

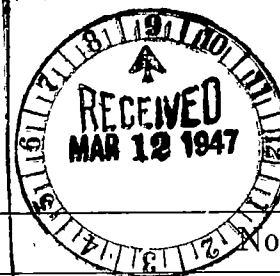
DAKOTA FLYER

Vol. I

Mott, North Dakota

March 1947

DIVISION OF
AERONAUTICS



HOUSE PASSES BILL ESTABLISHING AERONAUTICS

COMMISSION

Plan To Organize Model Plane Builders

A group of model airplane builders met in Bismarck for the purpose of forming a state wide club in this field.

Plans were tentatively laid to have a contest this summer for all classes of model building. The contest is to be held in Bismarck. Plans will be made to choose a man to represent the state at the national meet in Minneapolis in August.

At the present time, men are flying U-Control models in the Memorial Building in Bismarck every Sunday, Art May stated.

May said, all towns are invited to organize a group of model builders in their community. The Bismarck club, he said, "will be glad to help in the forming of these clubs." Men of all ages, 6-60, are invited, and as time goes on we expect to become a very active organization.

May continued, "there are a lot of Model Builders in the state that are more or less running wild so to speak, and by following the National Rules for Model flying, North Dakota would be in place to compete in all National Model Contests."

Instructors May Become Examiners

All rated flight instructors that would like to be designated as Student Pilot Examiners may file an application with the Aeronautical Inspector.

Examiners have the authority to issue temporary student pilot certificates. You may notify Sr. Aeronautical Inspector, 209 Walker Building, Fargo, North Dakota if you are interested.

Information needed to secure this rating: full name, address, certificate number ratings and date of last physical.

Mid-Continent Sets Safety Record

Mid-Continent established a 100 per cent safety record which has remained unbroken throughout its entire 10 1-2 years of operation throughout the north, mid-west, and southern cities.

A record of 255,895 passengers boarded this airline during the year, and flew 77,642,958 passenger miles.

1946 also warrants another record, the company achieved a new high operating efficiency, completing 97.7 per cent of all its scheduled flights.

Camp Fire Girl "Going Places"



BARBARA LOOMIS

Barbara Loomis has chosen flying as a true spirit of the title, "Going Places" for the 1947 Camp Fire Girls project.

Miss Loomis is a daughter of Mr and Mrs Fred P Loomis, Jr., 1005 Ninth Avenue South, Fargo, North Dakota.

She became interested in the Civil Air Patrol in October of 1944. She received her first dual instruction in flying in the summer of 1946. Her first solo flight was made in an Aeronca Champion from Dakota Skyways, where she is employed at present as Flight Dispatcher.

Barbara is a Second Lieutenant in the Civil Air Patrol at Hector Field in Fargo. Barbara, who is taking her torch bearer rank in aviation, has already gone beyond the needed requirements for the rank. She has completed her ground training including meteorology, navigation, radio communication, instruments and aircraft construction.

Miss Loomis hopes to have her private pilot license within the year and is looking forward to a flight in a sail plane or glider.

Plans for her future are of course centered around aviation with a desire to some day be part owner in an air park, geograph-

ically located for both land and sea planes and to include a recreation building where guests may enjoy indoor as well as outdoor sports.

In her Camp Fire work, she has been both a Cabin Counselor and Nature Counselor at Camp Trowbridge and has served Camp Fire as an assistant guardian. She has already completed the torch bearer rank in literature and has offered to act as counselor to any Camp Fire girl interested in the torch bearer rank in aviation.
(Courtesy of Fargo Forum)

N.D.A.A. Joins Trades Group

The North Dakota Aviation Association is now a member of the National Trades Association, Gilbert Saxowsky, president of the N.D.A.A., announced at a meeting held at Bell Airport, Devils Lake, N. D. on February 28.

Some 75 operators and aviation concerns were represented at the meeting.

An election of several officials was held, with Howard Henry, Westhope, secretary, and Dan Wakefield, Devils Lake, treasurer.

Amendments Added to Bill

Senate Bill No 40, setting up a separate aeronautics commission in North Dakota, as amended passed the House, Friday morning, March 7.

Amendments were made and approved as a result of several previous meetings held in Devils Lake, and Bismarck, with representatives from every aviation organization in North Dakota, discussing the provisions.

The amendments were as follows:

The Commission will not be appointed by the nominating committee but by the Governor of North Dakota.

The committee eliminated mandatory channelling of federal funds used in matching local funds for the construction and improvements of airports in North Dakota.

Registration fees were reduced from \$5.00 to \$1.00 for all registrations.

The requirement that the State Aeronautics Commission act as agent for municipalities in contracts for construction and operation of airports, was eliminated.

The registration bill, passed with 75 per cent of the revenue returned to the county in which the aircraft is based, is to be used in the best interest of its public airports. It is distributed on the basis of the total assessed valuation.

In the event that no airports exist, the funds are to be held in escrow until a municipal airport is constructed. Erling Nassett, director of aeronautics, expressed his dislike of this provision, as this does not include the private owned airport.

The common carrier was defined as one operating between fixed points for fixed fees.

Proposed Revision For A & E Mechanics

New proposed revision of Part 24 of the Civil Air Regulations, relative to the present requirements for an Aircraft and Engine Mechanic, is now being circulated.

Current requirements would be severely stiffened if the new revision takes place. Aircraft and Engine mechanics would have to take two years of apprenticeship shop work instead of the current one year requirement for license.

To become an Aircraft Inspector would require three additional years or 5 years in all, as is stated in the proposed revision.

Scouts Work For Flying Time

Charles Crawford, Commercial Flight Examiner at Rugby, has taken more than an active interest in civic aviation progress, in the future of Rugby's younger generation.

In maintaining respect and good citizenship in Rugby's prosperous community, he has conducted an interested and eager group of Boy Scouts to build and maintain their own summer camp at Pleasant Lake, N. D. These boys spend one day at the summer camp in return for 15 minutes of dual instruction from Charles Crawford. This has induced many boys to work hard at the camp. They are eager to get this flying time.

