannot drive on the landing area without permission. Neither will they be permitted to park on airport property without permission from the airport superintendent.

Taxiing Rules

A. In taxiing to and from the hangar, pilot must be certain there is no danger to any person or aircraft; B. Taxiing must be done at a reasonable speed;

(Continued on Page 8)

Clip and Mail to M. C. Altenburg, Sec. Bismarck, N. Dak.

NORTH DAKOTA FLYING FARMERS' AND RANCHERS' ASSOCIATION

ANNUAL MEETING JUNE 20-21

Provide _____ places for the undersigned at the North Dakota Flying Farmers' and Ranchers' Association Banquet to be held Friday evening, June 20. Return this card not later than June 14th. I prefer a _____ dinner.

(FISH) (MEAT)

Names _____

Address _____

Aviation News From Our State Capital

A meeting of the representatives of the state approved flight schools, the Veterans Administration and the Division of Aeronautics was held May 14, 1947, in the State Capitol Building at Bismarck, North Dakota. The purpose of the meeting was to discuss whether or not the schools should establish a policy of regularly charging the Veterans Administration for the flight test and medical examination, and whether or not the Veterans Administration is authorized to pay for them.

Mr. Roy Peschke of the Veterans Administration gave an explanation of the vouchers used and stated there are four things the Veterans Administration must have when a flight school enrolls a veteran. These four things must be completed when the veteran is enrolled in the flight school office and are as follows:

- 1 Certificate of Eligibility
- 2 1950A Form
- 3 Certificate of Training (showing the type of course and the length of time needed for completion)
- 4 1961 Form in regard to compensation from productive labor. These forms should all be stapled securely together before sending them in.

He stressed the importance of notifying the Veterans Administration of the exact dates of interruption, re-entry and completion by a veteran of his courses. This is the flight school's responsibility and not the veteran's.

Mr. Huntley, also of the Veterans Administration, warned the flight schools not to enroll a veteran with a disability, who is eligible for training under Public Law 16, until they know what they are getting into.

A veteran seldom gets permission from the Advise and Guidance Section of the Veterans Administration to interrupt training under Public Law 16 and take training under the G. I. Bill.

It was decided that in 1947 contracts the flight school collect the medical fee and flight examination fee from the student and, in the event that at a future time it becomes possible for the Veterans Administration to compensate the veteran, the contract can be so amended.

Sometime next month (June) representatives of the group will confer with the Veterans Administration in Washington in regard to the refund which is now asked under the present contracts.

Legion Head Flies To Convention

Mr. and Mrs. Anderson, Harry E. Polk, and William Homestead arrived in Bowman May 5, flying a Stinson 150, to attend the Legion Convention.

Mrs. Anderson is president of the Legion Auxiliary.

Mr. Polk, who is not only commander of the American Legion, publisher of the Williston Daily Herald, and a Cub dealer, but is also a pioneer flyer. He made his first solo flight in 1930, flying a Monocoupe.

Since then he has flown to many North Dakota and United States airports. The official Legion insignia is painted on his plane.

Harry Polk is the first and only known flying state Legion commander.

William Homestead is also a pioneer flyer, who now operates his own airport at Crosby, North Dakota.

Auto Firm To Sell Airplanes

Bismarck, N. D. — Corwin Churchill Motors, well known auto repair firm, has recently been made Funk dealers. They are also sub-dealers for Stinson, which is handled through the Bismarck Aviation Center, owned and operated by J. C. Lippmyer.

Richard Middaugh, Corwin Churchill, sales manager in charge of aircraft, flew to Coffeyville, Kansas, recently to bring back their first Funk demonstrator.

Middaugh, an AAF veteran of World War II, has taken a keen interest in airplane sales. He says, "Planes can, and will have to be sold in the quantity that automobiles are. There is a future in aircraft sales, if the proper methods are used to meet the average business man's needs."

Receives Mechanic Examiners Rating

J. L. (Jack) Thomas, sales manager, Sax Field, Dickinson, recently received his certificate as Aircraft and Engine mechanic examiner. This enables him to give aircraft and engine practical examinations to apprentice mechanics.

Jack says, to his knowledge, Tom Cummings, Fargo, is the only other North Dakota man to hold this rating.

Don Esslinger, Dickinson, and John Bergenheier, Taylor, have recently received their A & E license at Sax Field, under supervision of J. L. Thomas.

