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 26 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 stately tour of private aircraft.

An advisory committee was selected at the meeting at Devils Lake May 28. These same members met in Dickinson May 29 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.

At Bismarck, 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 costs of rooms, entertainment and food.

Saturday night the most palatial meal ever served on the air tour will be served at the grand hotel there. Miss Air Tour Queen will be selected by the air forces. Her coronet will be held at the ball room. One woman in selected from candidates who will be representing every airport, aviation organization, flight school, as well as Legion posts, A.O.A. and J.C. groups in the state. Women will select Air Queen to reign for the two days of the tour.

For further information, write to B. J. Langdon, N. D. Chairman were selected to conduct and arrange flight schedules. In each city a number of men will contact your airport and plane to make further arrangements. Pilots interested are urged to contact the nearest airport as early as possible.

Cities and towns in North Dakota will be notified at the time the huge caravans of planes will travel their way. Further plans will be released to keep every pilot informed.

FLYING FISHERMAN

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

Hanging a Sea-Nee and Pilot Vic Cancar, Art Rawland (pictures above), Merle Nott, and Stanley Cowen, Fargo, enjoyed a leisurely two hours of fishing which have not taken them to the sea and flown to the lakes by plane.

The sportsperson took off from Hector Field, Fargo, at 4 p.m. Their first stop was at Pelton Lake, 30 minutes flying time. 15 minutes later, they landed on Lake Mandan. There they discovered that the trout had vacated the lake. Another hour or more fishing from the Sea-Nee. 25 minutes later they were back at Hector Field with as many fish as a full day trip by auto would have brought. These trips did not interfere with their full day business.

The trip was not without trouble. There was an accident in the car, plus a half hour drive from here to the airport for a business man's speedy holiday.

Air Resort Opening
Was A Success

Medora, N. D., May 17 — 30 hours of planes arrived at the Buddy Ranch airport to celebrate the opening of the Dakota's first air tourist stop.

The event was greeted by James Ray, Ranch owner, Miss Walter Ray, ranch operator, and Mrs. Walter Ray. Mrs. Walter Ray received guests as they arrived at the ranch.

A delicious tea Chuck Wagon dinner was served Sunday afternoon, 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 social events of the year.

Teachers To Get CAA Aid At Summer Schools

Washington, D. C.—Teachers will go to school in some 20 colleges this summer to learn more about the air ages, according to Howard Sicardi, 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 5 at Missouri State Teachers College, to be considered.

Warner Berg. 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 actual importance of aviation on the whole economic structure, the changes in social conditions which aviation has worked, and its rapidly growing influence.

The problems encountered by teachers during the school year and coming will be brought up and discussed to clarify troublesome problems encountered. Means of expanding instruction for public school pupils also will be considered.
Bismarck To Enforce C.A.R.

Effective May 1, are published set of Civil Air Regulations to be enforced by the Federal Aviation Administration. All pilots must comply with municipal airport regulations in order to safeguard the public and airport personnel.

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 alone, he will become responsible in the observation of these rules.

Rules Governing Flying

Regulations that must be complied with in the Bismarck Municipal Airport control area. (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 five miles, except when authorized by C.A.A. (c) Instrument flight rules must be carried out in compliance with C.A.A. No instrument flight will be done when the ceiling and visibility minimums are below those established for the particular airport.

Rules for Landings, Take-Offs, Taxi-Ins, Taxi-Outs, and Take-Offs. The Bismarck airport will be made into the wind, unless otherwise agreed upon, and the runway most nearly aligned with the wind on a direct route.

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

Ground Rules

Baggage at no time will be moved up hanger, shops, or other buildings and persons in the observation area are in the path of the propeller stream.

The airport terminal will be a safe distance from the control tower, and only a competent operator is at the controls. Aircraft without adequate brakes must be checked before starting the engines.

Flares will be parked only in designated parking areas, and none will be parked. All planes will be parked in designated parking areas and none will be parked in the spaces specifically designated for this purpose, except in case of an emergency. Automobiles cannot be driven on the landing area or the taxiway or the runway or the ramp.