Charles Crawford, also mayor of the city has been actively interested in airport development for many years. His ingenuity in Rugby's future progress has been evinced in this and many other incidents.

CAA ASKS PLANE OWNERS ASSISTANCE

WASHINGTON, D. C. —Plane owners have been called to aid the Civil Aeronautics Administration in its search for reliable statistics on personal flying.

A postal card questionnaire is being sent by CAA to 25,000 of the 85,000 plane owners asking them what kind of flying they do, and how much they do. Only with this information can the CAA determine the relative safety of personal flying, and thus supply the industry with essential and accurate statistics. Such figures conceivably could have important effect on insurance rates charged personal plane owners. Because of expense involved,

the CAA will not send the two-part postal card questionnaire to all plane owners, but the 25,000 names will be selected as a "sample." It is important that the one out of every three owners who receives the card fill it out and send it in if results are to be typical.

Not since 1942 has the CAA required private pilots to report on the amount of flying they do, and the lack of this information has been felt throughout the industry.

T. P. Wright, Administrator of Civil Aeronautics has expressed his sincere hopes that every conscientious pilot will realize the importance of the information requested and cooperate with them.

Plans Flight To California

Russell Mayer, Manferd, North Dakota is making preparations to fly to California the early part of this month.

Russell, a young Manferd farmer and veteran of World War II, received his private license under the GI training program at Mohr Field. His instructor was Harry Hayashi, airport manager.

Russell bought his Ercoupe from the local field and made his first trip to Fargo to install radio equipment for the trip to California.

C.I. School For Alamo Field

Alamo, North Dakota—W. H. Stockman, airport manager at Alamo Field, is making preparations to begin C.I. Flight Training. Alamo, one of North Dakota's smaller communities, is probably one of the largest aviation-minded communities for its size in North Dakota.

CAB SETS DATE FOR HEARING

West Central Airlines officials will meet with the Civil Aeronautics Board March 10. The board will conduct a hearing on the Mississippi-Valley case.

West Central Airlines has made application with CAB to supply a feeder route throughout the mid-western states to Amarillo, Texas. The proposed plan would serve a terminal point at Bismarck, and intermediate points at Jamestown, North Dakota, Aberdeen, Mobridge, Pierre, and Winner, South Dakota, Valentine, Ainsworth, North Platte, and intermediate points in Nebraska, and so on through Kansas to Amarillo, Texas.

The hearing will be held in Room 5024 Commerce Bldg., Washington, D.C. to decide the board's final decision.

Lower Ins. Rates Prove Air Safety

The greatly reduced insurance rates allowed passengers on domestic scheduled airlines confirms the increasing safety in airline travel. James M. Landis, chairman of the Civil Aeronautics Board, said to the committee. Lower insurance rates, coming from a completely unbiased source, put meaning into the 124 fatality per 100 million passenger miles for scheduled airlines in 1946, he said.

Landis also pointed out that in 1938 the maximum insurance available was \$5,000 and the cost was 25 cents for each four hours of scheduled flying time. This cost had dropped to 25 cents for any single trip of seven days by August 1, 1945.

Under new rates due to go into effect in March, Mr. Landis

stated that an airline passenger will be able to get as much as \$25,000 insurance in multiples of \$5,000 at a cost which has been reduced to 25 cents on each \$5,000 for trips, as long as 30 days.

In connection with the board's work of setting up safety regulations and investigating accidents, Mr. Landis described measures taken and those under study for remedying airworthiness deficiencies in aircraft and operational procedures.

HARVEY TO IMPROVE MUNICIPAL FIELD

Lyman Delameter, airport operator at Harvey, is making plans to improve Harvey airfield. Harvey, N. D. They will construct a 4 place multiple square hanger, which will combine an office and shop.

They are making preparations to start a GI school after completing the building. Lyman is a commercial pilot getting his instructors rating at Bell Airport, Devils Lake.

Lyman believes that Harvey with its many active and interested business men and students should assume pilots of a very active airfield in the future.

Rugby Airport Changes Operation

Clifford Albright, former manager at Rugby municipal Airport has decided to go into farming near Willow City, N. D. However, he doesn't intend to give up flying. He has his hanger and private airport adjoining the farm at Willow City.

Vern Sherwin, Willow City instructor, Arthur Schroder, Mechanic and Boyd Hawk, Commercial pilot both of Rugby will take over the management and operation of the city's municipal airport.

Flies To Minneapolis In 3 Hours 5 Minutes

J. N. (Bud) Ray, special agent, and Herb Hanson, district agent for State Farm Insurance, Bismarck, North Dakota, made a business trip to Minneapolis in 3 05. They opened a new branch office to give faster policy service between main offices.

The flight was made in J. N. Ray's new Funk. It cost them \$460 to make this trip. To beat that with any other means of transportation—you'd have to walk!

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

YOUR INTEREST IN THE "DAKOTA FLYER" WILL BUILD UP INTEREST IN DAKOTA AVIATION!

1947 MODELS READY FOR IMMEDIATE DELIVERY

RADIO SALES → PORTABLES with 7 tubes
LEAR PX's increased performance
MOTOROLA AirBoy Receivers
AirBoy Combination Trans-Receiver
Avigator Trans-Receiver
Transmitters

RADIO SERVICE → We maintain the finest repair and test service shop in the Northwest. Let us handle your next radio repair or modification. We also have loan radios while your set is in our shop.

RADIO PARTS → We carry the largest stock of radio parts and supplies in the Northwest.

ASBESTOS LAGGING KITS → Winterize your engine with Asbestos lagging kits complete snap on covers for oil tank and intake pipe. Special to Dealers. Net \$4.20.

FLIGHT CLOTHING → See our complete line of ARMY SURPLUS MERCHANDISE. Mail orders promptly filled.

WHOLESALE **RETAIL**

SPECIAL AAF B11 PARKAS Only a few left out of 250. Dealers price \$15.50 — List \$20.00.

