

DAKOTA FLYER

Vol. I

Mott, North Dakota May 1947

No. 7

GRAND OPENING OF NORTH DAKOTA'S FIRST AIR RESORT

Planes Vie With Horses at Ranch

On May 18, Mr. and Mrs. Walter J. Ray will greet guests arriving by plane for the Grand Opening of their Buddy Ranch Airport, North Dakota's first air resort at Medora.



WALTER J. RAY

The Buddy Ranch airport, adjacent to the guest ranch, will be open to the public to fly into for overnight stops. It is hoped that this resort will create an interest in the development of air tourist stops.

The Buddy Ranch is famous for its excellent riding horses, comfortable accommodations and for the true western hospitality of its

Airport Planned For Beulah

According to information received, Jess Thompson and E. Liebelt will open an airport in Beulah soon. The boys have two planes that will be available for student instruction and charter service.

A 155 acre field southwest of the town has been purchased for the port sight. The airport will include three 2,000 foot runways. A four place concrete hanger will also be constructed.

Minot Names New Officers

At a recent organization meeting of the Minot chapter of the National Aeronautics Association, the following officers were elected: E. L. McCaffree, president; Paul Torgerson, vice president; and Wm. Champlin, secretary. McCaffree succeeds Al Gimse, who served as president the past year.

hosts, Mr. and Mrs. W. J. Ray

For 20 years the Buddy Ranch has been a popular resort and tourist stop for the auto traveler. Many tourists have stopped for the night at the ranch and liking the western atmosphere, have often extended their visit for a week or more.

In 1926 the Rays, realizing the need for additional tourist accommodations in the scenic Badlands of North Dakota, converted their producing ranch into a guest ranch. During this time guests have arrived from all parts of the U. S., also Canada, Alaska, and Hawaiian Islands.

Now, in 1947, the Rays have expanded and have built adequate airport facilities to accommodate the air tourist and vacationists.

The ranch is conveniently located on a popular air route, as well as on a state and national highway.

MINOTS SECOND ANNUAL BREAKFAST FLIGHT APRIL 18

Aviation News From Our State Capital

It is the purpose of the editor of the Dakota Flyer to co-operate as much as possible in supplying information and news items for and about the State Aeronautics Commission.

Beginning with this issue a special portion of the Dakota Flyer will be devoted to "Aviation News from our State Capital," prepared and submitted to us each month by the Director of Aeronautics Erling Nasset and members of the aeronautics commission.

Turn now to Page 6, where the State Aeronautics News will be found in future issues of the Dakota Flyer.

JC's Plan Aviation Program for Meeting

Wesley J. Reed, State Jaycee Chairman of the aviation committee, of Mohall, N. D. is making arrangements with the C. A. A. in Chicago for a guest speaker to attend the state JC convention in Williston, May 10-11-12.

Topic of discussion will be air safety and flying problems. An aviation program is expected to be offered to the Junior Chamber of Commerce convention for its adoption or rejection.

An aviation trophy, donated by Glen Wilson, Fargo, will be awarded at the Williston meeting to the chapter having done the most outstanding work in aviation the past year.

Planes Make Second Breakfast Flight

Making their second cross-country breakfast flight on Sunday, April 20, members of the Dakota Chapter of Airplane Owners and Pilots Association visited Mobridge and Timber Lake, S. D. recently.

At both places they were cordially welcomed. At Timber Lake several hundred residents turned out to greet them. Dinner was served at Mobridge and refreshments were enjoyed at Timber Lake.

Fourteen planes made the flight. Pilots and passengers making the flight were John and Jasper (Continued on Page 8)

Minot Chapter of NAA has set May 18 as the date for its second Annual Pilots Breakfast Flight. The plans have for the Pilot's Barbecue to be an all day affair. Visiting pilots will be served without any charge and can eat all day if they like!

A program has been set up to make the flight interesting to everyone, with suitable prizes as follows: 1st arrival; 1st lady pilot; Dilbert of the day; pilot coming the longest distance; oldest plane; spot landing contest for private pilots; powered model contest.

Contests and prizes will be left to the discretion of the various committee but it might be recalled that a Motorola Aircraft Receiver was given away as the Grand Prize at the Pilots Breakfast last year. This year's prizes will undoubtedly be as good or better!

The committee chairman appointed by McCaffree, pres of NAA Publicity, Wm. Fuller; Air Traffic and Contest, Charles Westlie, Registration, Paul Torgerson, Ground Traffic and Tiedowns, Al Gimse, Barbecue and Lunch, Cailen Frosaker; Model Airplanes, P. L. Rockwell.

Mr. McCaffree, who is well known to many pilots throughout North and South Dakota and Montana, says that the Minot Chapter of NAA will do everything to make the event entertaining and worthwhile for the visiting pilots. All are extended a cordial welcome. Posters announcing the event will be sent out during the next few days.

Buys Williston Flying Service

Williston, N. D. — W. H. (Wally) Stockman, former airport manager at Alamo N. D., recently bought Northland Aviation Flying Service and leased the municipal field at Williston.

He will soon begin G. I. Flight Training and expects to open the airplane repair shop, formerly owned and operated by the municipality.

