GRAND OPENING OF NORTH DAKOTA'S FIRST AIR RESORT

Minot Names New Officers

As a recent organization meeting of the Minot chapter of the National Aeronautics Association, the following officers were elected: E. L. McCaffree, president; Paul Torrence, vice president; Wm. Chapman, secretary; and Marion McSteele, treasurer. McCaffree has served as president the past year.

Minot Airport Planned For Beulah

According to information received, a 150-acre tract near Beulah will open an airport in Beulah late this month. The property includes two runways and a four-place concrete hanger. The airport will be 10 miles north of the town of Beulah which has a population of 1,000 people.

Airports in North Dakota

The Buddy Ranch Airport at Medora, North Dakota's first air resort, opened May 18. The airport has a four-place concrete hanger, gasoline, and sales of tourist articles.

MINOTS SECOND ANNUAL BREAKFAST FLIGHT APRIL 18

Aviation News From Our State Capital

It is the purpose of the editors of the Dakota Flyer to cooperate in the news and information and news items for and about the State Aeronautics Commission.

Mr. Jordis will open the Minot chapter's second Annual Pilots Breakfast Flight. The place has been the Pilot's Barbecue to be an all day affair. Visiting pilots will be served with out 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 winner, lap lady pilot; 2nd winner, lap lady pilot and their companion; 3rd winner, lap lady pilot and their companion and the longest distance flown plane; lap lady pilot, companion and the longest distance flown plane; lap lady pilot, companion and the largest distance flown plane. The program will be decided by 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, Beulah, Wm. Pulfer: Air Traffic and Control, Charles Wexton, Registrar, Paul Torrence, Ground Traffic and Towedin, Al Cimie, Barbecue and Lunch, Cale Fraker, Model Aircrinets, P. L. Rodwell. Mr. McCaffree, well known to many pilots throughout North and South Dakota, is of the opinion that the National Aeronautics Association will be held the meeting to attend that will be held in the future.

Buddy Williston

Flying Service

Williston, N. D. - W. H. Walley, President of the National Aeronautics Association, has been appointed the national executive officer for the North Dakota chapter of the National Aeronautics Association. He will be responsible for the operation of the chapter's flying service, which will be located at Williston, N. D. Walley has been active in the aviation field for many years and is well known throughout the state as being one of the most knowledgeable aviators in the state. He was instrumental in the establishment of the chapter's flying service and has been an active participant in all of its activities.

The flying service offers a variety of services, including flight training, crop dusting, and aerial photography. Walley has been a pilot for many years and has a wealth of experience in the field. He is well respected in the aviation community and is well known for his expertise and professionalism.

The chapter's flying service is housed in a hangar at the Williston Municipal Airport. The hangar is equipped with state-of-the-art facilities, including an advanced avionics system and a comprehensive maintenance program. The service is staffed by a team of highly qualified pilots and technicians, all of whom are dedicated to providing top-quality service to their clients.

The service is well known for its efficiency and reliability, and has built a reputation for being one of the most trusted aviation service providers in the state. Walley and his team are committed to providing the highest level of service to their clients, and are always looking for ways to improve and expand the services offered.

The chapter's flying service is not only a valuable resource for the aviation community, but is also an important contributor to the local economy. The service has helped to stimulate economic growth by creating jobs and providing services that are essential to the functioning of the aviation industry.

In summary, the chapter's flying service is a valuable asset to the aviation community in North Dakota, and is a testament to the leadership and expertise of its president, W. H. Walley. The service is committed to providing the highest level of service to its clients, and is well known for its efficiency and reliability. The chapter's flying service is an important contributor to the local economy and is a testament to the professionalism and dedication of its staff.
On a very murky morning, the 15 members of the Air Reserve stood waiting for an Army C-47 to land at Bismarck Airport.

Typical conversation was, "Who has an extra hat and hat-signals? My god! 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 21/2 hours of flying, the boys relaxed and little bull sessions got under way, with much band formation and aerobatics performed, as an only ex-service pilot one, however broken or twisted, did you ever try a man-}
roll with your group?

Upon our arrival at Minneapolis, we were met by Col. Saunders, commanding officer, at the Chamberlain Field, and his operations officer, Capt. Hopkins. Photographers took pictures of us as we arrived. A lot pictures were taken of boys by a local newspaper. The photographers even followed us to the medical center where we had our physical examinations.

We looked over the equipment at the base, and saw the gigantic City, Douglas, Globe Glider.

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 Paris & time segregated, especially if much time has been spent in different type aircraft. They want pilots, mechanics, and qualified dual pilots in single and twin engine aircraft.

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

I believe everyone enjoyed the trip. I know I did. I think we should thank James N. "Sheld Ray who really kept the planes hot trying to give us an extra plane out. We made a break, returned, built a plane on 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 Farmer, Mott, N. Dak. distributors for Call Air, received delivery on their first Call Air demonstrator recently. Dennis Laroze, manager, and Chase, owner of Wymam Field, flew to the Call Aircraft factory at Akron, 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 workers, Wymam and Laroze added, "it was very interesting to watch one of the new planes being assembled.