SPECIAL AAF NEW All wool Gaberdine FLIGHT SUITS List \$8.95 each order of 3 or more \$6.00 ea. — 5 or more \$5.75 — 12 or more \$5.50.

SPECIAL as new HELMETS 3 or more net \$100 ea.
New A9A Doeskin furlined mitts 3 or more \$3.25
New A11A Capeskin Gloves and liner 3 or more \$2.95
Slightly used A6 Furlined Boots 3 or more net. \$6.50 ea.

NORTHWEST AVIATION, INC.
FLEMING FIELD
SO. ST. PAUL, MINNESOTA

Pilots Must Observe Ali Ceiling Reports

As an emergency measure the CAB has tightened up the approach limitation rule (61752) by requiring pilots to observe all Weather Bureau reports on ceilings-indefinite, estimated, precipitation, aircraft and balloon, as well as actually "measured"

The revised rule states that a pilot cannot make an instrument approach or landing at an airport when the latest US Weather Bureau report for that airport indicates that either ceiling or visibility is below CAA minimums set for that particular airport.

Previously, enforcement hinged on pilot observance of "measured ceilings" reported by the Weather Bureau. When the ceiling was not actually measured the pilot was permitted to come down to his approved altitude over an airport to determine for himself whether or not he could see the airport clearly enough to make a safe landing.

A ceiling is usually measured by projecting a light beam at the clouds. Since only about 25 percent of the official reports during marginal weather are determined by such measuring devices, the regulation permitted wide use of pilot discretion.

A study of recent airline accidents has indicated a tendency on the part of some pilots to make low approaches in marginal conditions, with a result that the ultimate approach brings the aircraft in below established minimums, the board said.

The problem of instrument approach procedures and weather minimums is now being studied by the air carriers the CAB and the CAA to consider the desirability of further change to 61752 (Aviation Information)

Hazardous Snow

Although snow, unlike ice, does not accumulate on the wings of a plane, it presents a hazard that may be equally dangerous. When the flakes strike the forward surfaces of a plane flying at more than 200 miles per hour, they break into fine particles or ice dust which produces so much static electricity that it drowns out all radio communication.

Speed Clearance At Ports Of Entry

Faster service in clearing customs, public health and immigration is in the offing for international air travelers following a revision by three federal agencies it was recently announced by the Air Coordinating Committee.

The revised regulations provide for simplified and standard forms of manifests for passengers, cargo, and alien employees entering and leaving the country by plane. The United States is the first member-nation to put the new regulations into actual use.

The new regulations have omitted one form of manifest. One form will be used for both incoming and outgoing traffic.

The general declaration authorized by the revision will eliminate the necessity for a separate report for public health since space is provided for on the declaration for public health data.

Similar time saving changes have also been made for cargo.

Reserve Air Base To Be In Bismarck

Col L. B. Wyant, senior instructor of the Reserve Officers in North Dakota, has announced that efforts are still being made to establish a Reserve Air Base in Bismarck.

Fifth Army Headquarters authorized a number of bases for the state. In looking through the files for a qualified man, they discovered that the most qualified men live in the Eastern part of the state.

Generally the units would organize in that part of the state, but because Bismarck is the capital city an exception will be made, provided the enlistment of qualified personnel can be obtained in this area.

Instructions and uniforms will be furnished by the army. Authorization has also been received for activation of headquarters and headquarters company of the 411th regimental combat team to be located in Grand Forks, Wyant said.

A Very Good Reason



Blanche Walzak

A good reason for stopping at Jamestown municipal airport is lovely Blanche Walzak. Blanche is employed as one of Smith Flying Service's secretaries.

Accident Statistics For Year 1944

Landing	37.7%
Taxi	14.7
Collision	9.0
Take Off	8.7
Spins-Stalls	6.1
Prop	1.2
Structural Failure	7
Misc	6
Fire	5
Collision	4
TOTAL	100.0

"CHECK MOVEMENTS OF ALL CONTROLS BEFORE TAKE-OFF"

Asks Aid In Accident Reports

For some time Air Safety investigating headquarters for CAB accident reports, has had considerable difficulty in securing immediate reports on aircraft accidents.

Civil Air Regulation read as follows. Part 01.311 Release. No aircraft or part thereof, involved in an air carrier accident or in an accident resulting in serious or fatal injury to any person, or accident known or believed to have resulted from structural failure in flight, shall be released for repair, salvage, disposal, or any other purpose except upon specific permission granted by an authorized representative of the Civil Aeronautics Board.

Due to the above circumstances, it will be necessary to contact this office through one of the Communication Stations giving complete details when there has been a fatal or serious injury or any indication of structural failure in flight. Before the aircraft involved can be moved a release from the office must be secured. A written report and Form CAB 453, Report of an Aircraft Accident, shall be submitted without delay following the accident.

To reach the Air Safety Investigator, you may call any of the following CAA Communication Stations and they will relay the message:

Station	Telephone
Alexandria, Minn.	710
Bismarck, N. D.	1920
Dickinson, N. D.	140W
Duluth, Minn.	Melrose 7326
Fargo, N. D.	8894
Golva, N. D.	21
Grand Forks, N. D.	3899
Jamestown, N. D.	957
LaCrosse, Wisc.	Onalaska 21J
Madison, Wis.	Fairchild 5693
Milwaukee, Wisc.	Sheridan 7131
Minneapolis, Minn.	Dupont 7706
Minot, N. D.	1717

The Air Safety Investigator will immediately investigate the accident or upon sufficient information, release the aircraft, according to Earl L. Smith, Air Safety Investigator, Wold Chamberlain Field, Minneapolis, Minn.

"FLAT TURNS INVITE STALLS AND SPINS" (Alerons installed for reason! Use Them!)

