Flying Farmers Pheasant Hunt At Mott

Mott Is Host to Sportsmen Fliers, Sunday, November 9

Arrangements have been made by President Loren Deesland and Secretary Martin Allenberg of the North Dakota Flying Farmers and Ranchers Association to conduct a Pheasant Hunt and Dinner to be held at Mott on Sunday, November 9. Invitations are being extended to anyone interested in becoming Fargo Sky Ranch Open to Pilots

Fargo, N. D. — Robert E. Cole owner and manager of Fargo's Sky Ranch airport is busy engaged in developing his private field into a private port for local and transient fliers. The Sky Ranch has no other T-Bangers, and one 189F99 based at this field, and was completed in the summer of 1936. Airport lighting facilities are being installed. Under Cole's direction, the operations Lighting equipment was purchased through the War Assets Administration as War Surplus. The field airport is located 3 miles south and 1 mile west of Fargo on highway 71.

Robert Cole started looking for a location for his airport before the war, then in 1942 he served with the Army Air Force and was discharged in 1945. He bought the present site in March of 1946 and immediately began building, what he had dreamed of in his service years. Today, he proudly looks forward to future plans for his Sky Ranch.

Fargo is now owned and piloted by those who are based at the present time: Mr. Cole, Mr. and Mrs. R. R. Bierman, Mr. and Mrs. W. L. Rosendahl, Mr. and Mrs. Carl Hoyland; and Carl Holt, runs the field.

Robert has, and two children, under cover together, they recently attended the Northwestern Rural ball game, flying their Cessna. The children are comfortably seated in the specially built Jump seat, made by the Cessna factory.

Pilots Warning

Pembina, N.D., Dakota — In order to make sure that landings at Pembina, there may be DEFAM grazing on the field.

Airport Operators Gather at Bismarck on December First

It was announced at the last North Dakota Airport Operators meeting held at Bismarck on December 1st. The meeting of operators will be held in Bismarck on December 1, starting at 9:00 A.M. Excellent attendance at every previous meeting is an assurance of more and better organization
Speed of Stork Is Progressing

In the advance of civilization, the speed of transportation has increased from the ox-cart days to the present day of supersonic strength. The speed at which the wind must also have progressed through the ages, and the Country Doctor has always spent a goodly part of his life plying with the old bird regardless of transportation! 

Dakota Skyways, Winkler, North Dakota, sends us this item of interest. On Saturday morning, Nov. 9, at 7:15 a.m., the Stork and Mr. and Mrs. Gustesse climbed aboard their new Stinson Voyager and were off for Fargo.

Dakota Skyways Offer New Heater

Vernon Scott, Dakota Skyways, Fargo, and Bob Mitchell, Tornado, Arizona, spent several weeks over the entire state and Montana, giving demonstrations for the Freeman Heat-N-Go for which the Dakota Skyways are distributors.

The Freeman Heat-N-Go is manufactured by the Free Star Manufacturing Company, East Grand Forks, Minn.

The Navioth which the men were flying was carrying $6,000 worth of Freeman Heaters.

The Freeman Heater is a solution for anyone having trouble starting their automobile during winter weather. It goes to work with a simple operation and heats your car while you are eating your breakfast. Not only makes starting simpler but it saves the wear and tear on your battery during zero weather. According to Mr. Scott and Bob Mitchell it will do everything from heat your car to warm the babies formula in a jiffy!

Welcome to Mott

GRANT REAL ESTATE
FARM MANAGEMENT
AND INSURANCE

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<td>Mail this immediately to M. C. Allenberg, Bismarck, N. D.</td>
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<td>There will be arriving in our party for the North Dakota Flying Farmers and Ranchers Thanksgiving Dinner, Hunt and Dinner, Sunday, November 9, 1947.</td>
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Welcome! North Dakota Flying Farmers and Ranchers

WYMAN FIELD
MOTT, NORTH DAKOTA

Dianne Larson and Charles Wyman, Owners
Government to Pay GI's Medical and Flight Exams

The 1946 contracts for Education and Training executed by the North Dakota flight schools and the Veterans Administration provided for payment of medical examinations and the payment of the medical fee or the full rate for the flight examination. The North Dakota Aeronautics Commission took exception to the ruling of the Army Medical Department, Washington, D.C., that we should file a protest to the granting of the payment of medical fee or the full rate for the flight examination. We have further instructions to amend all existing contracts and eliminate these provisions and to collect from all flight schools any amounts which have already been paid under these provisions. According to the ruling all the North Dakota flight schools operating under these contracts would be included in the Veterans Administration for an approximate total of $800,000.