Road 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 a lot of interest in North and South Dakota and Minnesota.

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

On the right is Henry K. Koenig, pilot of the Akron Champion, holding the "Jigs", and he, on the left is the gunner, Mr. Snyder, both of Bismarck, N. Dak.

"Jigs" HELP'S REDUCE COYOTES

Flying Farmers to Meet at Bozeman

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

"Since flying farmers in the eastern states have no much in common, we would like to have their attendance at the convention," said Mr. True in a letter in the Dakota Flyer recently. If present plans materialize, one of the features of the tentative program will be an army-jeep plane demonstration.

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

"Jigs" Help Reduce Coyotes

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Julius Savold (left) and Julius Savold (right) flew to Bismarck in March to take care of the technical end of the WDAY play-by-play broadcast with the Voyager they own.

"A Basket Ball Tournament. The plane, owned by Air America, Inc, of Fargo, was piloted by Rob- Cord, a flyer (and an excellent one) of long standing. (Mike notes)

Only $5.00 plane you on our Mailing List for 1 year. Make sure that you receive your copy of the Dakota Flyer by mailing in your remittance now.

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

CIVIL AERONAUTICS ADMINISTRATION

AIDMAN BRANCH

GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of May 1947

District Office Inspectors

Sub-Office Inspectors

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MAY 1947

DAKOTA FLYER

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 Mr. Glenn Teegtmeyer, Paul Swarte, implement dealer; Harald Kelly, owner of Kelly's Store; together with Robert Strickler, shop manager and vice president; and Daniel L. Winkler, airport manager and chief pilot, are owners of the firm, known as the Bell Aircraft Service, located at Devils Lake.

Other personnel includes Flight Instructors, Robert Nelson, Frederic Cutibert, and Leonard Knecht. Mr. Knecht, manager of the Rolls Airport at Rolls, N. D., has been leased by the Lake Region Flying Service for a time.

Mrs. Robert Strickler is the bookkeeper for the concern. Mechanics include William Hannover, and James McCaffrey, innocent; and Milton LaDue and Wallace Opperman.

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 Friday thru Saturday, the club preparing delicious home cooked meals. It also serves as an airport for both air and auto tourist trade.

Approximately twenty planes are available for flight training as members of the club of the flight course offered. To date, 70 have graduated and received an amateur license, one his commercial, and two instructors ratings.

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Dear Editor:

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

You, my dear Editor, have some stories that are interesting. Like many others I am sure, I would like to know the origin of your stories.

Enclosed please find my name and address: 

Dakota Flyer
Mott, N. Dak.

Editor:

I am enclosing a payment of $2.00 for a year's subscription to your interesting and informative paper. I have enjoyed reading it for some time now and believe it will continue to provide valuable information to all who subscribe.

Your sincerely,

Tom Oldendorf

Editor's Note: That's the spirit we are trying to get from our readers! O.K. Guys and Gals, send us your stories; they can be yours or someone else's. You've all got one you're secretly carrying around on your conscience! Let's pass them to others so that they might benefit. Send them to: Dakota Flyer, Mott, N. D. P.S. There will be a PRIZE! Advertising Speaks: IT PAY TO LISTEN Read The Ads

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OPERATOR

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LEMMON AIRPORT

Private Pilot at The Age of 16

JACK STEWART

Jack Stewart, Langdon, North Dakota, perhaps, did not set a national record with his skill, but he is one of the youngest private pilots in the Dakota Flying Co. C. A. Mulligan, Chief traffic, sent Jack to Northland Airlines to inspect entry ports.

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 men 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 Council, which is a joint Government-Industry body.

The survey is a part of the activities of the International Airport Activities Committee, of which Vice-Admiral H. Borden, Assistant Secretary of Commerce, is chairman, as well as of the newly organized Air Transport Squadron.

Air committee to be an Aeronautical Engineer. We wish him lots of luck!

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MAY 1947

DAHOTA FLYER

PHILIP L. BAGGERLY, EDITOR

Tailwind Tattler

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 displaying a CLOSED FIELD to pilots before they prepare to land. A simple note tacked on an airport office CLOSER TO ALL AIR TRAFFIC cannot mean much to an aviator in the air. At the time he reads the sign, he may be digging the center of his plane out of the runway.

Mr. X recently circled a field and, seeing no indication that the field was not in use, landed. His plane hugged down to the runway and dug itself into the field. No one was made aware of the accident. Checking more closely, it was noted, a typewritten notice CLOSER TO ALL AIR TRAFFIC was tacked on the office door.

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

May we suggest planning a red flag up the wind sock where every pilot glances at before landing.

This method may save some broken prop, 40 minutes spent in hard pushing of hard landing.

Try it, thanks.

Dakota Flyer Gets Plug on Aviation Program

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

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

The program is sponsored by Dakota Flyer, located at Hector Field, Fargo. The school's manager, Eugene Strand, has taken an interest in encouraging the young people, and conveying to pilots an interesting means of our state aviation activities.