Fargo C.A.P. Plans Pleasure Flights

C.A.P. Squadrons in North Dakota are planning a series of pleasure flights for the summer. May 11 the Fargo Squadron, which is very active, planned a breakfast flight to Alexandria,

Minn. The day being windy, only two planes participated.

May 18 the squadron flew to Bell Airport, Devils Lake, and the next flight is scheduled to take them to Otis Lodge, near Cedar Rapids, Minn. It is hoped that more planes will be able to take part in the future flights.

Take Time Off For Fishing Trip

Bismarck, N. D. — Walt Rieke, Montana-Dakota Utility and Tommie Bowen, pilot, Bismarck, will take time off from their aerial survey of the power lines to go fishing.

The lake is located near Belle Fourche, South Dakota.

Operators And V A Heads Meet

Representatives of the state approved flight training schools, the Veterans Administration, and the Division of Aeronautics, in a meeting held in Bismarck, Wednesday, May 14, discussed the problems confronting the Veteran flight schools.

Roy Peschke, and Mr. Huntley of the VA, in Fargo spoke to the group on the importance of being prompt in notifying the VA office when a veteran isn't appearing regularly for training, and when he completes his course. The exact dates should be given. Mr. Peschke stated that by the approval of the Advise and Guidance Section of the VA a veteran may get permission to interrupt training under public law 16 to take training under the G. I. Bill, but this

(Continued on Page 8)

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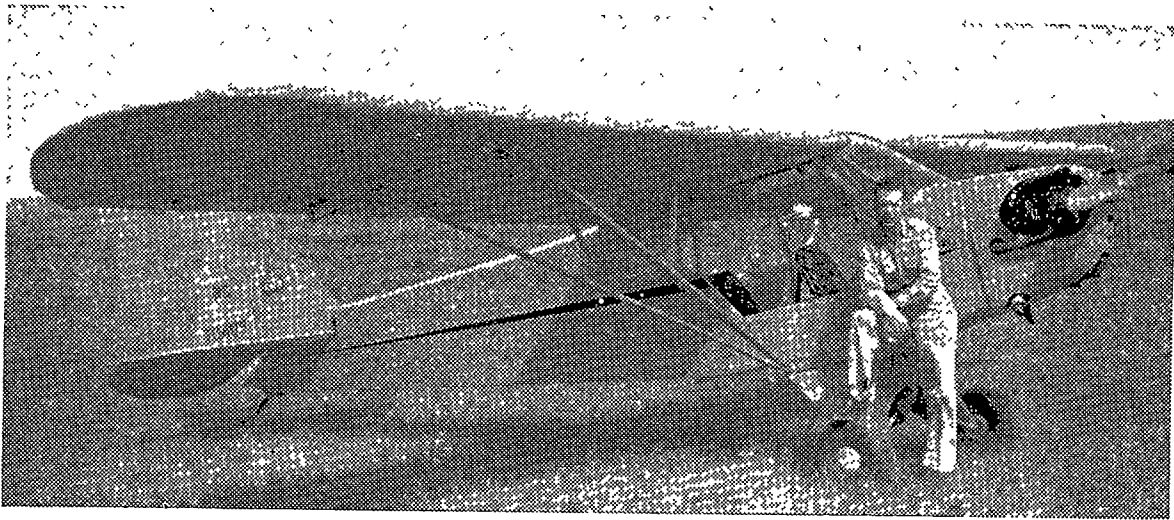
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Canadian-American War Vet is Airport Mgr.



Pictured above is Jess Thompson, veteran pilot of the Canadian and American Air Forces, who purchased a 1946 Cub trainer last year to begin student instruction at Beulah

Jess, before America's entry into the war, saw service with the Canadian Air Force and had nearly three years with our own flying forces.

He graduated from the Army Air Corps Instrument Instructors School at Bryon, Texas, and holds an Army Instrument rating and a C.A.A. Commercial License. He is taking his G.I. Instructors course at the present time at Sax Aviation in Dickinson. He has over 1200 hours of flying time to his credit, one half of which was spent in combat duty getting his 72 missions in and over Germany and German Occupied Europe.

When he began trying to es-

tablish an airport, the lack of cooperation in buying an airport site delayed the present airport construction until just recently.

Mr E Liebelt, local aviation enthusiast and owner of a new Cessna, and Jess Thompson purchased their own land and began immediate construction of hangars

They are working on improvements and expect to have most facilities completed by mid-summer

Many local business men of Beulah are active in flying. Ray Ritterath, manager of the Farmers Union Oil Co. station, is owner of a plane; a Cub Coupe. Others who are students and private pilots are. Ed Vaschek, Herbert Wallender, (Charles Helvik, Dr Arnold Leraas, Mr and Mrs Herbert Kittler, Austin Perkins, Pauline Voegle, Jack Padilla, Theresa Cox, Albert

Wallender, L J McMillan, and Harold N Dally.