Stockman, distributor for Funk Aircraft in North Dakota, has become well known throughout the state, as having one of the most active small town airports per population at Alamo. Pilots of North Dakota join in wishing Mr. Stockman much success in this new venture.

Henry Landis will continue to operate and manage Mr. Stockman's airport operations at Alamo.



BUDDY RANCH, MEDORA, N. D.

SPROUTING WINGS AGAIN

By JIM SMITH,
1st Lieutenant, Air Reserve,
REGENT, N. D.

On a very murky morning, the 15 of the April, 14 members of the Air Reserve stood waiting for an Army C-47 to land at Bismarck Airport.

Typical conversation was, "Who has an extra bar and hat insignia? My g---! did you wash your hat in oil?" You guessed it we were back in uniform.

The plane finally arrived and we all got aboard, seated ourselves comfortably (?) in the bucket seats provided, and headed for Fargo. At Fargo 9 more reservists joined us. The flight proceeded to Minneapolis. During the 2½ hours of flying, the boys relaxed and little bull sessions got underway, with much hand formation and aerobatics performed, as only an ex-army pilot can. However, no broken or twisted bones resulted. Did you ever try a snap-roll with your hand?

Upon our arrival at Minneapolis, we were met by Col. Saunders, commanding officer at Wold Chamberlin Field, and his operations officer, Capt. Hopinspriger.

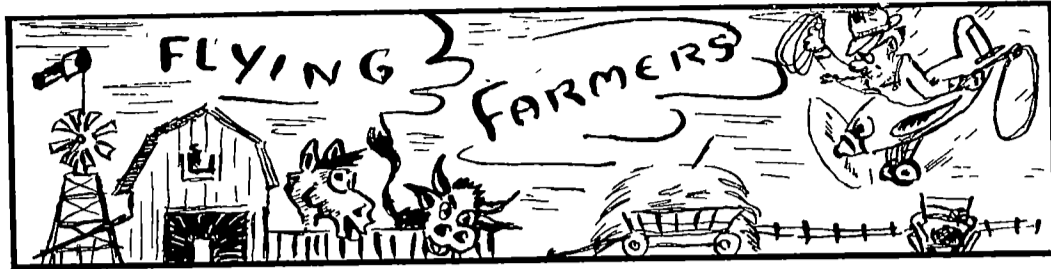
Photographers took pictures of us as we arrived. Also pictures were taken of the boys by a shiny, new AT-6. The photographers even followed us to the medical shack where we had our physical examinations.

We looked over the equipment at the base, and saw the gigantic C-74 Douglas, Globe Master.

The rest of the afternoon was spent getting our papers in order. If any of you fellows go down for that, be sure and get Form 5, time segregated, especially if much time has been in different type aircraft. They want pilots, co-pilots, and qualified dual pilots in single and twin engine aircraft.

We arrived back in Bismarck about 8 p.m., making the whole trip about twelve hours.

I believe everyone enjoyed the



trip. I know I did I think we owe some thanks to James N. (Bud) Ray who really kept the mails hot trying to get the Army plane out to Bismarck. Thanks also goes to Col. Hayworth, Bismarck; Col. Saunders, and Capt. Hopinspriger in Minneapolis, and the pilots and air crew that flew the plane. They really put in a full day.

Distributors Get First Call Air

The Dakota Flyers, Mott, N. D. distributors for Call Air, received delivery on their first Call Air demonstrator recently. Duane Larson, manager, and Chas. Wyman, owner of Wyman Field, flew to the Call Aircraft factory at Afton, Wyo., April 1 for the first new Call Air demonstrator for N. D.

After going through the factory, where the new planes are made almost entirely by hand by highly skilled workmen, Wyman and Larson said it was very interesting to watch one of the new planes being assembled.

Ruel Call, designer, and president of the Call Aircraft Co., built this plane specifically for operation from rough, high altitude fields.

The new plane has created much interest in North and South Dakota and Minnesota.

Langdon Man Builds Port

Langdon, N. D. is fortunate in having a citizen in the person of Mr. Chaput, who is actively interested in aviation and is now in the process of constructing his own private airport.

Mr. Chaput is utilizing his land, adjacent to the city, for the new airport. He has already constructed an eight-plane hanger, which is now filled to capacity. Later, he plans to build a modern shop and office.

A former Naval Pilot, Robert (Bob) Wells is the instructor and commercial flyer at the new field. "Prospects for a lot of new fliers in and around Langdon look very good," said Mr. Wells.

Plans are in the making for a G.I. school at the new field, according to Mr. Chaput.

Flying Farmers to Meet at Bozeman

Louis True, secretary-treasurer, of the Montana Flying Farmers organization, has extended an invitation to flying farmers of North Dakota to attend their annual convention at Bozeman on June 20 and 21.

"Since flying farmers in the western states have so much in common, we would like to have their attendance at the convention," said Mr. True in a letter to the Dakota Flyer recently.

If present plans materialize, one of the features of the tentative program will be an army-jet plane demonstration.

Persons interested in attending the convention are advised to write to Louis True, Bozeman, Montana, for reservations.

"JIGS" HELPS REDUCE COYOTES



Photo By Leo Harris

The fact that livestock losses from coyotes in western North Dakota are considerably smaller, is, in a large part due to the activities of this small rat-terrier dog "Jigs".