"IN ALTITUDE THERE IS SAFETY"

CIRCULATION OF THIS ISSUE 1300! THE "DAKOTA FLYER" "COVERS THE FIELD"

IT PAYS TO ADVERTISE

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

ELGIN'S PRIVATE PORT, LEVORSON FIELD Elgin, N. D. DARLENE & CARLTON LEVORSON, Managers



LEN WUTTKE, Sub Dealer

HERB'S CAFE

THE FINEST OF ITS KIND IN THE NORTHWEST

Open from 6 a.m. to 12 p.m.

THE FINEST FOOD SERVED AS YOU LIKE IT

HERB LEUPP, OPERATOR WASHBURN, N. DAK.

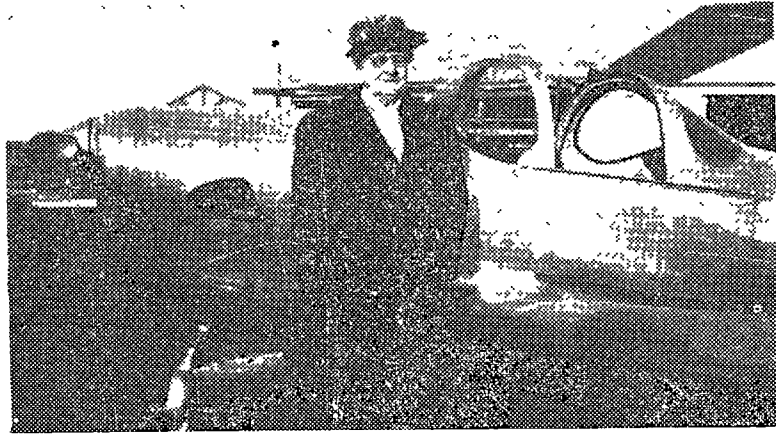
BOMBER CLUB

At the New England Air-Port Open Sundays from 3PM. to 9PM. Week days 5 PM. to 1PM.

STEAKS & CHICKEN DINNERS

New England, N. Dak.

PIONEER LADY 87, FINDS ENJOYMENT IN AIR JAUNT



Mrs. Timam L. Quarve, 87 year old pioneer of Fessenden and Viking communities, found her age hindrance to the enjoyment of her first airplane ride last November. Her flight took her over her homestead in the Quarve Ercoupe.

60 years ago, she first saw the Viking territory, having traveled to the settlement in a lumber wagon behind a team of plodding horses. "In those days," she stated, "it took all day to cover 25 miles by team." Via the Ercoupe the jaunt to Viking was made in just a few minutes.

"Grandma", Quarve was very impressed with her first experience in an airplane, and it is very possible she will do more flying

this coming summer when conditions are more favorable.

The Ercoupe is owned by Arnold Quarve, 58, a pilot. Kermit Quarve, grandson, flew Mrs. Quarve on her first flight.

Air travel, it seems, has universal appeal to young and old alike. After the first airplane ride, most people are air enthusiasts. "Grandma" Quarve's trip should prove that even those approaching the 90 year mark can enjoy an airplane jaunt from time to time.

The above picture was taken out at Mohr Field at Fessenden, before taking off on Mrs. Quarve first flight. —Wells County Free Press)

Sax Aviation Trucks In Cessna's

Sax Aviation Company, Dickinson, N. D., is awaiting shipment of 6 new Cessnas. The planes are to be delivered in a special truck owned by the Cessna Aircraft Factory. The truck is scheduled to leave Wichita, Kansas, March 12, and should arrive in Dickinson March 13.

Previously, each plane had to be ferried from the factory to Sax Aviation Company, distributors. This new trucking method will be used exclusively if it proves successful.

The shipment will include 4-140's and 2-120's.

Worth Field has been using the Cessna 140 for the training of their GI students for their private and commercial licenses. A PT-26 is used for instrument flights which the school has recently begun. The Dickinson municipal airport is used for night landings and take-offs. The X-country night students land at the Bismarck municipal airport.

Sax Aviation at Worth Field have already graduated 27 GI's, 2 instructors, and now have approximately 52 GI's enrolled for their new course.

Aviation Subjects To Be Taught In North Dakota High Schools This Fall

Some 7,000 high schools will be offered free courses in aviation beginning with the fall term. The Civil Air Patrol cadet training elective courses will be included in the curriculum of all state high schools for 1947-48.

G. B. Nordrum, state superintendent of public instruction, and Lt. Col. Irven A. Myhra, commander of the North Dakota Wing of Civil Air Patrol, have announced that 7,000 high schools will be offered free courses in aviation beginning with the fall term.

These Civil Air Patrol training electives will be included in the curriculum of all state high schools for 1947-48.

The Civil Air Patrol will provide the state without cost all the CAP text manuals needed and also will provide donable property, including airplane parts and instruments, as they become available from war surplus through CAP's priority rating.

It is estimated that between 5,000 and 7,000 high school students in North Dakota will elect to take the pre-flight instruction in aviation subjects and special training in honor, discipline and leadership for a continuing group of 100,000 or more boys and girls between the ages of 15 and inclusive.

The course aims to provide full knowledge of the fundamentals of aviation and to train a reserve pool of personnel who will be able to advance themselves in aviation careers or put their knowledge to good use in private flying.

North Dakota is the third state in the Union to complete plans for CAP aviation training as part of the public school curriculum. CAP, a voluntary non-partisan non-political organization, is an auxiliary of the Army Air Forces.

Under agreement between the state superintendent's office and CAP, the latter will attempt to provide 16 mm motion picture sound equipment for the school,

distributed through the department of public instruction. The Civil Air Patrol will furnish technical manuals, identification cards to be issued to each cadet or student, and other materials. Control of the program will be under the state department with co-operation of CAP wing headquarters.

Colonel Myhra commenting on the program said "One of the most important functions of the Civil Air Patrol is to promote civilian aviation and to provide for all those who desire complete courses in aviation subjects. The Civil Air Patrol teaches all ground subjects necessary to obtain a pilot's license and its members have the opportunity to fly as observers or act as instructors in their own airplanes.

"It has been our policy to cooperate with educational institutions everywhere providing this training and now that arrangements have been completed for including aviation subjects in the high school curriculum, we expect a great stimulus in the interest in aviation throughout North Dakota.