It expects to be one of North Dakota's aviation inspired, communities in the future.

Insurance companies are preparing to offer air travelers trip insurance up to \$25,000. at five cents a thousand.

Safety Is Aim Of U. S. Plane Makers

Safety is the primary consideration of aircraft manufacturers in the design and construction of commercial airliners, members of the House and Senate Committees seeking means of improving the excellent operating record of Americas airlines, were told recently by the Aircraft Industries Association

Industry spokesmen cited the many new items of aviation equipment that make America's planes the world's safest. These included tricycle landing gears; thermal anti-icing of wings; emennage, propeller and windshield, fire prevention, detection and extinguishing equipment, reversible pitch props, automatic flight control equipment, pressurized cabins, and equipment now coming into use to simplify control systems.

The committees were told that engineering staffs of most companies now stand at or near record levels of achievement despite a 90 per cent cutback in overall employment from war peaks. They also heard how safety features make up 24 percent of payload on a new transport.

Bismarck's Diamond Jubilee

JUNE 19-20-21-22

Bismarck will celebrate its 75th anniversary with style and pomp and with impressive dignity hardly attempted before in North Dakota—entirely befitting North Dakota's Capitol City.

YOU ARE INVITED

- Thursday, June 19: Bismarck Day
- Friday, June 20: Pioneer and Veterans Homecoming Day.
- Saturday, June 21: North Dakota Day.
- Sunday, June 22: Religious Day.

A Gigantic Pioneer Pageant

In which 500 persons will take part will be one of the interesting features of the celebration—to be staged nightly

Reserve These Four Days

of your summer vacation with your friends and neighbors in Bismarck. Every day will be a gala day. with something of interest to you, going on all the time.

BISMARCK 75
YEARS OF PROGRESS

Complete details of the program will be announced.

Bismarck's Diamond Jubilee Committee

— ATTENTION ALL —



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Around
Our Airports**

HESPER AIRPORT



Claus Swanson

Claus Swanson, Hesper, North Dakota farmer, and his wife made an Air Tour of California airports early this spring.

He received his private license last summer at the Oberon airport and bought his 120 Cessna from Lake Region Flying Service at Devils Lake.

The California tour he says: "My wife and I enjoyed the flight. We have a son stationed with the Navy air corps in San Francisco." They returned to Hesper March 1.

OBERON AIRPORT



Tom Gilderhus

Above is Tom Gilderhus, owner and manager of the Oberon Airport. Tom has been in the flying game for many years. He is a farmer, hunter, and professional trapper. He says, "I enjoy flying and find many uses for my favorite plane—the Cub." The airport is located 2 miles NW of Oberon.

Memorial services at Regent added a new and inspiring memorial on their program when Glenn Larson, Duane and Essie Larson, Walt Bjornstad and the writer flew a three plane "V" formation over the cemetery following the usual ceremony. Flying low over the cemetery, a huge bouquet of flowers dropped by Mrs. Duane Larson, fluttered to the ground, spreading over the many graves.

New Leipzig Airport

Walter Davenport, New Leipzig, North Dakota traded his 46 Dodge for a new Funk. The trade was made at Corwin Churchills in Bismarck. Walter, and Kenneth own and operate their own coal mine at New Leipzig. They are GI students at Wyman Field, Mott.

WE WELCOME

Your Photographs
and News Stories
—The Publisher

**Pilots Urge CAA To
Keep Airways Lighted**

Washington, D. C.—Results of a recent CAA survey has proven that civilian pilots are in favor of continuing airway lighting.

It has been said that pilots have suggested that radio ranges and electronic navigation aids have made airway beacons obsolete. "Not So", said 98.5 per cent of the first 1700 civilian pilots to return CAA questionnaires.

A majority of civilian flyers,

including both private and commercial pilots, took the time to make specific comments, of which the following are typical:

"We need more lights instead of fewer." "All airways should be lighted." At night, what can a pilot see when his aircraft radio fails (and brother, they do fail!) unless he has beacons to go by?" "If you turn 'em off, I quit flying." "Most pilots would rather pay the necessary taxes and cut down funeral expenses."

