

# DAKOTA FLYER

VOL 2

MOTT, NORTH DAKOTA, NOVEMBER, 1947

NO. 2

## Flying Farmers Pheasant Hunt At Mott

### Mott Is Host to Sportsmen Fliers, Sunday, November 9

Arrangements have been made by President Lorin Duemeland, and Secretary Martin Altenberg 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

a member of the organization. The weather being a handicap during the last annual convention, all members should try and attend this meeting.

Members are urged to encourage your flying neighbors and friends to join your flight. The purpose of the Farmers and ranchers get-together is to stimulate interest in the organization.

It is evident that anyone with a gun and a license (a good shot) the hunters will get their limit!

In the event the Hunt has been cancelled due to adverse weather conditions you will hear an announcement over KFYR postponing the hunt. The announcement will be broadcast at 7:59 A. M. CST November 9. Events will be scheduled as follows: 8:00 A. M.—9:00 A. M. Pilots will arrive at Wyman Field, Mott, located 1/2 mile south of town. Your plane is to be serviced and ready to take off for the hunt by 9:00 A. M. Planes will land at Regent airport 1/2 mile east of Regent, a cemetery located on the east end of the E-W runway makes the field clearly visible to the pilot.

The airport is not equipped with any facilities however it is adequate to accommodate all light planes. The hunt and transportation will be furnished by G. P. Larson, Regent, flying farmer.

11:00 A. M. Birds will be gathered and taken to the "Butts House" to be prepared for the dinner. Hunters will have until 1:30 P. M. to Hunt. At 1:30 pilots will fly back to Mott Pheasant dinner, and a short meeting will be held at the celebrated "Butts House" dining room, from 2:00 P. M. to 3:30 P. M.

After dinner an inspection of new aircraft, and spot landing contests will be held at the airport, to be an exciting and eventful Sunday for the North Dakota Flying Farmers and Ranchers.

Return the coupon which will indicate the number of persons there will be in your party, it is necessary to know how many persons to account for. The coupon may be mailed direct to M. C. Altenberg, Bismarck, N. D.

### Fargo Sky Ranch Open to Pilots

Fargo, N. D. — Robert E. Cole, owner and manager of Fargo's "Sky Ranch" airport is busily engaged in developing his private field into a private port for local and transient fliers.

The "Sky Ranch" has six multiple T-Hangars, and one 185'x30' hangar. These buildings were completed in the summer of 1946.

Airport lighting facilities are being installed and soon will be in operation. Lighting equipment was purchased through the War Assets Administration as War Surplus.

The airport is located 2 miles south and 1 mile west of Fargo on highway 81.

Robert Cole started looking for a location for his airport before the war, then in 1941 he served with the Army Air Forces and was discharged in 1945. He bought the present sight in March of 1946 and immediately began building, what he had dreamed and planned in previous years. Today, he proudly looks forward to future plans for his Sky Ranch.

Private plane owners and pilots who are based here at the present time according to Mr. Cole are: Rev. R. K. Perrin, Moorhead; C. M. Graham, Fargo; E. I. Rosendahl, Kindred; and Carl Horn, rural Fargo.

Robert, his wife and two children enjoy trips together, they recently attended the Northwestern Football game, flying their Cessna. The children are comfortably seated in the specially built Jump Seat, made by the Cessna factory.

### Utilizes Plane on Farm



**ALBERT DVIRNAK**, Killdeer, North Dakota, dreamed and planned on the day when he would fly an airplane. Today Albert Dvirnak owns his own plane and is setting a fine example for his neighbors as to what an airplane can be used for. His airplane has been used to speed up farming and mechanical labor.

Two years ago Albert Dvirnak saw his opportunity to learn to fly. Taking his instructions at the Killdeer airport, and bought his Piper Cub. His Cub has been a truly useful farm implement. The above photo shows Albert as he landed at his rig during harvest. If everything isn't in tip top order, repairs are secured within a few hours before long the crew is working, while in previous times, their harvest was delayed for as many as two or three days, when repairs by rail had to be ordered.

The Dvirnaks recently purchased a new PA-11, "My Cub is my most

useful and practical farm implement," he says.