New Chapters In The Manual

WASHINGTON, D. C.—The second addition of the Flight Information Manual has been issued by the Civil Aeronautics Administration. Designed as a reference book for pilots, the Manual has been enlarged by the additional five new chapters. It is published twice a year and features information of a more permanent nature than that contained in its companion book, the bi-weekly Airman's Guide.

In addition to the information previously supplied, the new edition has an aeronautical radio facility index listing the locations of the towers, ranges, fanmarkers and homing facilities operated in (Continued on page 8)

USED AIRPLANES

1946 PIPER CUBS 1946 TAYLORCRAFT

— NEW AERONCA CHIEFS —
& CHAMPIONS

G.I. FLIGHT TRAINING

— PRIVATE COMMERCIAL INSTRUCTOR

BISMARCK AVIATION CENTER

J. C. LIPPSMEYER BISMARCK, NO. DAK.

HANGAR & TIE DOWN Visiting PILOTS WELCOME

DEALERS FOR FAMOUS "TAYLORCRAFT"

DAKOTA FLYERS

Wyman Field Mott, North Dakota
DUANE LARSON, Mgr.

See or write us about immediate
TAYLORCRAFT DELIVERY



Michigan, N. D.
The Dakota Flyer
Mott, North Dakota
Dear Editor

Have heard quite a bit about your little publication and being a small town operator decided to drop a line for a sample copy

I have a small airport here in Michigan, have a G I school, etc. The going has been rough, so far, because of lack of cooperation from the city fathers in showing more than a sneering interest in my occupation

It is sad, but true, more young fellows seem to like alcohol better than they do aviation gas and airplanes, judging by the ratio between the number of students at my classes and the number in taverns at the same time. Nevertheless, I expect to build up a nice interest in flying here in spite of the "Ain't he dumb!" attitude. Fortunately, the boys attending my classes are the cream of the crop and I intend to take a decided interest in helping to develop them into A-1 flyers! We'll set a fine example for the people who habitually criticize flying, so that their criticism turns into praise for local flyers and their doubts and fears turn to confidence of flying. I also intend to cut rates whenever possible, in order to make flying accessible to everyone in my territory. I prefer volume to exclusiveness. I believe the operator should not jack up prices—there are more poor than rich but no one ever got rich from the little rich trade there is. I also believe my policy will cause everyone concerned to benefit in the long run, and would like to see more airport operators practice this.

You may pass this on if you wish. I know I'm not the only fellow who thinks of flying as something besides a get-rich-quick scheme. That includes the present high cost of airplanes, too.

We should do something to force the manufacturers to cut prices by as much, or more, than half \$6000.00 for a four plane airplane is utterly ridiculous!

Well here's to your lasting success and may you continue to be the voice of the private pilot in these states.

Your truly,
Venroy M Draper

Flandreau, S. Dak

Editor
Dakota Flyer
Mott, North Dakota
Dear Editor,

Thank you for your sample issue of the "Dakota Flyer." My check for one year's subscription is enclosed.

Having lived for some time at

Fargo, North Dakota while in the employ of the International Harvester Co, you can understand why I have an interest in North Dakota. It's a good state!

At Flandreau, S D, my present home, we have considerable interest in aviation. There are 23 locally owned ships. Recently eight local residents passed the private pilot examination in one day.

Wishing you the best of luck with your publication and extending a hearty invitation to visit our port, we are

Sincerely yours,
Hasvold Auto Co
H J Hasvold

Williston, N. D

Dakota Flyer
Mott, North Dakota
Dear Editor

In your December issue of the Dakota Flyer you gave our airport a very nice writeup which we greatly appreciated. However you made an error in the location. It should be 2½ miles North instead of South. Please make this correction.

Wright Flying Service
Williston, N. D

Minneapolis, Minnesota

Editor
Dakota Flyer
Mott, North Dakota
Dear Editor,

The enjoyment I've gotten from reading the "Dakota Flyer" prompted the enclosed check for a year's subscription.

Wishing you lots of success in the future, I wish to remain.

Very Truly Yours,
Van Dusen Aircraft Supplies, Inc
Fran Mitchell, Sales Dept.

OUR ROADS ARE NEVER BLOCKED

During the severe cold wave that waged throughout the Northern part of North Dakota, Rugby Flying Service made many mercy missions in the storm stricken areas around the neighboring towns and farms.

The boys at the field drew from their files a much kicked around motto, "Our Roads are Never Blocked" and with a good set of ear muffs the men proceeded to help many stranded persons.

18 months old son of Mr. and Mrs. John Solwey, of Orrin, and Mrs. Solwey were flown to Rochester, Minn. Later an other emergency medical flight was made with Mrs. Ray Lundervold and their infant child.

These flights have been prevalent throughout the state where immediate medical aid was necessary to save lives.

CAA Warns Pilots To Renew Certificates

All pilots are advised the amendment 20-4 of the Civil Air Regulation is effective December 24, 1946. The amendment changes the wording of Section 205 in such a way to provide that unless existing private or commercial pilot certificates are exchanged for the new type pilot certificates with private or commercial ratings by July 1, 1947, they will expire.

Section 2055 as amended now reads as follows: "2055 Exchange of Certificates. A private or commercial pilot certificate which was effective on or after January 1, 1945, will expire on July 1, 1947, for a pilot certificate and the appropriate ratings provided for in this part."

"2051 Duration. A student pilot certificate or a pilot certificate with a private or commercial rating shall expire 24 calendar months after the month of issuance. However, the Administrator or his authorized representative may issue a temporary pilot certificate with a private or commercial rating for a period of not to exceed 90 days subject to the terms and conditions specified therein by the Administrator."

*"For example, a certificate issued any time in April 1946 will expire on the day of April 1948."

The method by which the above will be carried out will be for the certificate holder to mail or bring to the office of Donald L. Thompson, Sr., Aeronautical Inspector, located at 209 Walker Building, Fargo, North Dakota his certificate. He must also bring his rating record, if any, and medical certificate. A new certificate and rating record, if appropriate will be returned to applicant together with his medical certificate.