HELICOPTER TAKES ON PASSENGER IN AIR

THE Army's two-place helicopter covers 20 feet above the earth as a passenger comes aboard by way of a rope ladder lowered by the pilot. The craft, developed and manufactured by the Stromayr Aircraft Corporation, was flown from the factory at Bristow, Conn., to Wright Field, Dayton, Ohio, a distance of 135 miles in 30 minutes. After the elapsed time of 16 hours and 10 minutes, it was announced to have set a record for the craft.

WELCOME
N. D. FLYING FARMERS AND RANCHERS
To Larson Field
N. D.'s Oldest Farm Airport
Glen Larson

WELCOME TO MOTT
N. D. FLYING FARMERS AND RANCHERS
U. S. PHEASANT PARADISE
FARM MOTOR IMPLEMENT
Sales - Chevrolet - Service

Welcome to Mott
And Good Hunting
FLYING FARMERS AND RANCHERS
Mott Pioneer Press

Dakota Flyer
Published monthly at the office of the Capital Publishing Co., Bismarck, N. D.
G. E. SCHOFIELD, Publisher and Owner-Editor

SUBSCRIPTION RATES
$2 Per Year

Copyrighted by the North Dakota Agricultural Information Office through the authority of Mr. A. P. Johnson, Assistant Attorney General. As a result of this action the Aeronautics Commission was advised that a letter had been received in the Veterans Administration, February, D. C., prepared by Mr. A. P. Mont, Director, which more or less reverses the above adverse decision and will be good news to the operators affected.

Quoting from a H. E. Moore's letter of October 6, 1947, "It has been determined that if payment of a physical examination fee or charge is customary required of all persons enrolled for and passing the aviation test at an approved educational institution then there is authority under the law for the Veterans Administration to pay such fee or charge on behalf of an eligible enrolled veteran. Payment may also be made for flight time for the CAA flight test or check of each fall within the maximum hours of the flight course, but fees payable to a flight examiner are not a proper charge in any case. It has been further determined that there is not authority to pay a physical examination fee in the case of an eligible person, who either is required by the Veterans Administration to pay the fee as a condition precedent, decline or fail to enroll." "W. H. Johnson, Chief of the Veterans Administration Office, Fargo, has been advised of the above determinations by the Washington, VA Office for Johnson advised Harold Vavra, acting director, that the VA, Fargo, would exercise and mail the proper payment vouchers to the North Dakota flight schools entitled to refunds.

GARRITY RECEIVES CUB TO SOLARV BRONZE MEDAL
Lt. Joseph Garrity, Army Recruiting officer in Bismarck, N. D., recently received a Bronze Medal for his service with a young veteran in Dakota, N. D. His services were cited as follows: "It is easier to train a former pilot for a young veteran service in Dakota, N. D. The plane was cut in for the last week of the month. It is a much faster and more convenient," he says.
Lt. Garrity purchased his plane recently at Bismarck Aviation Center, and his wife is learning to fly, and will accompany her husband on future flights.
Lt. Garrity, during the War was a P-38 fighter pilot in England today as an officer in the regular Army he intends to utilize his Michigan military responsibilities of his branch of service.

WELCOME TO MOTT "BLUE MOON"
Confectionary and Lunches
Good Hunting!
Cruising Around Our Airports

Dickinson, N. D. — Col. Larry Trefzler and party left recently after a brief visit with his parents. They are at the Wright Field, Ohio.

Mr. Art Stilts of Philadelphia, PA, was a week end visitor placing a new Beechcraft with the owner.