Besides farming Albert Dvirnak maintains and does mechanical work for his neighbors. Time is saved by flying for repairs.

During the winter Albert and Jack Koval spend many hours hunting coyotes, by plane. Eliminating the animals that have caused great losses among farmers and ranchers sheep and poultry.

The Cub is also used for pleasure flights. Mrs. Dvirnak and 4 year old daughter enjoy flying and earnestly believe their isn't a better means of transportation.

### Airport Operators Gather at Bismarck on December First

It was announced at the last North Dakota Airport Operators meeting by President Gilbert Saxowsky, Dickinson, N. D., the next meeting of operators will be held in Bismarck on December 1, starting at 9:00 A. M.

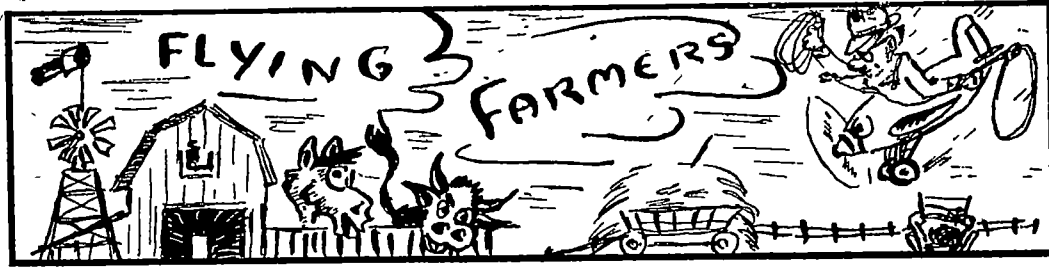
Excellent attendance at every previous meeting is an assurance of more and better organization

meetings in the future. However, officers of the ND A A stated there is a small percentage of these operators who are active members, having paid their membership dues. Without the cooperation of all these operators further promotion and actual work is impossible. So with the next meeting on December 1, it

(Turn to Page Seven, Please)

### Pilots Warning

Pembina, North Dakota — Pilots are asked to maintain extreme caution in landing at Pembina, there may be DEER grazing on the field!



### Speed of Stork Is Progressing

In the advance of civilization the speed of transportation has increased from the ox-cart days, through the "flivver" days, to the present day of supersonic aircraft. The speed at which the Stork flies must also have progressed through the ages, for it seems the Country Doctor has always spent a goodly part of his life racing with the old bird! regardless of transportation!

Dwane Gussette, Wimbledon, North Dakota (who previously made the Dakota Flyer front page for learning to fly in record breaking time) had no such Stork worries. Even though he lives on a farm some thirty miles from the nearest modern hospital and Stork and Harvest time seemed to be synonymous a few weeks ago, at the appointed hour Dwane and Mrs. Gussette climbed aboard their new Stinson Voyager and were off for their race with the Stork. Twenty minutes later Mrs. Gussette was resting in her room at the Jamestown Hospital. One week later Mr. Gussette returned to take his wife and seven and one-half pound addition home—via the Stinson. This brings the total Flying Gussette

offspring list to four—all boys! Mr. Gussette has had his Stinson since early Spring. He finds it useful for other farm errands and frequently uses it to spend a week end at the Twin Cities.

### Dakota Skyways Offer New Heater

Vernon Scott, Dakota Skyways, Fargo, and Bob Mitchell, Tucson, Arizona, spent several weeks flying over the entire state and Montana and South Dakota setting up dealers for the Freeman Headbolt Heaters, for which The Dakota Skyways are distributors.

The Freeman Headbolt Heater is manufactured by the Five Star Manufacturing Company, East Grand Forks, Minn.

The Navionin 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 automobiles 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 auto to warm the babies formula in a jiffy!

Bob Mitchell, who is employed in North Dakota, and Minnesota building Power Plants for the R.E.A. spent considerable time with the company testing and experimenting with the Heater to make it one of the most useful additions to anyone's garage and automobile in the winter.

For any further information the Freeman Headbolt Heater, write: Dakota Skyways, Hector Field, Fargo, N. D.