A prompt compliance with these regulations will be appreciated by the Administrator.

INDIANS ATTACK B-29

ROSWELL, N. M.—Surprised pilots are wondering if the Indians aren't on another war path! At any rate, boys at Roswell, New Mexico stationed at Roswell Army Airfield are suspicious as to what is to happen next. Capt. Chester H. Bonhart, B-29 Superfort pilot, was taxiing toward the runway when he noticed a tire going flat. Inside the tire mechanics found an Indian Arrowhead! — (Chicago-Herald)

CONGRATULATIONS

MISS GENEVA SCHOW
AND
THE DAKOTA FLYER

You are doing a splendid job in promoting aviation in North Dakota.

You have earned the support of all aviation minded people in the state, both in advertising and subscriptions, and we hope the people you are trying to help realize this and tender you the necessary advertising and subscriptions to keep it going.

In any new industry it takes daring, imagination, co-operation among the pioneers and a willingness to work hard to make it a success.



Turn me upside down

Too many people in this country look upon aviation, as the person pictured here, with suspicion and prejudice, when if they knew the truth, they would look upon it as this man would when the picture is turned upside down. It remains for the pioneers in the aviation industry to turn the doubters into boosters.

and your supporters can do much to bring this about. We wish you and other aviation boosters success in this project.

MOTT PIONEER PRESS

Mott, N. D.

CAA Accepts First Castered-Wheel Landing Gear Airplane Recently

Washington, D. C.—First of three airplanes with castered-wheel landing gear was delivered March 2 to the Civil Aeronautics Administration by the Fairchild Aircraft Division of Hagerstown, Maryland.

The gear, which is on a standard PT-19 trainer, is the first to be completed in the CAA's program to determine whether airplanes can be developed that can use single runways as satisfactorily as they now use "all-way" airports. It was flown to Washington National Airport by Lloyd Child, assistant to the administrator for personal flying development, and John H. Geisse, now serving as consultant with the CAA in completing the landing gear project which he originated as Mr. Child's predecessor.

Administrator T. P. Wright accepted the plane, which was developed for the CAA under contract by the Fairchild Company.

Prior to its delivery, the plane had been flown at Hagerstown by pilots of the CAA and the company, and will now be put through extended service tests at Washington. These service tests will include landings in higher cross-winds than have hitherto been encountered, on both concrete runways and grass fields. Results of these tests, and detailed descriptions of the castered gearing will be supplied to the aircraft industry by the CAA.

Mr. Geisse believes that if service testing confirms results so far obtained, such a landing gear might have profound effect on the planning of airports in the future. Reduction in acreage requirements might, in some cases, he estimates, be as high as 80 per cent and cost of runways reduced to one-third that now required.

Existing airplanes of the Fairchild type could be converted to castered wheels in the fields with only minor changes, Mr. Geisse said. Wright added by the in-

stallation is 30 pounds and it should be possible, Mr. Geisse said, to design a castered gear equalling in weight, or even lighter than present landing gear assemblies.

The CAA also has contracts for castered wheel gears with the Firestone Aircraft Company and the Good Year Aircraft Corp. Both will work with small, personal-type aircraft. Firestone is using a tricycle landing gear plane.

The CAA has been informed by the Good Year company that they have landed the cub type airplane which they are using in their development in crosswinds as high as 25 and 30 miles an hour.

Administrator Wright has instructed CAA airport officials to prepare a study on the effect which this type of landing gear would have on the size of airports and landing strips.

Plans For Airport Development

Washington, D. C.—A list of 4431 airports which the Civil Aeronautics Administration believes should be constructed or improved during the next three years has been issued by Administrator T. P. Wright.

The list summarizes the National Airport Plan, which the Administrator is required to prepare and revise annually, under the Federal Air Airport Act. From it will be selected the projects to be included in the fiscal year of 1948 construction program, depending on the amount of funds appropriated by Congress and the relative urgency of each project, to be determined later by CAA. The construction program for the fiscal 1947 was announced by Mr. Wright on January 10.

The plan issued at the present time includes 417 large airports (those with paved runways of 4,500 feet or longer at sea level),

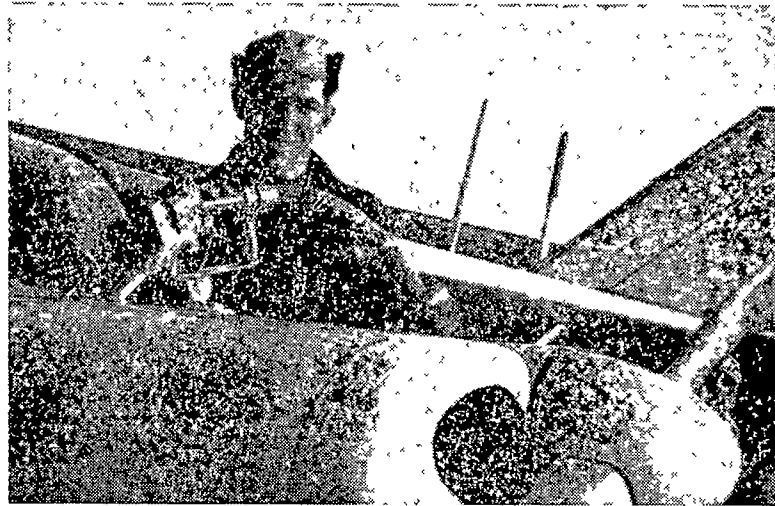
3,850 smaller airports, and 164 seaplane bases. Although no attempt has been made to show cost of individual projects, it is estimated that the 417 large airports would require a total of \$435,000,000 in federal and sponsors' funds, while the 3,850 smaller airports would have a total estimated cost of \$548,800,000 and the seaplane bases would cost \$2,000,000. The grand total of \$985,800,000 would be divided between federal funds of \$441,600,000 and a sponsor's share of \$544,200,000.