Chrisman Point to the Federal Aviation Administration for permission. Permission must be secured in order to park on airport property.

Taxing Rules

A. In landing or taking off from the hangar, pilots must be certain there is no danger to any person or aircraft; B. Taxing must be done at a reasonable speed; (Continued on Page 8)

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NORTH DAKOTA FLYING FARMERS' AND RANCHERS' ASSOCIATION

ANNUAL MEETING JUNE 20-21

Provide (FISH) (MEAT) dinner.

Names

Address

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FLYING FARMERS TO MAKE 1947

CONVENTION BIGGEST EVENT OF THE YEAR

150 natives were called out Saturday, May 24 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 150 pilots will register.

The convention dance coincides with Bismarck's Diamond Jubilee. Convention activities will be so timed to provide Flying Farmers and Ranchers the opportunity to "take in all major activities during the week.

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CLIP AND MAIL TO M. C. ALTENBURG, SEC. BISMARCK, N. DAK.
A meeting of the representatives of the state approved flight schools, the Veterans Administration and the Division of Aviation was held May 14, 1947, in the state capital building at Bismarck, North Dakota. The purpose of the meeting was to discuss whether or not the flight schools were in a position of regularly changing the Veterans Administration to recheck tests, and medical examination, and whether or not the Veterans Administration is authorized to pay for them.

Mr. Roy Pfeiffer of the Veterans Administration gave an explanation of the problems stated 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 expelled from the flight school office and see as follows:

1. Certificate of Eligibility
2. Certificate of Training (showing the type of course and the length of time needed for completion)
3. Certificate of Enrollment
4. Certificate of Acceptance

A 1947 form is required as a compensation from productive labor. Those concerns should all be stumped correctly together before sending in.

He stressed the importance of notifying the Veterans Administration of the exact dates of notification to enrollment by a veteran of his leaving. This is the flight school's responsibility and not the veteran's.

Mr. Hunter, also of the Veterans Administration, stated if flight schools do not enroll veterans they are in a position of being removed from the flight school's list of eligible for training under Public Law 16 and take flight under the G I Bill.

It was decided that in 1947 contracts the flight schools sell the medical and flight examination fee from the student and, in the event that at a future time a contractor fails for the Veterans Administration to compensate the veteran, the contract can be so adjusted.

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

Legion Head Flies To Convention
Mr. and Mrs. Anderson, Harry E. Pfeiffer, and William Anderson arrived in Seattle May 6, flying a single motor, 1912, to attend the Legion Convention.

Mrs. Anderson, president of the Legion Auxiliary, Mr. Pfeiffer, who is a commander of the American Legion, publisher of the Willapa Daily Herald, and a G I Bill veteran, made his first flight in a single motor.

They then, he has flown to many North Dakota cities and Alaska airports. The official Legion insignia is painted on his plane.

Harry Pfeiffer is the third and only known flying state Legion commander. William Anderson also was a pioneer flyer, who now operates a P-38 at the South Dakota Field, under supervision of J. L. Thomas.

Fargo C.A.P. Plans Pleasure Flights
C.A.P. Squadrone No. North Dakota are planning a series of pleasure flights for the summer. May 22 the Squadron, which is very active, planned a breakfast flight to Alexandria.

Aviation News From Our State Capital

Auto Firm To Sell Airplanes
Sampson, N. D. — Convair-Churchill Motors, well known into repair firm, has recently been made Pratt dealers. They are also dealers for Themis which is handled through the Historic Aviation Center, owned and operated by J. C. Leppier.

Richard Muddanz, Convair-Churchill sales manager, in charge of airplane, flew to Cottonville, Kansas, recently to bring back their first Pratt-Dem-

Muddanz, an A.A.P. veteran of World War II, has taken a keen interest in airplane sales. He says, "Flights can, and will have to be told in the quantity that automobiles are. There is a future in airplane 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, G. P. Field, Dickinson, recently received his certificate of Aircraft and Engine mechanics examiner. This enables him to give aircraft and engine practical examinations to operators.