**Welcome to Mott**  
GRANT REAL ESTATE  
FARM MANAGEMENT  
AND INSURANCE

**WELCOME**  
N. D. FLYING FARMERS  
AND RANCHERS  
To The  
**'BUTTS HOUSE'**  
O. K. Butts, Owner

**WELCOME**  
FLYING FARMERS AND  
RANCHERS  
REGENT GARAGE  
L. Prince Regent, N. D.

**WELCOME**  
N. D. FLYING FARMERS  
AND RANCHERS  
To  
**JAKE'S BAR**  
Jake Huck, Prop  
Regent, N. D.

**COUPON**

Mail this immediately to M. C. Altenberg, Bismarck, N. D.

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**M. ALTENBURG, Sec.**  
Mail this immediately to M. C. Altenberg, Bismarck, N. D.

There will be \_\_\_\_\_ arriving in our party  
Number \_\_\_\_\_

for the North Dakota Flying Farmers and Ranchers  
Pheasant Hunt and Dinner, Sunday, November 9, 1947.

Our estimated time of arrival will be \_\_\_\_\_  
Time \_\_\_\_\_

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**WELCOME**  
N. D. FLYING FARMERS  
AND RANCHERS  
TO MOTT  
**Wangsvicks**  
ELECTRIC SUPPLYS  
AND SERVICE  
Mott, N. D.

**Welcome**  
N. D. FLYING FARMERS  
AND RANCHERS  
**Farmers Union,**  
**Oil Co.**  
Regent, N. D.

**Welcome!** North Dakota Flying Farmers and Ranchers

To  
**WYMAN FIELD**  
MOTT, NORTH DAKOTA  
Duane 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 flight examinations in addition to all other charges.

Mr. W. R. Johnson, Chief of the Veterans Administration, Fargo, North Dakota, acting on orders

from Washington, D. C., issued a letter (May 7, 1947) to-wit — "We have received notice from the Veterans Administration Central Office, Washington, D. C., that we have no authority to contract for the payment of medical fee or the dual 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 this ruling all the North Dakota flight schools operating on 1946 contracts would be indebted to the Veterans Administration for an approximate total of \$20,000.

The North Dakota Aeronautics Commission took exception to the Washington ruling for and on behalf of the flight schools in North Dakota. The Commission filed a counter opinion with the Veterans Administration, Washington, pre-