Autumn is usual in the harvest on the aircraft industry. As usual, a few new models are introduced. There is a new Stinson-27, which is a single engine, 400 hp, 2 place, built of steel. The new PA-17s of PA-17a shape of steam have already taken delivery. Albert is the owner of the three, he lined his trucks. 12 in. on the new aircraft. Other new buyers were Art Glavich and Mr. Johnson and Eagle Boys. Leo Keller of New England is owner of a new Crusader.

Our party on October 4th had quite turn out. There were several fane mingled, but are going to give you all another chance! November 11th the hospital will be the setting for a FINE last hand pre-Thanksgiving party. We suggest if you are right handed to pick a few dollars in your pocket before coming so you can go home broke. We have a more favorable promise for better music in November.

I see most of the old timers have completed their ground school and their pilots have us in nice shape for November. This year the number of those that did not have the time to get in and take a C.A. at the College of 12:00 at the 18, October is in this year.

If you have any questions on any plane, you can talk to Dr. Orval, at the offices. Mr. Orval, and Mr. Stangby, a prominent Flying Club.

New Dakota N-160 which has been sold to Lloyd and Adolph Breslau, and Norval Fertig, Bottineau, North Dakota.

MICHIGAN AIRPORT NEWS — Wright Field—has made a good deal of progress since the last item appeared in the Michigan Air News. We have been getting a lot of mail and quite a large class of students are preparing for the winter class. All arrangements have been given at Midland, July 12, with a large crowd attending. The contest was followed with Drayke Wright and George Blair taking the honors for prepping the most balloons.

There are several new planes on the field. Lloyd Wright has a new 400 hp Stinson. Stinson 111 is 35 hp. Lide Hibbs has a 4-Craft, Tom Bell, Fred Lindley and Bob Andrews all have Aeromax 500s. Kermit Peterson keeps his Ryan 10A on the field here also.

New graduates are Henry Kuehne, Marvin Kuehne and Ed Wolf, all with new Private Pilot Certificates. Hank is attending the A.C. at Fargo at present. Larry has been in Augsburg, Lena Eiden, Dave All and Sylvan Wolfe have recently taken the walk down the path and are on a wedding trip to Cleveland at present. Lloyd Patterson also has his Private Pilot flight test recently.

A number of out-of-state planes have been here, the recent flight being the most exciting. The flight from Illinois, to a few days. There have been some terrors from Illinois on, flying a Trim Engines.

Robert, Miss — Harald Chandler, Kodak medical carrier, used his plane to teach students to fly. Harald Chandler has been flying for 10 years, keeps his plane in the Grand Forks airport.

UNIVERSITY GRAND FORKS — Dean, skipper, senior scoring in Social Science, started to fly in Minnesota for flight training in Grand Forks, but was unable to get enough instruction to pass the flight school, using his plane to fly to and from his school to Park River.

Kerrel McAdams — University pre-law student is learning to fly. He is from Fargo, North Dakota, and it is to be his final training at Grand Forks Municipal airport.

Another aviation University student is Miss Ann Lilli-Bridge, a Sophomore. Ann has her own airplane, Prescott Pilots House. Has recently checked out in a land-lock aircraft. Her home is in Olympia, Washington.

LEMON AIRCRAFT CO — Dick Smith, believes that the newly formed Dakota's young flight instructors have been employed at the Lemon Aviation Company, Lemon, South Dakota.

Dick, a 12-year-old Navy veteran, received his instructor's rating at Dakota Skymways, Fargo, North Dakota. Good luck to a young instructor!

FARGO AIRCRAFT — Bill Cates, owner Fargo Aircraft Company, Hector Field, is busy remodeling his office for the completion of building with natural pine woodwork.

KARELONG FLYING FARMERS — The Zell Bros. members of the Dakota Flying Farmers, South Dakota, and Ranchers are proud owners of a new 150 hp Robinson Station Wagon. The plane was purchased from Bill Martin, Bismarck Municipal airport.

BLACKSMITH AIRPORT — Underwood, N. D., October 11 and 12, The Clark Flying Service of Underwood inspected an Air show during the Harvest Jamboree and 4-H achievement day. Clements Clark, representing the show, reports he recently completed another hangar at his farm air port.

Welcome to Dakota Flyer

To

MOTT

Singer Auto Supply

Free Plane Owners from Personal Tax

Automobiles are exempt from personal tax. In other words, the owner will not be taxed on his car. The Attorney General has ruled that snow registration and licensing of airplanes put them in the same class as automobiles. Hence, there will be no personal property tax on planes.