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

Don Denisler, Dickinson, and John Bergsma, Taylor, have recently received their A & E licenses at the Field, under supervision of J. L. Thomas.

Fargo C.A.P. Plans Pleasure Flights
C.A.P. Squadrons No. North Dakota are planning a series of pleasure flights for the summer May 22 the Squadron, which is very active, planned a breakfast flight to Alexandria.

Moms the day being windy, only two planes participated.

May 18 the squadron flew to Bismarck, Devils lake, and the next flight is scheduled to take them to Underwood, near Cedar Rapids. Moms 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.—Wall Reeks, Montana-Dakota Utility and Thomas Burns, public service director, will take time off from their usual duties to go fishing in the lake located near Belle Fourre, South Dakota.

Operators And VA Heads Meet
Representatives of the state approved flight training schools, the Veterans Administration, and the Division of Aviation, in a meeting held in Bismarck, Wednes-

day, May 14, discussed the problems confronting the Veterans flight schools.

Roy Pfeiffer, and Mr. Hunter 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 completed his course. The exact dates should be given. Mr. Pfeiffer stated that by the approval of the division of aviation, the VA veteran may be permitted to interrupt training under public law 16, and under the G I Bill, but this...

(Continued on Page 5)

Dakota Skyways
WHOLESALE & RETAIL
"EVERYTHING FOR THE PILOT"
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G.I. Flight Training Instrument, Link Trainer
WE BUY AND REBUILD
WRECKED PLANES.
Canadian-American War Vet is Airport Mgr.

Pictured above is Joe Thompson, veteran pilot of the Canadian and American Air Forces, who purchased a Cub trainer last year to begin student instruction at Bismarck. Joe, before America's entry into the war, served with the Canadian Air Force and had nearly three years with our own flying force.

He graduated from the Army Air Corps Instrument Instructors School at Blythe, Texas, and holds an Army Instrument Rating and a C.A.A. Commercial License. His in-class job in the pilots of the present line at Bismarck. In Dickinson he had 200 hours of flying time to his credit. He is a half of which was spent on combat duty putting his 72 missions in and over Germany and Germany Occupied Europe.

When he began trying to establish an airport, the lack of cooperation in buying an airport site delayed the present airport construction until just recently. Mr. W. Leaflet, local aviator, is chairman and owner of a new Census, and Joe Thompson purchased their own land and began immediate construction of the new.

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

Many local business men of Bismarck are active in Spring Bay Bittersworth, manager of the Farmers Union Oil Co. station, is owner of a plane, a Cub Cupp. Others who are students and private pilots are Ed Vannick, Herbert Wallendorf, Charles Helvik, Ed Arnold Leeah, Mr. and Mrs. Herbert Ritterath, Austin Purke, Paulina Veggel, Joe Padilla, Theresa Cou, Albert Wallendorf, L. J. McMillan, and Harold N. Daily.

Safety Is Aim Of U. S. Plane Makers

Safety is the primary consideration of aircraft manufacturers in the design and construction of commercial aircraft, members of the House and Senate Committees seeking means of improving the accident rate of American aircraft, were told recently by the Aircraft Industries Association. Safety spokesmen cited the many new items of aviation equipment that make America's planes the world's safest. These include, plane landing gear; aero. ron, propeller and windshied; fire prevention, detection and extinguishing equipment; reversible pitch prop, automatic flight control equipment, pressurized cabin, and equipment now coming into use in simplicity control systems.

The committees were told that engineering staffs of most companies are now working and near record levels of achievement despite the 10 per cent cutback in overall employment from war peaks. They also heard how safety features make up 24 percent of payroll on a new transport.

Bismarck's Diamond Jubilee

JUNE 19-20-21-22

Bismarck will celebrate its 75th anniversary with a pageant and a huge celebration. The activities will begin before in North Dakota—entirely by itself in North Dakota's Capitol City.

YOU ARE INVITED

Thursday, June 19: Bismarck Day

Friday, June 20: Pioneer and Veteran Homecoming Day

Saturday, June 21: North Dakota Day

Sunday, June 22: Religious Day

A Gigantic Pioneer Pageant

In which all persons will take part will be one of the interesting features of the celebration—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 see, going on all the time.