Some suggestions were based on a misunderstanding of airway operations, and others had been tested and discarded after something better had been developed.

Nevertheless, each comment was carefully studied by Federal Airways engineers, who believed that many of the ideas could lead to an improved airway lighting system in the future.

"We're glad that so many pilots like the present system," Mr. Wright said, "and we equally appreciate the suggestions for improving our lighted airway. We don't believe anything is so good it can't be made better."

**Agencies Offer Fast
Aid To Lost Pilots**

Washington, D. C. — Three radio direction-finding networks in the Continental United States are available to help lost civilian fliers. T. P. Wright, Administrator of Aeronautics, advised pilots in a recent report.

As a service to pilots, the

CAA maintains direct telephone communication with all these networks, which are operated by Federal Communications Commission, the Coast Guard and the Army.

Largest network is that of the FCC, which has ten primary direction-finding stations on a teletype hookup and seven others in a radio network. These stations, maintained primarily to locate illegal transmitters, are ready to concentrate immediately between 2 and 20 megacycles. The FCC network handles an average of 11 lost-aircraft emergency calls every month.

A pilot requesting direction-finding assistance should notify any available CAA facility of his difficulty, together with a list of frequencies on which he is equipped to transmit. After direction finding personnel have been alerted, he will be told which frequency to use for a "long call".

Many direction-finding efforts have failed, because pilots have made their transmissions too short. To obtain a good fix, at least five minutes of steady radio transmissions is necessary. This should include repeated identification calls.

After a fix or bearing is obtained, the pilot will be given a course to fly to the nearest suitable landing field.

America's swarm of civilian planes increased nearly 122 percent in 1946, jumping from less than 38,000 in 1945 to 85,000.

**CIVIL AERONAUTICS ADMINISTRATION
AIRMAN BRANCH**

GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of June 1947

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

Date:

- 3 Tuesday Wright Field, Williston N. D. Flight tests
- 4 Wednesday Municipal Airport, Dickinson, N. D. Flight Tests
- 5 Thursday Municipal Airport, Bismarck N. D. Flight Tests
- 9 Monday Hector Field, Fargo, N. D. Flight Tests
- 10 Tuesday Municipal Airport, Detroit Lakes, Minn. Written tests, Aircraft Inspection.
- 12 Thursday State School of Science, Wahpeton, N. Dak. Written Tests, Aircraft Inspections
- 17 Tuesday Municipal Airport, Dickinson, N. D. Written Tests, Aircraft Inspections.
- 19 Thursday Municipal Airport, Bismarck, N. D. Written tests, Aircraft Inspections.
- 20 Friday Jamestown Airport, Jamestown, N. D. Written tests, Aircraft Inspections.
- 23 Monday Hector Field, Fargo, N. D. Flight tests
- 24 Tuesday Municipal Airport, Thief River Falls, Minn. Flight Tests, Written tests, Aircraft Inspection
- 25 Wednesday Municipal Airport, Grand Forks, N. D. Flight Tests, Written Tests, Aircraft Inspections.
- 26 Thursday Port O'Minot, Minot, N. D. Flight Tests, Written Tests, Aircraft Inspections

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MEDORA, NORTH DAKOTA

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AVAILABLE AT ALL TIMES

THE VOICE OF THE DAKOTA FLYER SPEAKS—

THE FAST-GROWING AVIATION INDUSTRY IN THE DAKOTAS DEMANDS AN AGGRESSIVE LIVE-WIRE NEWS MEDIUM. TO FILL THIS NEED AND REPORT THE EXTRAORDINARY GROWTH AND DYNAMIC NEWS, THE DAKOTA FLYER WAS CREATED.