On the right is Henry J. Koenig, pilot of the Aeronca Champion, holding "Jigs" and his automatic pistol, and on the left is the gunner, Mr. Snyder, both of Bowman,

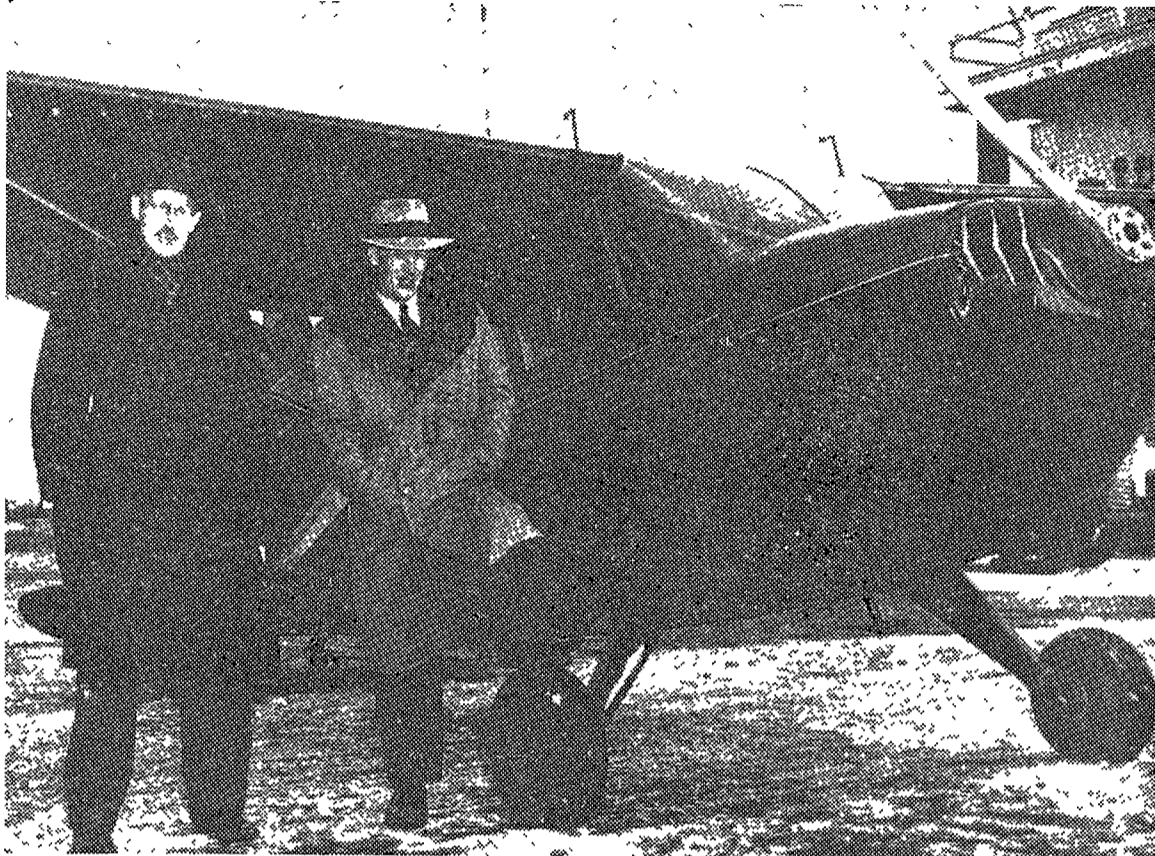
North Dakota. After the shot is fired from the plane by the gunner, "Jigs" is ready to go to work as soon as the plane is landed, out the window jumps, Jigs. In a few seconds he's picked up the trail of the lead or wounded coyote and soon locates him for the pilots.

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WALTER J. RAY
MEDORA, NORTH DAKOTA

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FLYING ENGINEERS



Juline Savold (left) and Julious Hetland, engineers of radio station WDAY, Fargo, North Dakota, are pictured with the Voyager they flew to Bismarck in March to take care of the technical end of the WDAY play-by-play broadcast of the North Dakota Class

"A" Basketball Tournament. The plane, owned by Air Activities, Inc. of Fargo, was piloted by Hetland, a flyer (and an excellent one) of long standing. (Mike notes)

Editor Visits Bell Airport

In a recent tour, the editor of the Dakota Flyer had an enjoyable visit at the Bell Airport at Devils Lake, N. D.

Several prominent Devils Lake businessmen, some of whom are Dr. Glenn Toomey, Paul Swanson, implement dealer; Harold Kelly, owner of Kelly's Store; together with Robert Strohecker, shop manager and vice president; and Daniel L. Wakefield, airport manager and chief pilot, are owners of the firm, known as the Lake Region Flying Service, Inc.

Other personnel includes Flight Instructors, Robert Neison, Fredrick Cuthbert, and Leonard Kreck. Mr Kreck, manager of the Rolla Airport at Rolla, N D, has been leased by the Lake Region Flying Service for a time.

Mrs Robert Strohecker is the bookkeeper for the concern. Mechanics include William Hammer, and James McCaffrey, Inemen; and Milton LaDue and Wallace Oppoen.