NATIONAL FLYING FARMERS MAGAZINE, SECOND EDITION

Vol. 1, No. 2 of the National Flying Farmers Magazine has just been printed. The Flying Farmers Magazine is edited by Alfred Ward, publisher, and David Johnson, publisher. We extend our thanks to the editor for his cooperation.

The magazine is illustrated with photos and interesting features and articles about the Flying Farmers of America.

EXECUTIVE

Company: Intercommunication and Sound Systems Modernize your Airport Business. Organization or home. Speciality designed for your need at Moderate Cost. Write for information.

PILOT L. C. HULLETT

Mandan Sound Equipment Co.

Mandan, N. D.

A FREE FLYING COURSE

At Your Own Farm with Every Aerona Airplane Sold!

If you have a suitable field we will teach you to fly at your own farm.

Call or write

Bismarck Aviation Center

North End of Bismark Airport - Bismarck, N. D.
Aviation Today
By CARL THOMPSON, Manager
Dakota Aviation Company

I am not a writer, but I come from a long line of non-writers. We sometimes live in a world of our own, letting things go, and doing pretty much the way they please. On September 25 an editorial was written by the Killdeer Herald, that to my way of thinking was somewhat unfair and unjust. Before I published this I must let you sit on the ground floor, so with the permission of the Herald, The Editorial.

FINALIZING PROGRESS—At the last session of the legislators the law-makers reached into the great bag and came out with a new weapon to impede the "Prop of progress." It was formerly the wheels of progress but this modern age has created the propellers of progress and apparently the astute legislators aren't quite up to stuff on this new "gad-get" the airplane.

A law was pushed through (we do not know who the bill-putters were that requires all pilots to pay one dollar and register with the State Aeronautics Commission at the State Capital. Furthermore, all aircraft have to be registered and a fee is paid depending on the weight of the aircraft.

That is the epitome of nonsense. It is obviously the only means available to get money to perpetuate the office of a pseudo-mastermind for air. In the first place, all aircraft and pilots are registered with the Civil Aeronautics Administration in Washington. In the second place the same Federal Government maintains airports, provides funds for landing fields and” lights, and the third place, the State also help maintain their airports and municipalities. Also in this regard, the third place, where do all this money go that is collected? That begins us minus the state orals or minus no airports. They have no "Traffic Control" (They've already passed law-enforcement and pilots license off onto the State Highway Patrol). So what gives with these facts that are collected?

The law states that if a pilot fails to register by October 1, 1940, they will be subject to imprisonment, a fine of both and is guilty of a misdemeanor. Why? Not a single pilot we've talked to nor a single plane owner can answer that question. For that reason the Herald has written James M. Landis, Chairman of the Civil Aeronautics Board in Washington, requesting about the legality of the law. We will make the reply public.

In the state of North Dakota last who fly for business or just plane pleasure are penalized. Agent we ask why? The United States government is doing everything in its power to encourage both young and old to fly. A "civilian arm" used to be the thing, but now it is a "civilian arm" they want to discourage it. So North Dakota discourages it. The worst prop of progress should keep a harvest of suction, cut-down, unless you do. Everything has been growing in abundance in the state this year—Dakota.

Assuming isn't—no that phrase, "To impede the prop of progress."

QUICK CHANGE SKISI

BY CALLAIR

"ON OR OFF IN ONE MINUTE"
The CallAir ski is installed simply by placing the wheel in the cradle and engaging the clamp. The rigging is quickly hooked to a wing strut fitting, which is the only item permanently attached to the airplane. Due to the presence of the tire, the airplane is exceptionally easy riding. Shocks usually transmitted to the structure by conventional type skis are avoided. The airplane is immediately available as a land plane.