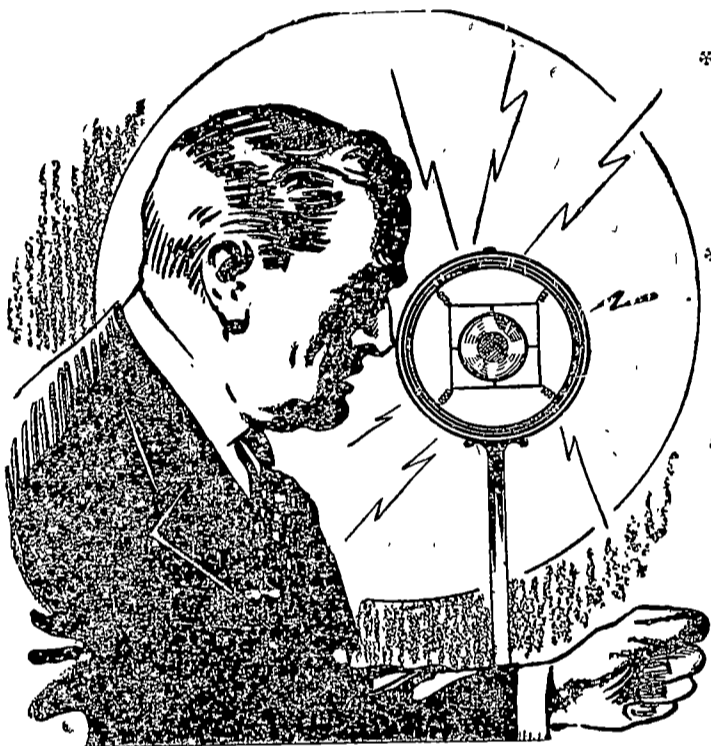
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Receives Commercial Examiners Rating

Allen Ungerecht, Flight Manager at Sax Field, Dickinson, North Dakota recently received his commercial flight examiners rating. The rating was issued by Donald L. Thompson, Sr., Aeronautical Inspector for this region.

Luscomb Representative Tours Western Dakota

St. Paul, Minn. — Harold Youngmans, representative for Luscomb distributors, Holman Field, spent several days at Dickinson municipal airport the latter part of May. R. L. (Ole) Hull, manager of the Dickinson Aviation Co., dealer for Luscomb, flew to various western North Dakota airports demonstrating the new 85 Hp Luscomb.

May 18, before returning to St. Paul, Mr. Youngmans flew out to the Grand Opening of the Buddybranch airport. He met many North Dakota airport operators and pilots. The new plane attracted much attention and received favorable comment from most pilots.

Fly To Orient On NWA Position

Howard M. Peterson, Bismarck, son of Mr. and Mrs. C. W. Peterson of Bismarck and Edward Krunsky, of Fargo will take over positions on NWA's newest Far East route.

Peterson will be chief radio operator in Tokyo. He has been employed in NWA's Grand Forks office. Krunsky will take over as stationmaster at Seoul, Korea. 15 other NWA officials also took various positions with the company's new Far East route.

Army To Build Larger Hanger

Rapid City, South Dakota—A hangar large enough to accommodate the largest bombers will be constructed at the Rapid City Army air base in the near future.

The hangars will be an arch-type concrete building with a door span of 300 feet and 40 feet in height.

The estimated cost of construction will be \$1,000,000.

The Rapid City air base is one of the bases of the strategic air command which handles some of our heaviest bombers.

It is expected the base will have B-36's operating from the field in the future. The B-36 has a wing span of 230 feet.

Purchase New Link Trainer

Capital Aviation Company, Municipal Airport, Bismarck, North Dakota, recently installed a link trainer. The trainer was purchased by several aviation groups in Bismarck. Training will be available to everyone, Bob Watts, airport operator, said.

Hector Field Is Radio Controlled

Airport Manager F. L. (Bill) Baley of Fargo, announced this month that all aircraft operating off of Hector Airport, Fargo, are now required to use radios for control tower contact.

This new ruling went into effect June 1st. Light planes may use only receiving apparatus for control tower instructions. However, most planes have been equipped with two-way sets.

Hector Field has over 100 planes, including the 178th National Guard Fighter Squadron. With the extremely heavy airline and transient traffic, besides the local flight schools, manager Baley considered the new regulation necessary.

Transient airplanes will be permitted to use the airport to make one landing and take-off, using only visual signals.

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AIRPORT ENGINEER WANTED:— Chief Engineer for Airport Section of the North Dakota Aeronautics Department in application state qualification, experience, and salary expected. Send to Division of Aeronautics, Capitol Building, Bismarck, North Dakota. This vacancy to be filled July 1, 1947.