The Aviation Club on the airport has been leased by Glenn Bailey and Martin Anderson Open seven days a week, with an orchestra each evening Monday thru Saturday, the club specializes in delicious home cooked meals. It is conveniently located for both air and auto tourist trade.

Approximately sixty trainees are enrolled for flight training in one or the other of the flight courses offered. To date, 20 have graduated and received their private license, one his commercial, and two instructors ratings.

Only \$2.00 places you on our Mailing List for 1 year. Make sure that you receive every issue of the Dakota Flyer by mailing in your remittance Now.

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AIRMAN BRANCH
GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of May 1947

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

Date:

- 6 Tuesday Municipal airport Dickinson, N. D. Flight Tests
- 8 Thursday Municipal airport Bismarck, N. D. Flight Tests
- 9 Friday Municipal Airport Jamestown, N. D. Flight Tests
- 12 Monday Hector Field Fargo, N. D. Flight Tests
- 20 Tuesday Municipal Airport Williston, N. D. Written tests, Aircraft Inspections.
- 22 Thursday Port O' Minot, Minot, N. D. Written Tests Aircraft Inspections.
- 26 Monday Hector Field Fargo, N. D. Flight Tests
- 27 Tuesday Municipal Airports Grand Forks, N. D. Written Tests, Aircraft Inspection, Flight Tests
- 28 Wednesday Municipal Airports, Devils Lake, N. D. Written Tests, Aircraft Inspection, Flight Tests.

Submitted by Fargo, N. D., District Office
Donald L. Thompson and Wm. H. Gronenthal, Inspector



A GOOD SUGGESTION!

Oberon, North Dakota
Dakota Flyer
Mott, N. Dak.
Dear Editor:

Enclosed find a \$2.00 check for a years subscription for your interesting paper.

Come on you pilots, lets have some stories and pictures! Like they have featured in the "Flying" magazine, "I learned from that that", lesson No. 1 etc?

I am sure some of these stories, of "How Not To Fly" will help to make a lot of readers, pilots or beginners think twice, or use better judgment, and of course make flying a lot safer to the public in general.

Well, what do you think of it boys? Lets have a lot of those experience stories, what do you say?

How about a prize each month for the guy who writes in the best boner?

Tom Gilderhus
Editor Note: That's the spirit we are trying to get from our readers! O. K. Guys and Gals send us your "boners" they can be yours or someone else's, (you've all got one you're secretly carrying around on your conscience!) Lets pass them to others so that they might benefit. Send them to: Dakota Flyer, Mott, N. D.
P.S. There will be a PRIZE!

IT DOES!

Bismarck, N. Dak.
Dear Editor:

You know something? I have just figured out that it costs money to operate the Dakota Flyer and so it behooves me to send in a subscription fee!

Leo Austin
515 2 St.
Williston, N. Dak.

Dakota Flyer
Mott, N. Dak.

Dear Editor:

Enclosed please find our check to the amount of \$2.00 for a years subscription to your fine paper. We enjoy the items of interest about the North Dakota flyers.

Yours very truly,
Northland Aviation Co.
H. Wall, Pres.

Air Committee To Inspect Entry Ports

Washington, D. C.—The fourth and final section of a country-wide survey of procedures at airports of entry will start April 14 when an 11 man Government-Industry committee will visit north-central and north eastern ports serving international air travel.

The survey aimed at cutting down red tape in international air travel, is under the sponsorship of the Air Coordinating Committee, through its Sub-Committee on Facilitation of International Travel, of which William A. M. Burden, Assistant Secretary of Commerce, is chairman. Harry G Tarrington, Director of the International Activities Service of the CAA, who is secretary of the committee, is in charge of the trip.

Private Pilot at The Age of 16



JACK STEWART

Jack Stewart, Langdon, North Dakota, perhaps, did not set a national record but, he still is one of the youngest private pilots in the Dakotas. Flying Dr. V. A. Mulligan's Cub coupe, Jack successfully made his first solo flight under the supervision of Bob Wells, instructor and airport operator last October. Then on April 7, he successfully passed his flight check for his private pilot's license, just ten days after his seventeenth birthday, which made him eligible to take the check. He has to date a total of 48 hours.

Jack a junior in the Langdon High School, has been building model planes for years that have been the envy of all the boys in town, having constructed several successful gas-powered models. At present he is the squadron pilot of the newly organized Air Scout Squadron. He is very active in school athletics.

His ambition is to become an Aeronautical Engineer. We wish him lots of luck!

To Move Into New Building

Al G. Smith, manager and operator of Jamestown Municipal Airport, and the Smith Flying service, Jamestown, North Dakota, is making preparations to move his flight school into the new Administration building.

The new structure is located at the Northeast corner of the airport.

As a result, more hanger, office and lounge space will be available to students and transient pilots.

Plan Trip To Glacier Park

Squadrons and Wing headquarters in North Dakota and Western Minnesota have set July 6-13 as the date for the flight to Glacier National Park.

Stops between here and the park will be Minot and Williston in North Dakota. In Montana, Poplar, Glasgow, Havre, Shelby, Cutbank and Browning. The Planes will be hangared in Browning. The group will continue their trip by bus to the park!