## Dakota Flyer

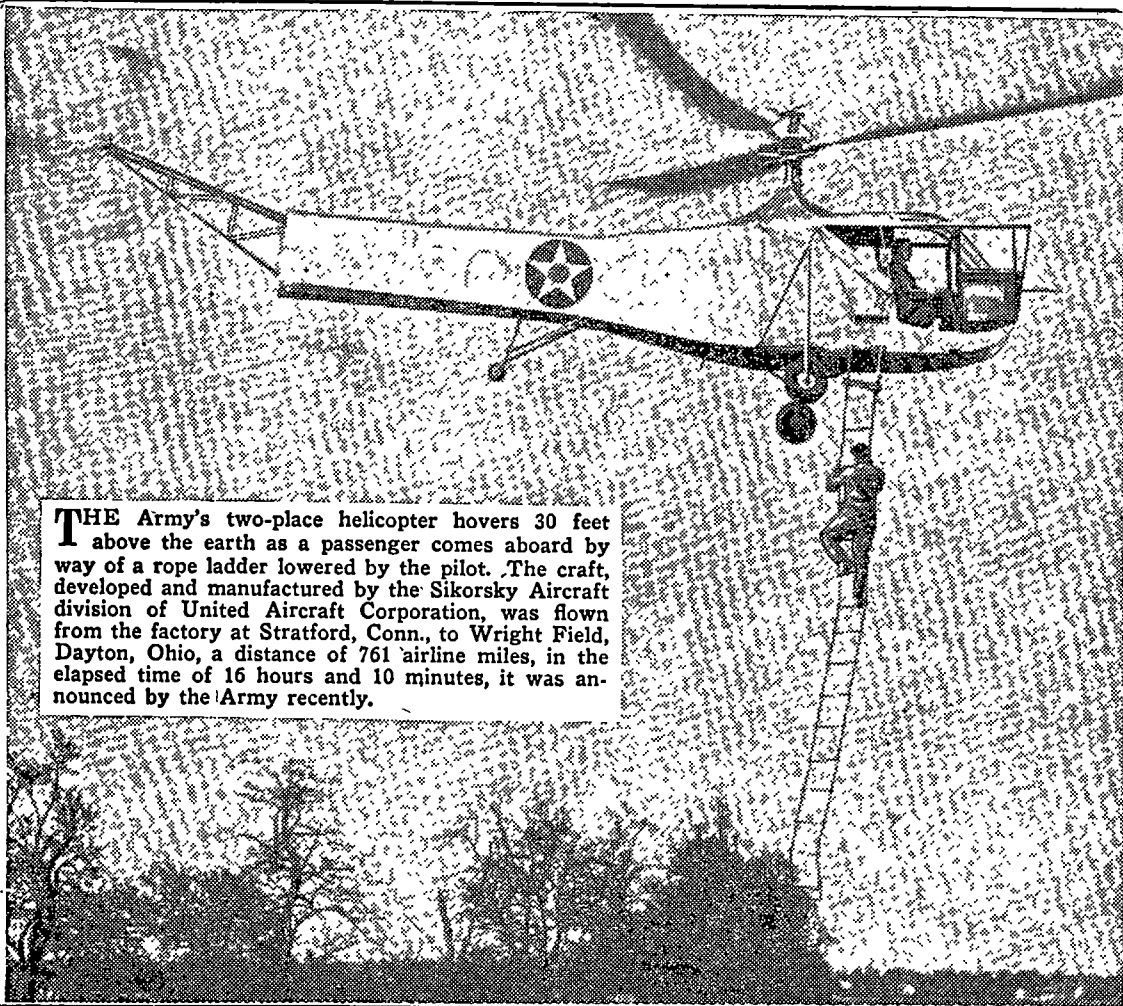
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**GENEVA SCHOW**  
 Owner-Editor  
**SUBSCRIPTION RATES**  
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pared by the North Dakota Attorney General's office through the capable Mr. I. A. Acker, Assistant Attorney General. As a result of this action the Aeronautics Commission just recently received a letter from the Veterans Administration, Washington, D. C., prepared by Mr. A. H. Monk, Director, which more or less reverses the above adverse decision and will be good news to the operators affected.

Quoting from A. H. Monk's letter of October 8, 1947, "It has been determined that if payment of a physical examination fee or charge is customarily required of all persons enrolled for and pursuing courses of education or training in 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 if such falls 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 rejected by the institution or, though accepted, declines or fails to enroll."

Mr. W. R. Johnson, Chief of the Veterans Administration Center, Fargo, has been advised of the above determination by the Washington VA office. Mr. Johnson advised Harold Vavra, acting director, that the VA, Fargo, would execute and mail the proper payment vouchers to the North Dakota flight schools entitled to refunds.

## HELICOPTER TAKES ON PASSENGER IN AIR



**T**HE Army's two-place helicopter hovers 30 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 Sikorsky Aircraft division of United Aircraft Corporation, was flown from the factory at Stratford, Conn., to Wright Field, Dayton, Ohio, a distance of 761 airline miles, in the elapsed time of 16 hours and 10 minutes, it was announced by the Army recently.

### GARRITY USES CUB TO DELIVER BRONZE MEDAL

Lt Joseph Garrity, Army Recruiting officer in Bismarck, N. D. recently presented a Bronze Medal to a young veteran in Drake, N. D. He plans to use his Cub for similar occasions, "It is much faster and more convenient," he says.

Lt Garrity purchased his plane recently at Bismarck Aviation Center, 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 Cub, along with his duties as recruiting officer.

### 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

WELCOME TO MOTT  
**"BLUE MOON"**  
 Confectionary and Lunches  
 Good Hunting!

## Cruising Around Our Airports

Dickinson, N. D. — Col Larry Tanberg and party left recently after a brief visit with his parents. They left for Wright Field, Ohio.

Mr. Art Seiler of Philadelphia, Penn., was a week end visitor piloting a new Beechcraft Bonanza.