BISMARCK 75 YEARS OF PROGRESS

Complete details of the program will be announced.

Bismarck's Diamond Jubilee Committee
Cruising Around Our Airports

Memorial services at Rapid City, South Dakota, on their program were Georgette H. Martin, daughter of Capt. and Mrs. Geo. H. Martin. The service was held at St. John's Episcopal Church. The sky was flushed with red as a three-plane flyover rounded over the church. The planes flew in a formation that was seen over the city. 

Wisconsin Airline Airports

New London Airport. Walter Davenport, New Lisbon, North Dakota traded his 46 Dodge for a new P-35. The trades were made at Milwaukee, Wisconsin, and Kenneth owns and operates their own coal mines in New Lisbon. They are GI pilots at Wymack Field, Mattoon.

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 prove that civilian pilots are in favor of continuing airway lighting. It has been said that pilots have suggested that radio equipment was no longer needed, and have made airways become available to the public. A return of the 1916 civil aviation safety was 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 weather, they do fail) unless he has beams to go by?" "If you turn on off, I quit flying." "Pilots could not rely on the necessary misses and eat down runway elevators, if available. Some suggestions were based on a misconception of company 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 decided that many of the ideas could lead to an improved airway lighting system in the future.

"We've got as many calls as the present system," Mr. Wright said, "and we are not going to improve our airway lighting. We don't believe anything is quite good. It can't be made better."

Agencies Offer Fast Aid To Lost Pilots

Washington, D. C. — Three radio-direction-finding networks extend over the Continental United States and are available to help lost civilian pilots, T. P. Wright, assistant director of Aeronautics, said in a recent report. As a service to pilots, the

OBERON AIRPORT

Chas. Swanson, Oberon, 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 the 159 Creslan from Lake Region Flying Service at Devils Lake. The California tour he says: "My wife and I enjoyed the flight. We have a lot stationed with the Navy air corps in San Francisco." They returned to Oberon March 1.

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WASHBURN, N. D.

BUDDY RANCH AIRPORT

MEDORA, NORTH DAKOTA

SPEND A FLYING WEEKEND IN THE BADLANDS

CABINS—MEALS—SADDLE HORSES

CIRCLE RANCH FOR TRANSPORTATION FROM AIRPORT

TIE-DOWN—AVIATION GAS & CO.

AVAILABLE AT ALL TIMES

OBERON AIRPORT

This paragraph is impossible to read.

CIVIL AERONAUTICS ADMINISTRATION

AIRMAN BRANCH

GENERAL INSPECTION BRANCH

Proposed Inspections for the Month of June 1947

District Office Inspectors

Sub-Office Inspectors

Donald L. Thompson

NO-174

Wm. M. Groenenthal

Date:

3 Tuesday Wright Field, Williston, N. D. Flight Tests

6 Wednesday Municipal Airport, Dickinson, N. D. Flight Tests

9 Thursday Municipal Airport, Bismarck, N. D. Flight Tests

13 Tuesday Municipal Airport, Dickinson, N. D. Written Tests, Aircraft Inspections

16 Thursday Municipal Airport, Dickinson, N. D. Written Tests, Aircraft Inspections

18 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 Inspections

26 Wednesday Municipal Airport, Grand Forks, N. D. Flight Tests, Written Tests, Aircraft Inspections

28 Thursday Fort O'Leary, Minot, N. D. Flight Tests, Written Tests, Aircraft Inspections

CAA maintains direct telephone communications with all these networks, which are operated by Federal Communications Commission, the Coast Guard and the Army. The largest network is of the FCC, which has ten primary direction-finding stations, ten relay points, and seven others in a radio network. The six others, including those serving in the D and E networks, are ready to communicate immediately, according to the FCC. The PEO network handles an average of 11 lost-aircraft emergency calls every month.

A pilot requesting direction-finding assistance should notify the nearest 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 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 in the nearest suitable landing field.