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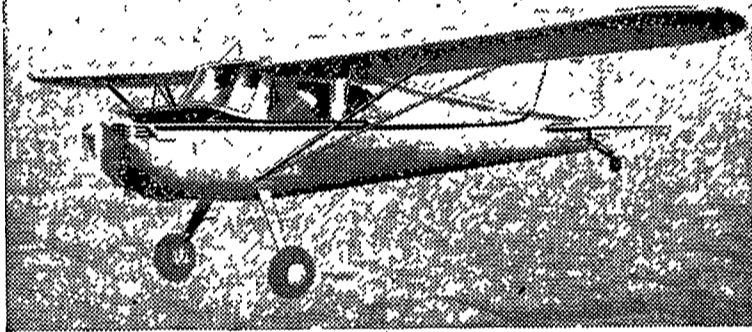
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Active Training for Air Reservists

(Continued from Page 2)
to all MOS's, including flying, (d) Active Duty, except for special schools, will be 15 days including travel to and from home) and will be available for the following periods (all dates inclusive): 15 July-19 July, 19 July-2 August, 2 Aug-16 Aug, 16 August-30 August, 30 August-13 September, 13 September-27 Sept, 27 September-11 October, 11 October-25 October

Due to shortage of time and necessity of completing required plans, applications for active duty during the first two periods were to have been filed by AAF-BU (Res Trg) Commanding Officer the 23 of May. All other applications must be received not later than June 15

If application is approved for your first choice, you will immediately be notified of selection, and orders will be published not later than 30 days in advance of effective date of active duty.

If selected for an alternate period, the reservist will be advised and be requested to confirm his availability for a period selected

Immediate attention is requested of all reservists. Fill in the application blanks sent to all air reserve officers and mail to Walter R. Peck, Brig Gen USA, Deputy Commander, Headquarters, 2 Air Force Offutt Field, Fort Crook, Nebraska

Bismarck To Enforce C.A.R.

(Continued from Page 2)
C Aircrafts without adequate brakes taxiing near buildings must have an attendant at the wing, (d) In planes without forward vision, S-turning will be done to clear traffic. (c) In taxiing to take-off area, taxiing will be done to the right, off the runway, when taxiing parallel to the runway in use, or on or off the right side of the runways not in use (Exception: When necessary, in using the Southwest runway, aircraft may taxi from the intersection to the Northeast end of the NE\SW runway)

Pilots before taxiing into the take-off position must clear themselves by turning their aircraft to face on-coming traffic (g) turns are made to the left after landing, and leave the runway as soon as possible (h) After left turn has been made, all taxiing shall be done to the right

Fire Regulations

The aircraft owner and operator shall exercise extreme caution to guard against fire and injury to persons and property on the airport

Spectators or pilots shall smoke only when further than fifty feet of any aircraft. Aircraft will not be fueled while engine is running. Airplanes shall be positively grounded when being serviced with gasoline

Any persons violating any of these provisions of this ordinance shall be subject to a fine not exceeding \$100.00 or imprisonment not exceeding 90 days in the city jail or by both such fine and imprisonment

These above printed rules and regulations have been agreed upon by all airport operators whose operations are at the Bismarck Municipal airport, Bismarck Aviation Center, Capital Aviation Corporation, and "Bill" Mards

Operators And V.A. Heads Meet

(Continued from Page 3)

is very unusual and seldom done. He explained Memorandum 73 in regard to re-enrollment which was sent to all the flight schools. He informed the flight schools of several memorandums which Mr. Miller of the Finance Section of the VA had given him with regard to vouchers. Across the top of the voucher form, type in "Veterans Administration Center 4037."

Applying to veterans who have been in training the previous month, he said, even though a veteran did not receive training until perhaps the fourth of the month, he should be vouchered from the first day of the month through the last day

It is necessary to send only two yellow copies instead of three. Veteran's serial number may be omitted as only the C-number is necessary. In regards to extension of the course, due to periods of non-flight weather, the flight school should finish the veteran in his Certificate of Accomplishment or graduation certificate to show that he has completed the course, and an explanation

that the course was extended because of extended periods of non-flight weather

Mr. Huntley said, "a year ago when the VA began drawing up contracts, a provision was made for the payment of insurance fees on the student's lives, a provision for the payment of medical fees for private and commercial course and also a provision to pay the dual rate of the flight examination. The VA received a letter from the Central Office of the Veterans Administration in Washington which read in part, "The Provision in both of the two contracts (which were enclosed) for the payment of physical examinations and insurance fees are authorized (if the flight school charges for this in the regular fee). Mr. Huntley read a letter written on February 4, 1947 by the VA which was sent to the Central Office. There seemed to be some conflict between Instructions 6 (346) and Circular 119

He stated there were seven North Dakota airport contracts being held up because of the fees and the flight examination fees. These schools are McHenry, Williston, Mott, Rolla, Wahpeton and Dunn Center.

Mr. Huntley and Mr. Peshcke answered the questions placed before them, from operators and managers of GI flight schools already in progress.

The meeting was adjourned at 3 P.M.

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