Of the 4,431 projects, 2,550 would be entirely new airports, while 1,881 are existing public airports requiring improvement. Out of the 417 large airport projects, only 14 are new, while 403 are existing airports to be improv-

ed. The smaller the airport class, the greater the proportion of new as against improved fields required. In the Class 1 category, with unpaved landing strips 1800 to 2700 feet in length, 1,708 new fields are proposed, with 507 sites listed for improvement.

Airport locations listed in the plan have been chosen with three factors in mind: (1) airports required to accommodate air traffic generated in the community in which they are located, (2) airports at intervals along natural routes of air travel, (3) airports located at places that people want to reach by air. The size of airports proposed is based on the type of aircraft, and volume of air traffic expected at these locations.

No Time Lost In Learning To Fly



DWANE GUSCETTE

Dwane Guscette, Arthur, North Dakota, passed his private flight test at Smith Flying Service, Jamestown, on March 3.

Dwane bought an Aeronca Chief in January and in less than two hours he began flight instruction at Smith Flying School. One week later he made his first solo flight. Two weeks later he flew the "Chief" to his home near Arthur.

Upon logging enough flying time for his private pilots license, he passed the flight test at Jamestown Municipal Airport. Dwane then traded his "Chief" for a new 150 Stinson.

CIVIL AERONAUTICS ADMINISTRATION GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of March 1947

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

Date:

- 6 Port O' Minot, Minot, N. D. Aircraft Inspection and written Tests.
- 18 Municipal Airport, Jamestown, N. D. Aircraft Inspection and Written Tests.
- 21 Municipal Airport, Detroit Lakes, Minn. Aircraft Inspection.
- 24 Municipal Airport, Hector Field, Fargo, N. D. Aircraft Inspection.

Written examinations are held every day except Saturday and Sunday in the Fargo Office, 209 Walker Building, Fargo, N. D.

Submitted by: Donald L. Thompson,
District Office Inspector

—Aviation Insurance At A Saving—

JAMES N. RAY CO.

114 W. Brdwy BISMARCK, N. D. Phone 440

"Bud" Ray, the Flying Insurance Man

Let a Pilot fill your Aviation Insurance needs

WELCOME!

SMITH FLYING SERVICE

AL. G. SMITH, Mgr.

Jamestown, North Dakota

MODERN REPAIR SHOP

G.I. FLIGHT SCHOOL

SALES AND SERVICE

Dealers for:-

* Stinson * Cessna * Aeronca * Sea Bee *

Drop In At A Friendly Port!

Classified Ads

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

THE CLOSING DATE FOR ALL ADS 20TH OF EACH MONTH

FOR SALE

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

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

FOR SALE — Special Deluxe Coach, spare tire, radio, heater, fog lights, bumper guards, plastic rims Nylon seat covers and frost shields BT-13 A Vultee radio equipped, motor prop, battery lights extra good, all metal BOTH \$2750 00 Lawrence Hasvold, Flan-dreau, S D.

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

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

FOR SALE—BT-13 Licensed 80 hrs Since Major 680 hrs total A&E Will Deliver \$1400 00 Jim Smith, Regent Flying Service, Regent, North Dak

FOR SALE — BOEING KAYDEE 1943 275 hours since OH, Cont. 220 extra good fabric, fully licensed, flying \$995 William B Hebron, 976 Idaho Ave, Huron, S. D

FOR SALE
9 Sets of New Rubberized Wing and Tail Covers — \$20 00 each Just fit the PT 19's M C Schow, Fort Clark, North Dakota

FOR SALE — 75 HP. Luscomb 1946 Model 119 hr Total time Like New \$2350 00 George Koppinger, New England N D

FOR SALE. 1941 CUB CRUISER with Beech-Robie Controlable pitch prop \$2400 00 Write Duane Larson, Mgr, Wyman Field, Mott, North Dakota

MODEL AIRCRAFT KITS — Supplies, accessories Get a model of your own ship in miniature Custom-built kit form Monks Model Shop, 901 Ave B, Bismarck, N D

FOR SALE: 1 South Bend Lath- 6 foot between Centers \$350 00 E R Schaeffer, Medina, North Dakota
FOR SALE 1 Storm Fly Cutter Re-boring Bar Perfect condition \$350 00 E R Schaeffer, Medina, North Dakota.

rancher transports himself and his products by air and speeds up his business.

The ingenuity of young Americans returned from the global air war is accounting for many new uses of the airplane in commercial and industrial alike. In addition to the standard businesses of pilot instruction, charter operation, aerial photography and aerial advertising, planes now are being used in mortuary services. Operators find they can compete profitably with railroads since they do not require that anyone accompany the body The transportation of firefighters is supplemented by the dropping of extinguishing chemicals from airplanes More and more companies are contracting with aircraft operators to patrol their pipe, power and telephone lines, and to rush repairmen to the scene of breaks.

Availability of surplus airplanes at low cost has persuaded many commercial firms to use air transportation for their executives in company-owned planes Emergencies, such as floods, earthquakes and epidemics, still bring about the urgent need for airplanes, and searches for lost persons and lost aircraft account for their portion of the day's flying.

Farm Port Will Be Commercial Field

Glenn Porsberg, Judson, North Dakota, is planning to build a four place hanger He intends to complete this hanger on his farm airport, with complete aviation facilities, and later will conduct student instruction and charter services.