Autumn as usual is again the harvest in the aircraft industry, Albert, Allick and John Dvirnak seem to be planning there own squadron of aircraft. It will be a squadron of PA-11's two of them have already taken delivery. Albert is the veteran of the three, he traded his trusty J-3 in on the new aircraft. Other new buyers were Alex Glouvtsky and Mr. Johnson of Grassy Butte. Leo Roller of New England is owner of a new Cruiser.

Our party on October 4th had a nice turn out. There were several faces missing, but we are going to give you all another chance! November 15 at 7:30 the hangar will be the setting for a FREE left hand pre-Thanksgiving party. We suggest if you are right handed to put a few dimes in your pocket before coming so you can go home broke. We have a more faithful promise for better music in November.

I see most of the old timers have completed their ground school that puts us in nice shape for November. To all the beginners or those that did not have the opportunities before can take C.A.R. at the College at 7.15 on November 17, 19 and 26th. If you have any questions on any portion of your ground school just call Mr. Murphy at 77-J or 572-W. Our 1947 Queen of the Air Fair, Miss Marie Gress, is promoting a Flying Club.

New Delux 85 Luscomb has been sold to Lloyd and Adolph Erickson, and Norval Fordahl, Hettinger, North Dakota.

**MICHIGAN AIRPORT NEWS** — Wright Field—has made a good deal of progress since the last item appeared in the Dakota Flyer and quite a large class of students are enrolling for the winter class. An air show was given at Michigan, July 27, with a large crowd attending. The contest was a novelty with Delbert Wright and George Blair taking the honors for popping the most balloons.

There are several new planes on the field Lloyd Wright has a new 48 model Stinson Station Wagon, Lars Hildre has a T' Craft, Tom Reilly, Floyd Erickson and Bill Andrews all have Aeroncas Orval Peterson keeps his Stinson 10A on the field here also.

New Graduates are Henry Krueger, Marvin Krueger and Ed Wolfgram, all with crisp new Private Pilot Certificates. Hank is attending the A. C. at Fargo at present. Lars passed his test in August, (Lars Hildre, that is) and Sylvia Polis of Perkin have recently taken the walk down the aisle and are on a wedding trip to Cleveland at present. Lloyd Pickard also passed his private pilots flight test recently.

A number of out-of-state planes have been here, the visitor from the farthest point being Oklahoma, came up in a Swift. There have been some hunters from Illinois in, flying a Stinson Voyager.

Euclid, Minn.—Harold Chandler, Euclid mail carrier, uses his plane to teach students to fly. Harold Chandler has been flying for 10 years, keeps his plane at the Grand Forks airport.

**UNIVERSITY GRAND FORKS—** Donna Skjerven, Senior majoring in Social Studies, started to fly at her home in Park River, North Dakota. Her brother and father own and operate the local airport. She finished and soloed recently at Ronemus Flying Service in Grand Forks. Next year she intends to teach school, using her plane to fly to and from her school to Park River.

**Kermit Lidstrom**—University pre-law student is learning to fly. Kermit is from Glen Ulin, North Dakota, and is eager to complete his G. I. flight training at Grand Forks Municipal airport.

Another aviation University enthusiast is Miss Ann Lillibridge, a Sophomore. Ann has her Seaplane Private Pilots license. Has recently checked out in a land-based aircraft. Her home is in Olympia, Washington.

**LEMONT AIRCRAFT CO** — Dick Mead, believed to be one of North Dakota's youngest flight instructors has recently been employed at the Lemmon Aircraft Company, Lemmon, South Dakota.

Dick, a 19-year-old Navy veteran, received his instructor's rating at "Dakota Skyways," Fargo, North Dakota. Good luck, to a young instructor!

**FARGO AIRCRAFT** — Bill Cates, owner Fargo Aircraft Company, Hector Field, is busy remodeling his office. He plans to completely cover his walls with natural pine paneling.

**McKENZIE FLYING FARMERS** — The Jewel Doan's members of the North Dakota Flying Farmers and Ranchers are proud owners of a spunk'n new Stinson Station Wagon. The plane was purchased from Bill Marks, Bismarck Municipal airport.