Gross Weight Capacity Per Pair 1900
PRICES: $105.00 - $125.00
SKIS FOR YOUR LIGHT PLANE
Write:

DAKOTA FLYERS

Wymen Field, Mott, North Dakota

The writer undoubtedly has no conception of the duties of the newly formed Aeronautics Commission I casually brought out the point to him, and was rudely publicly by the Killdeer Herald, so now I shall attempt to show you the duties of the Aeronautics Commission and how it can be of the greatest advantage to the citizens of North Dakota. Basically speaking our lawmakers, realizing the tremendous strides in aviation in North Dakota found that to accommodate pilots and aircraft, more facilities and airports over the state were mandatory. From the Aeronautics Commission came new laws and regulations to accomplish this feat. The engineering department stands ready to aid local communities participating in the civil aeronautics seven-year airport program. This is a federal airport development program and in North Dakota is headed by the able Harold G. Voves, chief engineer. The state is at all times equipped and prepared to assist and advise various communities in developing municipal airports or improve their present airport facilities. Other accomplishments of the department in the assistance of zoning airports and airport hazards, they will make an official airport director, giving all details of airport facilities and will help with an air marking program along with aid to the airport operator. To further emphasize the importance of the commission I wish to point out the necessity of representation of aeronautics to our legislatures both state and federal agencies, the need for greater recognition in aeronautical and legal matters in the state, and what the new law is needed.

The North Dakota Aeronautics Commission, with the help of all airport managers, and the State Police stands ready to assist and help the citizens of North Dakota in the advancement of aviation by enforcing the laws of the Civil Aeronautics Administration. Reacted operation of aircraft in the past have been one of the great deterrents to civil aviation. Five years ago when the state had one-fourth as many aircraft in operation the C.A.A., assumed the responsibility for such policing, but in this writing it is quite necessary for the state to accept a greater portion of this responsibility. Yes, everything is growing in abundance this year, the battle for recognition in aviation is coming into the limelight. Unfortunately there are some that will fight to see us stand still, but for every one of you there are many more that through their combined efforts will press the advancement of aviation in the state of all Americans.

Capital Aviation Corporation

CESSNA - - - - T-CRAFT - - - - BELLACRA
Sales - Service Relicensing
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NEW AND USED AIRCRAFT

Bismarck, N. D.
P. O. Box 71

Dakota Skyways

WHOLESALE AND RETAIL

"EVERYTHING FOR THE PILOT"

CONTINENTAL AND FIRESTONE

DISTRIBUTORS

Dial 23224 Fargo, N. D.
Report on Duties of N. D.
Air Engineering Department

By HAROLD G. VABRA
Chief Engineer, North Dakota Aeronautics Commission

At present the state of North Dakota is getting underway a seven-year plan of airport development to provide a system of airport facilities adequate to serve the needs of aviation in the post-war period. To accomplish and strengthen an effective engineering department prior to the signing of the employment agreements throughout the state, the North Dakota Aeronautics Commission has undertaken to improve the existing engineering department.

The newly created engineering department consists of the County Engineer of the Department of Transportation, who is appointed as an agent for any municipality in securing Federal-aid, providing the local matching funds necessary to serve the communities of North Dakota in securing Federal-aid. The engineering department is set up in the chief engineer's office to aid in the common objective of developing and building more and better airports in North Dakota. The Federal-aid program is preparing a "Model Airport Zoning Ordinance" consistent with the North Dakota Aeronautics Commission standards and guidelines.

Airport Zoning

In addition to the previously mentioned functions the new engineering department performs the duties of preparing the "Model Airport Zoning Ordinance" and the development and preparation of the "Model Airport Zoning Ordinance" for each municipality in the state.

From the above, it can be seen that the North Dakota Aeronautics Commission is doing a major task in the development of aeronautics in North Dakota. The commission is providing a blueprint for the development of airports, which will provide a framework for the future growth of aviation in North Dakota.

Keller is on NW

Wesley E. Keller, Chairman of the North Dakota Aeronautics Commission, recently accepted an appointment on the executive committee of the National Aeronautic Association (NAA) to attend the National Aeronautics Convention to be held at Fort Worth, Texas, October 15th through October 20th, 1947.

The purpose of the NAA convention is to bring together all interested in the advancement of aeronautics. It is an opportunity for the exchange of ideas and the discussion of current developments in the field. Keller's participation in the convention will provide him with a valuable opportunity to further the goals of the North Dakota Aeronautics Commission and promote the growth of aviation in North Dakota.