The Porsberg private airport will become an active commercial airport for the surrounding community of Judson.

ing in volume of flying done Commercial dusting and spraying of crops and mosquito breeding spots still leads in volume and still is done mostly by companies organized for the purpose

On every large ranch, such as those in the West, an airplane can replace many a rider on a pony Some such ranches in North and South Dakota use windmills to pump water for stock, and a certain amount of observation and maintenance is necessary to keep them in operation Many have irrigation ditches and miles of fences that need patrolling

The airplane also takes a more aggressive part in operation and protection of large farms and ranches Hunting low and shooting coyotes from the air is now a favorite and profitable sport, or business of those ranchers who own their own planes The coyote usually tries to run into the shadows of the plane and he becomes an easy prey to the buckshot of the rancher sitting behind or beside the pilot Main difficulty is in landing near enough to the carcass to obtain the skin

Some ranchers herd wild horses by means of low flying planes locating lost cattle on large ranges, and assist men in cattle roundups by using the plane for a pony

It is estimated that a third more farmers are buying airplanes than city folks, in proportion to the percentage of the population that each group represents CAA observers find the farmer is using his airplane for all kinds of errands For some rural owners, it has become a farm tool like the automobile and telephone. The flying farmer and

DAKOTA FLYER

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

GENEVA SCHOW
Owner-Editor

SUBSCRIPTION & ADVERTISING RATES

SUBSCRIPTION RATES —
\$2 00 Per Year

Display per column inch
Per Column Inch' . \$2 00 per issue
With Picture . . . \$1 00 Extra

CLASSIFIED ADVERTISING

RATE .. \$1 00 Minimum — 25 words
4 Cents extra for each additional
Word. (Count names and addresses
in 'each adv')

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

Air Defense May Aid CAP Program

National headquarters is examining thoroughly the possibilities of instituting graduate courses at various land-grant colleges The purpose of this program is in preparing instructors for aviation pre-flight courses in high schools.

This program is similar to the one being initiated at the University of Vermont, this summer with army lecturers supporting the faculty. In the plan for national activation for this program, it is expected that the Air ROTC would bear the heaviest responsibility of the teaching duties For this reason, cooperation between the Air Defense Command and the Civil Air Patrol is of the utmost importance, say those in charge.

Owners Find New Jobs For Planes

Washington, D. C.—Ingenuity of American fliers, especially flying farmers, continues to produce new uses for the small airplane.

A roundup of information on the uses to which planes are being put was completed recently by Personal Flying Representatives of the CAA in the seven CAA regions.

Rural use of the airplane, particularly in areas where farms, or ranches are of great size, is growing While this kind of flying generally is performed by the owner of the land or by one of his steady employees, it bears promise of running close to commercial crop-dusting and spray-

LEMMON AIRPORT

DEALERS FOR

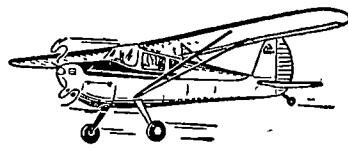
**Aeronca — Bellanca
& Sea-Bee**

IMMEDIATE DELIVERY!

AERONCA "CHIEF"
AERONCA "CHAMPION"
And BELLANCA

**LEMMON
AIRCRAFT CO**
LEMMON, SOUTH DAKOTA

Cessna



— DISTRIBUTORS —

For North Dakota & Western Minnesota

Approved for G.I. FLIGHT TRAINING
Private Pilot, Commercial, Instructor,
INSTRUMENT & MULTI-ENGINE

**SAX AVIATION
COMPANY**
DICKINSON, NORTH DAKOTA



New Chapters In the Manual

(Continued from page four) the United States, and a list of air navigation facility radio call letters.

The list of standard broadcast stations, formerly limited to stations of 1000 watts or more power now includes all standard stations. Data on Loran facilities are now included in Chapter VI along with Coast Guard DF information.

The Digest of Air Traffic Control Procedures, Airway Radio Communications Procedures, and Foreign Entry and Flight Requirements, being more or less permanent, have been transferred to the Manual from the Airman's Guide.

Single copies of the Flight Information Manual sell for 15 cents each, while single copies of the Airman's Guide are 30 cents each. The annual subscription price covering two copies of the Manual and 26 copies of the Guide is \$7.50.

Address requests with accompanying payment in coin or money order to the Superintendent of Documents, Government Printing Office, Washington, 25, D. C.

Air Patrol Stages Insignia Contest

The final date for entry in the Civil Air Patrol Insignia contest is March 31, according to those in charge of the event. All members of the Civil Air Patrol squadrons are urged to send in an idea or sketch. The proposed insignia must be 2 1/2 inches in diameter with white on red background. Entries will be judged by a committee as to its smartness, conformance to CAP requirements, originality and fitness.

Send your entries to the Wing Headquarters. You can probably use that \$75.00 toward flying time.

Approve Hettinger For G.I. School

Hettinger, N. D.-Hettinger Flying Service, operating the local airport has been approved as a G.I. flying school and will begin instruction in the near future.

Additional Want Ads

WANTED — Speed Ring for a SM8-A Stinson with a 215 H.P. R-680 Lycoming engine. D. W. Spenningsby, Valley City, N. D.

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

Mail Your Subscription NOW!

SUBSCRIPTION ORDER BLANK
DAKOTA FLYER
MOTT, NORTH DAKOTA

YOU CAN COUNT ME IN ON A YEAR'S SUBSCRIPTION TO THE "DAKOTA FLYER" ENCLOSED YOU'LL FIND \$2 (TWO DOLLARS).

NAME
ADDRESS
CITY
STATE

Get Acquainted With The "Dakota Flyer"

SUBSCRIPTION ORDER BLANK
DAKOTA FLYER
MOTT, NORTH DAKOTA

YOU CAN COUNT ME IN ON A YEAR'S SUBSCRIPTION TO THE "DAKOTA FLYER" ENCLOSED YOU'LL FIND \$2 (TWO DOLLARS).


NAME
ADDRESS
CITY
STATE

Introduce A Friend To The "Dakota Flyer"

FLYING FARMERS & RANCHERS

— "CALL AIR" —

IS THE PLANE YOU'VE BEEN WAITING FOR!

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

"CALL AIR"

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

DAKOTA FLYERS

WYMAN FIELD . . . MOTT, NORTH DAKOTA
DISTRIBUTORS

DAKOTA FLYERS AVIATION CO.

Wyman Field
MOTT, NORTH DAKOTA

Gentlemen:
Please send me an Illustrated Folder describing the new CALL AIR.

NAME
Street or P. O. Box
CITY STATE

BACK THE LEGION AIRMARKING