**CLARK'S AIRPORT** — Underwood, N. D., October 10 and 11th The Clark Flying Service of Underwood featured an Air Show during the Harvest Jamboree and 4-H achievement day. Clements Clarke has reported he recently completed another hangar at his farm airport.



Mott, North Dakota  
Dakota Flyer,  
Bismarck Municipal Airport  
Dear Miss Schow:

May I offer my sincere congratulations on your first Anniversary edition of the "Dakota Flyer."

Keep up the good work!  
Sincerely,  
Dr T L. Stangby  
Past Department Commander  
American Legion

St. Paul, Minnesota

Dakota Flyer  
Bismarck Municipal Airport  
Dear Miss Schow:

As you know, I sold out my operation, Northern Aviation at Cando, North Dakota. I am now residing in St. Paul but am still interested in North Dakota Aviation. Please have the remainder of my

subscription to the Dakota Flyer sent to the above address.

Sincerely yours,  
George H. Gutsche  
701 E Guanium Street

## Free Plane Owners from Personal Tax

Automobiles are exempt from personal tax in Oregon. The Attorney General has ruled that since registration and licensing of airplanes put them in the same class as autos, 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 been printed. The Flying Farmers Magazine is edited by Alfred Ward, editorial director and Bob Kiniseley, Managing Editor. With David Johnson, Herb Graham, Forrest Watson and Bert Hanson, as Associate Editors.

The magazine is fully illustrated with photos and interesting features and articles about the Nations Flying Farmers.

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## Welcome

N. D. FLYING FARMERS  
AND RANCHERS

To

## MOTT

Singer Auto  
Supply

## A FREE FLYING COURSE

### At Your Own Farm with Every Aeronca 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 Bismarck Airport - Bismarck, N. D.

## Aviation Today

By **CARL THOMPSON**, Manager  
Dickinson Aviation Company

I am not a writer! To further clarify the point, I come from a long list of non-writers. We sometimes live in a world of our own, letting things and others do pretty much the way they choose. On September 25 an editorial was written by the Killdeer Herald, that to my way of thinking was somewhat unfair and unjust. Before I proceed I must let you in on the ground floor, so with the permission of the Herald, The Editorial.

**PENALIZING PROGRESS**—At the last session of the legislature the law-makers reached into the grab bag and came out with a new wrinkle to impede the "Props" 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 snuff on this new "gad-get" the airplane.

A law was pushed through (we do not know who the lobbyists 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 them and encourages construction. Certain airlines passing through the state also help maintain their airports and municipalities also assist in this regard. In the third place, where does all this money go that is collected? That beats us since the state builds or maintains no airports. They have no "Traffic Courts" (they've already pawned law-enforcement and pilots license off onto the State Highway Patrol). So what gives with these fees that are collected?

The law states that if a pilot fails to register by October 1, 1947, they will be subject to imprisonment, a fine or both and are guilty of a misdemeanor. Why? Not a single pilot we've talked with 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, inquiring about the legality of the law. We will make the reply public.

In the state of North Dakota men who fly for business or just plain pleasure are penalized. Again we ask why? The United States government is doing everything in its power to encourage both young and old to fly. A "civilian army" used to be the thing, but now it is a "civilian air-force" they want. So North Dakota discourages it. The whirring props of progress should reap a harvest of reaction, out-dated, useless heads. Everything has been growing in abundance in the state this year.—Unquote

Amusing isn't it—that phrase, "To impede the props of progress"

## QUICK CHANGE SKIIS

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 presence of the tire, the airplane is exceptionally easy riding. Shocks usually transmitted to the structure by conventional type skiis are avoided. The airplane is immediately available as a land plane.

Gross Weight Capacity Per Pair 1800  
PRICES: \$105.00 - \$125.00  
SKIIS FOR YOUR LIGHT PLANE

Write:

**DAKOTA FLYERS**

Wyman 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 ridiculed 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 advantages to the citizens and flyers 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 lead by the able Harold G. Vavra, 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 is the assistance of zoning airports and airport hazards, they will make an official airport directory, 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 legislative matters in the state of North Dakota, cannot, and will not be overlooked.