List 809 Airline
and 406 Planes

The North Dakota Aeronautics Commission was established in 1947 to promote the development of aviation in North Dakota. The commission is responsible for the planning and development of airports, airports, and airfields throughout the state. The commission is also responsible for the regulation of air traffic and the enforcement of aviation laws.

The commission is currently working on a plan to develop a statewide network of airports and airfields. This plan includes the construction of new airports, the modernization of existing airports, and the expansion of airfields. The commission is also working on a plan to improve the safety of air traffic and to promote the development of aviation in North Dakota.

The commission is committed to promoting the development of aviation in North Dakota. They are working on a plan to develop a statewide network of airports and airfields, and they are also working on a plan to improve the safety of air traffic.

This commitment is necessary because aviation is an essential part of our economy. Aviation is used for business and pleasure, and it is also used for transportation of goods. Aviation is also important for emergency services, such as firefighting and medical evacuation.

The commission is committed to promoting the development of aviation in North Dakota. They are working on a plan to develop a statewide network of airports and airfields, and they are also working on a plan to improve the safety of air traffic.
Skilled Fargo Pilot Guides A-26 to Safe Night Landing

Fargo, N D — Tenes spectators and airport personnel watched with admiration as through the solid darkness two, National Guard planes made a safe landing at a side at Hector Field recently.

Through the night came the voice of Lt Malcolm C. Calhoun, pilot of the National Guards A-26 Bomber, speaking to his commanding officer, Col Richard Noon and his索驅指示, and stimulator

BUICK OFFICIALS SPEND AERIAL WEEKEND HUNTING GAME

Dickinson, N D — Officials for Buick Motors spent several days in North Dakota during the recent hunting season. Dickinson Auto- mated was used by the party. Jim Graham, chief pilot of the Buick Motor Company, Flint, Michigan, piloted the company Lockheed Lodestar to Dickinson. Making up the party were Mr. Curtis, President of the Buick Motor Company and Miss President of General Mor- ton, Mr. Ragsdale, Assistant Chief Engineer; Mr. Young, Production Manager; Mr. Muller, of the Engi- neering Department; Mr. Gus Will, assistant General Sales Manager, Chicago, Mr. Bonbright, Flint.

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Aviationists Complain of Seaplane at Resorts

Washington, D.C.—Commenting on the growth of seaplane operation, aviationists complained thatoperators who fly at water resorts all over the country and operators of such planes should protect their interests by careful and considerate flying. "D. P. Wright, Administrator of Civil Aeronautics, warned today.

"Otherwise, he said, "there may be legislation restricting and even forbidding seaplane operations in remote areas. The CAA has no control over such ordinances and if unjustified, can do nothing to protect them.

"Discussions complaints which figures show the airport increase in the number of persons arriving in June 1945 at Washington, D.C., increased 5,358 against 4,333 in a correspondence of that date a year ago. Increases showed in all types of airports with the exception of CAA intermediate fields and military installations, both of which declined.

"The number of scheduled car rentals increased as of a year ago on an Air Mission Field, 135 on September 1, against 138 on that date in 1940, 250 against 250, and the number of civil aircraft produced, 354 against 323 during the same month a year ago. The only type of civil aircraft is held in Is another year's figures was the increase in the number of four-place models which increased by 28 per the previous 223 models.

"Two mechanical jacks produced larger, with 747 against 673 in July 1946. The August figures showed that the number of airplanes arriving at airports and departing with the exception of 5,462 against 5,462 during 1946, but at the same time, the number of passengers arriving and departing showed substantial leas.

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CIVIL AERONAUTICS ADMINISTRATION

Proposed Itinerary for the Month of November, 1947
November 13, Thursday, Municipal Airport, Devils Lake, North Dakota. Writeirs, Inspectors, Aircraft Inspections, November 14, Friday, Municipal Airport, Grand Forks, North Dakota. Written, Inspectors, Aircraft Inspections, Written, Inspectors, Aircraft Inspections.

THREE-Day Examination at Fargo, Office, 900 Walker Building, Monday, Tuesday, Thursday, and Friday. Two- and Aircraft Inspections at Hector Field, Fargo North Dakota, by appointment.

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