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CLEAN ROOMS
A ROYAL WELCOME
SUNNY WINDS

THE BUTTS HOUSE

PILOTS WELCOME

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A Modern Home
While Attending the Opening of Our Airport
For Reservations Write
W. J. BAY
Fargo, North Dakota

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UNIQUE VOLUME AIRCRAFT DELIVERY

NEATLY packed into the truck running delivery for North Dakota buyers. Here are the pictures that show you the unique method of volume delivery for volume production of airplanes in one truck! The six Cessna 140's lined up behind the truck in the above photograph are representative of the 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 aviator 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 it is a considerable saving in transportation charges.

This truck load was delivered to Flex Aviation Company, Dickson, distributors for Cessna aircraft in North Dakota.
Aviation News From Our State Capital

Schools Subject To Inspection

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

The following items, among others, will be checked:

1. Student of Aviation training.
2. Subject matter of training.
3. Inspection of aircraft log books.
4. Inspection of mechanics.
5. Inspection of field facilities.
6. Compliance with CAR flight rules and compliance with all directives from CAA.

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 all the private.

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.

Report of Chicago NASAA-CAA Meet

The NASAA-CAA Third Regional Clinic started on schedule at 10 A.M. Wednesday, March 28, 1948, at the Congress Hotel in Chicago, North Dakota, largely due to the element weather and pressure stems at the time, was represented by the following:

- Wesley E. Keller, Chairman of the Aviation Committee and Erling A. Hassett, Director.

This meeting was the final 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 presided over by George Van Gorda, Administrator of the State of New York, and the National President of NASAA, who was present to the representatives of the meeting. These represented were private pilots, flying farmers, manufacturers, civilian aviators, and representatives of the Civil Aeronautics Administration.

The report of the meetings was made by the Chairman of the Aviation Committee.

Attention All.

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The clinic provided a healthy atmosphere for aviation education to 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 pull over their individual problems, and also provided each branch with the exchange of each branch for the other.

The reports of the conference covered the proposed revision of the private pilot course, and the proponents of the proposed curriculum changes felt that it would definitely improve the safety records that had been established by the aviation industry.

The entire conference resulted in the following resolutions having been passed:

1. That all State Departments of Education take action to institute aviation education programs to strength and implement their existing programs.
2. That State Departments of Education receive their requirements in public schools, on the basis of the curriculum closest to the extent that the curriculum might be given without the CAA approval.
3. That the CAA inspection procedures be maintained as they are now and that temporary waivers for non-compliance, the proposed revision of the rules, and the result would benefit aviation.
4. That the schools be encouraged to take advantage of the military training offered by AFA, NATA, NAT, Nat. Research Council, etc.
5. That the CAA Administrator be authorized to establish the procedures before method of payment of the

(Continued on Page 8)
BANKER TAKES TIME OFF

Across our great western plains and over rugged badlands, the Piper Cub flies low, sighting the coyote. The gunner takes a careful aim; the plane dives toward the running coyote, and after one pass, the coyote goes rolling 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 men have wings? No use to flee, now that men can fly. The coyote has been left behind by his own wild kind; in the rest he covered more miles than they; care to count. He has had a fighting chance, for his greatest defense nature had provided for him was speed! He could run over trails, where men 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.

Classified Ads

For Sale

FOR SALE—Aviation Policies To Fill Filing Space James D. Clark, Bismarck, North Dakota

AIRCRAFT ENGINEER WANTED—For Qualified in Design and Engineering of the North Dakota Aeronautics Department in application to which qualification is necessary. Must be degree of Professional in Aeronautical Engineering. Contact: N. Dakota Aeronautics, Bismarck, N. Dakota

FOR SALE—Spinn 11 HP Model Continental Engine, complete and good. Needs a new propeller. Contact: B. R. Young, Bismarck, N. Dakota

PILOT'S—Free—On—Church—Pilots—Club— with—Pilots—only—No—Tuition—

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North Dakota Private Airport

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Radio Operator Permits Easy to Get

Many private pilots are under the impression that operating a radio transmitter may be immediately secured. All of the regulations which made an operator’s license difficult to get have been eliminated. The applicant appears in any of the Federal Communications Commission field offices, or before any CAA flight examiner of the CAA, who has been designated by the FCC to issue the permits, provided 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 and all offices are licensed under United States laws, and there are some 50 of these 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

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Planes Make Second Breakfast Flight

(Continued from Page 5)

Kleinyan, Alfred Rehe, Richard Beder, E. E. Bohrmann, John R Bohrmann, James Tuchall, Simon Wahl, Frank B. Pucket, Teddy Gleason, Don Parmo, Andre Par- 
ungo, George G. Popken, and Tom Rawnow, flight instructor and 

chairman of all of Lemm, 

R; Richard Gabbert, Meadow, 

R D. Mr. and Mrs. Charles Wy- 

man and daughter, Mott, N. D. 

Lawrence and Coriee Ruber- 

Berger, N. D. Mr. and Mrs. 

Darn Sherwood, Westman, R. D. 

Hugo Plone, Thunder Hawk. 2

United States appropriate sufficient 

power to the US Weather Bureau 

to enable it to continue its pre- 

sent 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 

aviation.

12. That the Congress of the 

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make sufficient appropriations to 

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of airports.

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