America's swear of civilian pilots, in 1944, jumped from an average of 18,000 to 80,000.
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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FOR SALE - Aviation Photos To
All Your Flying Friends, John N.
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Chief Engineer for airport decision of
(Length of...Aviation, patented
Apprentice, and salary ex-
Hiring in the town of Dickinson.
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WANTED TO BUY - Fairchild
FT-19-A, N.C. Serial in nonfus-

The Plane Facts Are...

Cessna Gives You more for your money!

- Metal construction impervious to weather extremes.
- New low in sound level permits normal conversation.
- Maintenance free Cessna Potentially Safe Lending Gear.
- 80 lbs. of baggage - enough for two people for two weeks.
- Cruising speed over 150 m.p.h. Cruising range over 500 miles.

The Plane Facts Are...

SAXAVIATION COMPANY
DICKINSON, NORTH DAKOTA
Active Training for Air Reservists

(Continued from Page 2) The MOA's, including firms, (d) Active Duty, except for special schools, will be 14 days including travel in and from homes and will be available for the following periods (all dates inclusive): 16 July-19 July, 1 Aug-7 Aug, 13 Aug-16 Aug, 18 Aug-31 Aug, 2 Sep-17 Sep-21 Sep-25 Sep-30 Sep-3 Oct-7 Oct-11 Oct-15 Oct or 30 Oct-4 Nov. Due to shortages of time and necessity of compatible remaining plans, applications for active duty will be accepted for the periods above in the manner indicated provided the applications have been received by the September 30 deadline.

If approved for active duty periods, the reservists will be notified in advance of the following periods of active duty.

Immediate action is requested of all reservists. Fill in the application blanks sent to us or reserve officers and send to Walter E. Poert, Brig Gen U.S.A. Deputy Commander Headquarters, 2 Air Force Office Field, Fort Crook, Nebraska.

Bismarck To Enforce C.A.R.

(Continued from Page 2) Aircraft with adequate brakes having no buildings within 1000 feet of the landing area must have an assistant at the take-off area. Application (d) requires that the applicant be available for the full term of his active duty period. And regulations have been established to cover the conduct of all airport operators who operate at the Bismarck Municipal airport, Bismarck Aviation Center, Capital Aviation Corporation, and "Bill" Mardis.

Operators And V.A. Heads Meet

(Continued from Page 2) Plans before taking into the take-off position must clear themselves by turning their aircraft to face on-coming traffic. After landing, and leave the runway as soon as possible. The after left turn has been made, all taxing 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. The aircraft owner and operator shall exercise extreme caution to guard against fire and injury to persons and property of the airport.

Aircraft operator shall move only when further than fifty feet of any aircraft. Aircraft will not be loaded while engines are running. Airplanes shall be positively grounded when being repaired with gasoline.

Any persons violating any of these provisions of this order shall be subject to a fine not exceeding $100 or imprisonment in the city jail or by both such fine and imprisonment.

There have been several reports of violations and regulations have been enforced by all airport operators whose operations are at the Bismarck Municipal airport, Bismarck Aviation Center, Capital Aviation Corporation, and "Bill" Mardis.

Operators And V.A. Heads Meet

(Continued from Page 2) There were no violations of these provisions of this order excepting one fine of $50. The fine was made to a school for failure to report a violation.

The course was extended because of extended period of non-flight weather.

Mr. Huntley said, "A year ago when the VA began drawing up its contract for the payment of insurance fees for the insurance of the Andersens, a provision was made for the payment of medical fees for private and commercial courses and also a provision to pay the full 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 of the flight school changes for this in the regular fee." Mr. Huntley said, "Mr. Peabody on February 4, 1942, by the VA which was sent to the Central Office. There seemed to be some conflict between the last 540 and Circular 139.

Mr. Huntley and Mr. Peabody answered the questions placed before them from the operators and managers of G1 flight schools already in progress. The meeting was adjourned at 9 P.M.

WE WELCOME: Your 1947 Airplanes and News Stories

The Publisher

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BISMARCK AVIATION CENTER G1 PRIVATE, COMMERCIAL, FLIGHT INSTRUCTOR ON CREW

Bismarck, N. D. Helmers at North End of Field

North Dakota