This flight is not limited to members of the Civil Air Patrol. members said. "We want anyone interested in this trip to join us".

The Glacier National Park flight is the first of a series of pleasure flights planned by Civil Air Patrol later this summer to Wichita, Kansas, and Otis Lodge, Minnesota.

Fargo To Require Radio Receivers

F. L. Bailey, Manager Hector Field, Fargo, reports all aircraft based on the field will be required to have radio receivers installed in their aircraft

Traffic has become very heavy, with transient pilots, and four active training schools using the field. He said, "To insure air safety it will be necessary to use radio equipment. Transient pilots will be allowed to make one landing and take-off without radio.

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COURSES
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Bismarck,

Tailwind . . .
. . . . Tattler



GENEVA SCHOW

Airports teaching students to learn to fly should take more interest in teaching their students simple fundamentals

Cranking the prop is an art. Recently a North Dakota pilot, after landing at a field, watched three men take turns attempting to prop their own plane.

Noting with amazement the method used, the pilot walked over to the exhausted neophytes and offered to help "It's no use," one of them said, "it hasn't fired a shot" The visiting pilot assured them there was nothing the matter. He twisted the prop once and it fired and kept running.

The three stunned pilots—with enough hours to be eligible for private pilot's licenses—had spent three hours cranking the prop BACKWARDS!

The North Dakota Aviation Association had 14 operators of the 75 attending the past meeting in good standing with paid up membership!

If North Dakota Airports are to become an active—business group and expect NDAA to carry the load fighting your major aviation problems they need the support of more than 14 members!

Let me remind you, your membership is urgently needed! Send your dues to Daniel Wake-

field, Treasurer. Whether your operation be large or small, YOU are needed in the N.D.A.A.

Airports in North Dakota definitely need a means of disclosing a CLOSED FIELD to pilots before they prepare to land. A simple note tacked on an airport office "CLOSED TO ALL AIR TRAFFIC" cannot mean much to an aviator in the air. By the time he reads the sign, he may be digging the pieces of his plane out of the runway.

Mr X recently circled a field and, seeing no indications that the field was not in use, landed. His plane bogged down in the mud. Plowing and digging through the mud on the runways, he made it to the hangers. No one was around. Checking more closely, he noted a typewritten notice "CLOSED TO ALL AIR TRAFFIC" on the office door.

To our mind, this is not a sufficient means of closing an airport. Neither is a notice in Airmen's Guide a satisfactory means. By the time the Guide reaches our aviators, many pilots have attempted landings.

May we suggest hoisting a red flag up the wind sock, which every pilot glances at before landing

This method may save someone a broken prop, a bent landing gear, and a lot of hard pushing. Try it. Thanks

DAKOTA FLYER GETS PLUG ON AVIATION PROGRAM

The "Dakota Flyer" gets a very appreciative plug on a new aviation radio program, "Aviation in the News". A broadcast heard over WDAY, Fargo, every Friday night at 10:30 CST.

Howard Nelson, WDAY announcer conducts a 15 minute program devoted to interviewing of pilots, and interesting news items, on aviation

The program is sponsored by "Air Activities", located at Hector Field, Fargo. The school's manager Duane Strand, has taken an interest in encouraging the non-flying public, and conveying to pilots an interesting means of our state aviation activities.

UNIQUE VOLUME AIRCRAFT DELIVERY

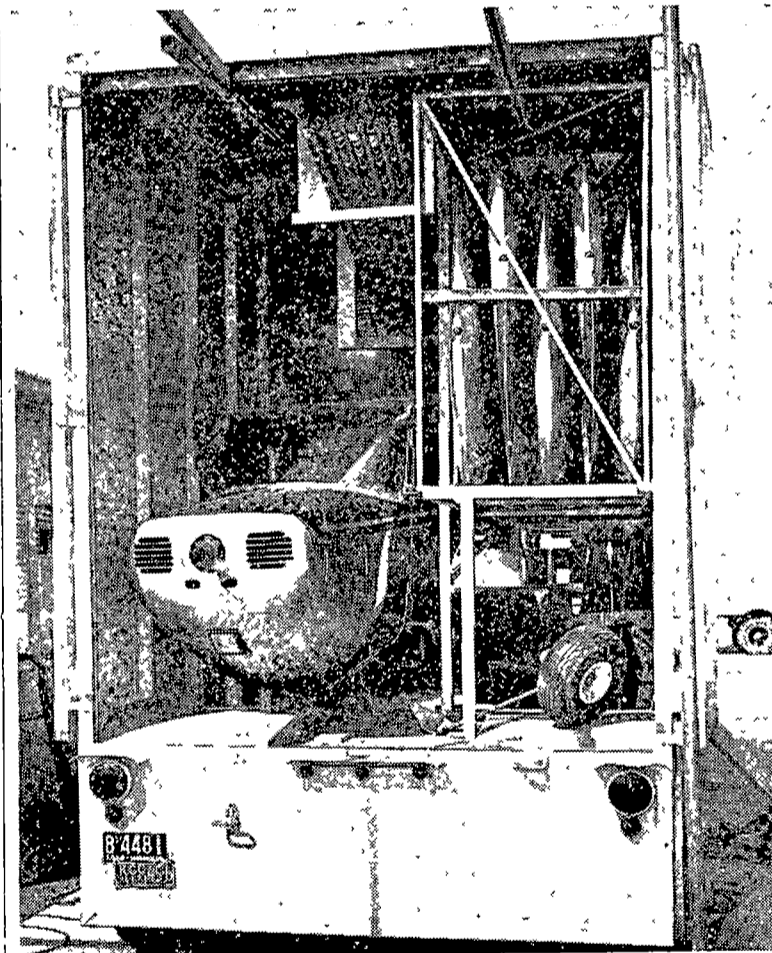


Neatly packed into the truck awaiting delivery for North Dakota buyers.

Here are the pictures that show you the unique method of volume delivery for volume production, 6 airplanes in one truck! The six Cessna 140's lined up behind the truck in the above photograph are representative of the same number of planes which have already been neatly packed in the truck. To supplement it's flyaway schedule, the Cessna Aircraft Company of Wichita, Kansas, is now

delivering a portion of its volume production. In this manner it offers the customer the advantages of receiving a brand new plane, on which only the hours required for testing have been logged, at a lower cost, because transporting six at a time results in a considerable saving in transportation charges.

This truck load was delivered to Sax Aviation Company, Dickinson, distributors for Cessna aircraft in North Dakota.



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W. J. RAY
Medora, North Dakota

Aviation News From Our State Capital

Schools Subject To Inspection

Beginning immediately, each operator offering G.I. training will be subject to inspection at any time.

The following items, among others, will be checked most often: 1. Student log books against copies of vouchers sent to the Veterans Administration. 2. Compliance with provisions of the Veterans Administration contract. 3. Inspection of accounts to determine financial stability of school. 4. Inspection of aircraft log books. 5. Inspection of parachutes. 6. Inspection of field and facilities. 7. Compliance with CAR flight rules and compliance with all directives from CAB, CAA, the Veterans Administration and the Division of Aeronautics.

Weather Data For Pilots

Conferences have been arranged by the Division of Aeronautics with weather stations and radio broadcasting companies to implement weather information over the commercial stations.

The broadcast will be given at regular intervals to aid the private flier.

Schools To Have Air Certificates

All G.I. Flight Schools approved by the state must have in their possession an Air Agency Certificate issued by the Civil Aeronautics Administration by July 1, 1947.

provided, however, that a three-month waiver of certain requirements by an operator seeking an approval, if the operator was a service man discharged from active duty after January 1, 1947.

After January 1, 1948 no waivers will be granted to any applicant for state approval. It is particularly important to the veteran in all communities, that if they desire a flight school in their community, they immediately contact the logical operator, and make known their desires in this matter.

Report of Chicago NASAO-CAA Meet

The NASAO-CAA Third Region Clinic started on schedule at 10 A.M. Wednesday, March 19, 1947 at the Congress Hotel in Chicago North Dakota, largely due to inclement weather and pressing business at the time, was represented only by Wesley E. Keller, Chairman of the Aeronautics Committee and Erling A. Nasset, Director. This meeting was the finale of the state meetings held in each state in the region last summer, and practically all of the resolutions adopted in the various state meetings were given consideration at the regional meeting. The meeting was opened by George Vest, Administrator of Region 3, and by Les Schroeder, National President of NASAC, who welcomed the representatives of the meeting. Those represented were private pilots, flying farmers, manufacturers, aviation operators, Aeronautics Commissions and the Civil Aeronautics Administration. Discussions of several hours took place on each of the following topics: Safety, Non-Scheduled Operations, Coast and Geodetic Survey Air Maps, Weather Reporting,

Control Towers, Blind Landing Systems, Air Marking, Aviation Education, Public Relations, and a Proposed Revision of the Private Pilot Course.

The entire clinic provided a healthy atmosphere for aviation and a good deal of spirited discussion. The clinic provided an excellent opportunity for the various branches of the industry to get together, get acquainted and mull over their individual problems and also provided each branch with the refreshing opinions of each branch for the others. Perhaps the most spirited discussions involved safety and the proposed revision of the private pilot course, and the proponents of the proposed curriculum change felt that it would definitely improve the safety records thus far established by the aviation industry.

The entire conference resulted in the following resolutions being passed:

1. That all State Departments of Education take action to initiate aviation education programs or to strengthen and implement their existing programs.
2. That State Departments of Education revise their requirement in public schools offering aviation courses to the extent that Smith-Hughes Act assistance might be given without the CAA approval.
3. That the CAA inspection personnel be allowed to grant temporary waivers for non-compliance, if such action is justified and the result would benefit aviation.
4. That schools should be encouraged to take advantage of the vast amount of help offered by ATA, NATA, Nat. Research Council, etc.
5. That the CAA Administrator be requested to change the procedure method of payment of the

(Continued on Page 8)

AVIATION AND PIANOS

by Erling Nasset, Director

A fine pianist in the artful rendition of truly fine music must have, to begin with, an instrument that is in perfect tune and pitch, and secondly, an instrument that will remain in tune and pitch throughout the rendition of the composition.

Further, a fine pianist doesn't indulge his artistry on a jews harp, a musical saw, a harpsichord, but uses, if possible, the finest modern pianos built, or a piano recently tuned.

Aviation, like pianos, must be in tune and pitch before the public or the individual can acclaim or accept it wholeheartedly. Discord within the industry, certain keys out of tune with the whole, certain unharmonious notes being sounded too often will only cause harmful criticism and may result in misuse by law-making bodies and little use by the public.

Let's tune up: Let's get together and work together with the instruments we have today, accept new improvements and attempt to improve and keep in tune the old ones. Our instrument or industry is a small and relatively expensive one. How can we sell it, if too often discord comes out of it to fall on the sensitive ear of the public, who are resentful of, rather than receptive, to new devices which will alter the habitual pattern of their lives?

Dakota Skyways

WHOLESALE & RETAIL

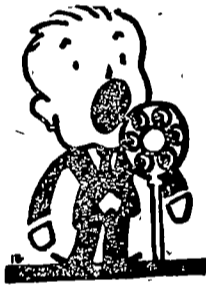
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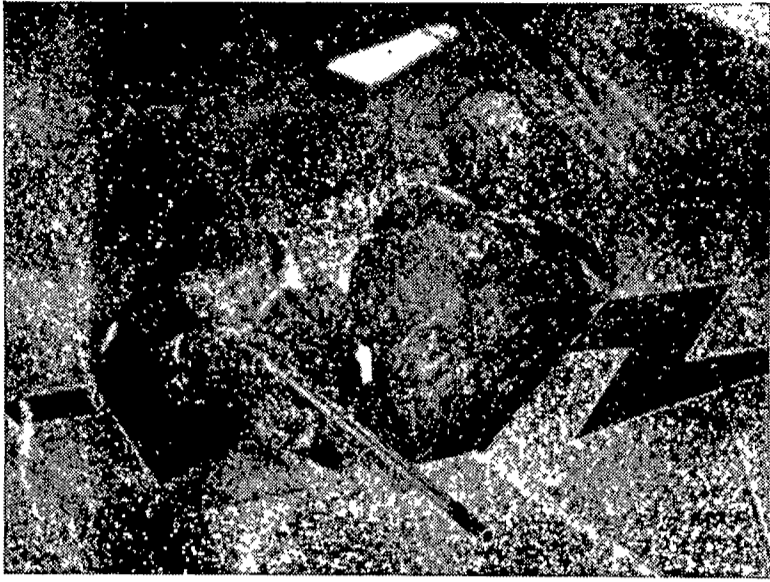
Mott, North Dakota



WRITE TODAY FOR SAMPLES OF THESE TWO
IMPORTANT FORMS And Prices.

MAIL ORDERS FILLED PROMPTLY.

BANKER TAKES TIME OFF



Across our great western plains and over rugged badlands, the Piper Cub flies low, sighting a coyote. The gunner takes a careful aim the plane dives toward the running coyote, and after one pass, the coyote goes rollin' to the ground. Making a circle, the Cub comes back near the place the shot was fired and lands. The pilot and gunner skin the coyote, put his hide into the plane, and take-off again.

Out-winded, what good are his feet, when man has wings? No use to flee, now that man can

fly. The coyote has been left behind by his own wild kind; in the past he covered more miles than you'd care to count. He then had a fighting chance, for his greatest defense nature had provided for him was speed! He could run over trails, where man could not; but there is no rest for him now. The airplanes patrolling the sky, and carrying on their aerial warfare on wild animals killing the domestic animals. The trails are high and from them man can easily run down the coyote.



R Perrin, Rhame, North Dakota, banker, takes time off, to help Clare Clendenen, Rhame, farmer, hunt coyotes with his Cub. Photo by Leo Harris

RADIO OPERATOR PERMITS EASY TO GET

Many private pilots are uninformed of the change in getting a radio operator's permit. The authorization for operating an aircraft radio transmitter may be immediately secured.

All of the regulations which made an operators' license difficult to get have been eliminated.

The applicant appears in any of the Federal Communications Commission field offices, or before any CAA flight ex-aminer of the CAA, who has been designated by the FCC to issue the permits, proves he is a United States Citizen, that he has need of such an authorization, and that he understands the few simple rules and regulations. He is given a card granting the authorization then and there. FCC offices are licensed under United States Government in phone books, and there are some 30 of them throughout the country. Mostly, they are in downtown offices. There are more than 1,000 CAA designated flight examiners, mostly located at airports.

The examination, if it may be so described, consists of a few questions establishing the ability of the applicant to transmit and understand spoken messages in English, and to understand the simple rules governing the use of such equipment.

DAKOTA FLYER

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GENEVA SCHOW
Owner-Editor

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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.

FOR SALE —FUNK "B" 85 HP Continental Excellant Condition 60 hour since new only \$3200 Write J. N. Bud Ray, Bismarck, N Dak

PILOTS! — FREE-One CHUCK Wagon Dinner to each Pilot at Medora, North Dakota

FOR SALE —J3 Cub Trainer-65HP engine \$1100 Contact Capital Aviation Company, Bismarck, N Dak.

FOR SALE —Sloux 60 Coupe-side-by-side high wing, 65 HP light plane Licensed October 1947 only \$300.00 Contact J. N. Bud Ray, 114 W. Brdwy. Bismarck, North Dakota

FOR SALE —BL-65 Taylorcraft, Completely Recovered 11 Coats of Dope, Special Paint Job, Complete Engine Major Looks and Plus Better than a new one! ONLY \$1900 Fargo Aircraft Company, Hector Field, Fargo, North Dakota

G. I. SCHOOLS — Write today for Samples and prices of two necessary record forms (Daily Flight Records, and Attendance & Charge Records). you will be needing in your office. Orders promptly filled through the MOTT PIONEER PRESS, Mott, N. Dak

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Lease on quarter section of sod Excellent Charter Service and Active Students

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—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

Planes Make Second Breakfast Flight

(Continued from Page 1)

Kleinjan, Alfred Reder, Richard Reder, S. E. Bohrmann, John B. Bohrmann, James Tidball, Simon Wahl, Frank S. Pickart, Todd Oleson, Don Paranto, Arlen Paranto, George G. Papke, and Tom Spencer, flight instructor and chapter chairman, all of Lemmon, S. D.; Richard Gabbert, Meadow, S. D.; Mr. and Mrs. Charles Wyman and daughter, Mott, N. D.; Lawrence and Orellis Butler, Bentley, N. D.; Mr. and Mrs. Dean Sherwood, Wautauga, S. D.; Hugo Floog, Thunder Hawk, S.

D.; and Stanley Hill, Rapid City, S. D.

Members of the Dakota Chapter of the AOP association have made a series of plans for further pleasure flights.

NASAO-CAA Meet Report of Chicago

(Continued from Page 6)

federal share of project costs under the Federal Airport Act.

6. That the Clinic go on record as being apposed to landing fees anywhere at any time to private flyers.

7. Was disapproved by the Clinic. It proposed a system for making standard maintenance and repair charges by operators.

8. That the United States Secretary of Labor be requested by the Administrator of Civil Aeronautics to re-adopt an existing Labor Department policy of State zone approvals of labor wage schedules for the administration of the Federal Airport Act.

9. That the airport owners no longer be required to furnish space free to agencies in connection with air traffic control, weather, and communications.

10. That the Congress of the

United States appropriate sufficient moneys to the US Weather Bureau to enable it to continue its present program.

11. That the Congress of the United States adopt legislation and make appropriations sufficient to permit CAA to acquire sites for, to construct, maintain, and operate air navigation aids and facilities for the safe conduct of interstate commerce.

12. That the Congress of the United States continue the Federal Airport Aid program and make sufficient appropriations to accomplish a nation-wide system of airports.

13. That present CAA requirements for training, aircraft, aircraft engine mechanics and private pilot certificates remain the same.

14. That an air marking program be instituted immediately by state and federal governing agencies.

15. That latitude and longitude make an optional requirement for an approved air marker.

16. That copies of all resolutions be sent to all Congressmen who come from the Third Region.

17. That pilots, operators, airport managers and governmental agencies cooperate to the greatest possible extent with the National Safety Council, the National Research Council, and with State and local safety groups.

18. That CAA be requested to re-evaluate flight training curriculums and pilot test requirements influencing such curriculums and that for this purpose they conduct a flight training research program, giving immedi-

ate attention to the possible elimination of simulated forced landings, pylon eights, spins, and power-off spot landings, and to utilize the time saved in additional cross-country training and strange field techniques.

19. That weather sequence broadcasts of the radio range stations be given second order of priority, yielding only to emergency communications, and that insofar as possible, radio navigation and emergency order be on frequencies available to the private and itinerant pilot, particularly with respect to Ground Controlled Approach.

20. That such regional clinics be held annually hereafter under similar sponsorship and organization.

Mustang Prop Strikes Runway At Air Show

Lt. Col. Bill Feiler, son of Mrs. Mary Feiler, Dickinson, N. D., escaped uninjured when the propeller of his Mustang fell off and struck the runway before 20,000 spectators at the dedication of the Cedar Rapids, Iowa, airport, April 27.

Feiler, squadron leader for a flight of National Guard planes, succeeded in gaining altitude after the accident. Although his motor, "cut out", he was able to land in a field adjacent to the airport without undue damage to the plane.

Feiler is a well known former North Dakota track star.

PILOTS WELCOME

To John Hinkle's

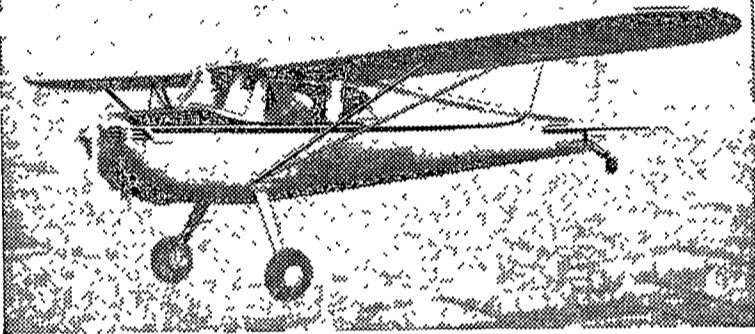
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