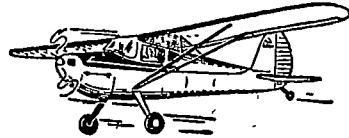
The North Dakota Aeronautics Commission, with the help of all airport managers, and the State Patrol stands ready to assist and help the citizens of North Dakota in the advancement of aviation by enforcing the laws of the Civil Aeronautics Administration. Reckless operation of aircraft in the past have been one of the greatest detriments 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 at 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 aeronautics is coming into the lime light. Unfortunately there are some that will fight to see us stand still, but for every one of those there are manifold more that through their combined efforts will progress and aviation will find common place in the hearts of all Americans.

## Capital Aviation Corporation

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## Dakota Skyways

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THE PILOT"

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## Report on Duties of N. D. Air Engineering Department

By HAROLD G. VAVRA

### Chief Engineer North Dakota Aeronautics Commission

At present the state of North Dakota is getting underway a seven-year Federal-aid airport development program geared to provide a system of airport facilities adequate to serve the needs of aviation in the post-war period. To augment and strengthen the program, effective July 1, 1947, the North Dakota Aeronautics Commission created an engineering department primarily to assist and advise the various municipalities throughout the state in developing municipal airports or improving the present airport facilities.

### Commission May Act for Municipality

The North Dakota Aeronautics Commission may act as an agent for any municipality in securing Federal-aid, providing the local municipality makes a written request to the Aeronautics Commission appointing the Commission as the agent. The North Dakota Aeronautics Commission acting on behalf of a local community, and through its engineering department, may file the necessary legal documents with the Civil Aeronautics Administration through the CAA District Airport Engineer, Mr. H. P. Jandacek.

### Engineering Department Aids Municipality

The newly created engineering department proposes to co-operate wholeheartedly with the Civil Aeronautics Administration's District Airport Engineer's office in order to attain the common objective of designing and building more and better airports in North Dakota under the Federal-aid program. The engineering department acting in behalf of a municipality will take care of the necessary legal documents that must be filed with the Civil Aeronautics Administration, including Project Requests, Sponsors Assurance Agreements, Project Applications and in addition retain a North Dakota registered design engineer to handle the actual survey, topographic survey, and the preparation of complete plans and specifications of a Federal-aid airport project are subject to the approval of the CAA District Airport Engineer before Federal funds may be obtained. The newly created engineering department proposes to advise the municipality and persons concerned of the engineering standards required in order to secure Federal-aid in construction of an airport.

### Airport Zoning

In addition to the previous mentioned functions the new engineering department will assist the municipalities and counties in North Dakota with the zoning of airports and airport hazards. To accomplish this objective the engineering department is preparing a "Model Airport Zoning Ordinance" consistent with recommended Civil Aeronautics standards and in accordance with North Dakota statutes.

### State Airport Plan

The engineering department will prepare and maintain a master plan of recommended airports in North Dakota to insure a comprehensive program which will provide the ever increasing number of private flyers with adequate airport facilities.

### Airport Directory

The engineering department in the future will produce a North Dakota official airport directory which will provide general information about the individual airports in North Dakota. The airport directory will include a vicinity map, information on the direction and length of the airport runways, also all the practical data which the private or itinerant flyer will appreciate. The airport directory will list—all the services available to the air traveler such as availability of gas, oil, hangar space, maintenance facilities, restaurant, airport to city transportation, and weather service.

### Air Marking Program

The newly created engineering department will encourage and help various civic and municipal groups in "Air Marking" their town to aid the ever increasing number of private or non-scheduled flyers. Perhaps the chief hazard concerned in "Contact flying" is the danger of becoming lost. Obviously this hazard can be eliminated when a flyer can ascertain his exact whereabouts and orient himself merely by looking down and reading a sign as he passes over a city or village. This is the function of air markers.

### Airport Management

The engineering division will assist any North Dakota municipality in airport operation or management problems. In the operation of an airport, management is usually held responsible for maintaining the airport and its appurtenances in a safe and usable condition. Management of an airport must establish satisfactory operating procedures, providing protection for life and property, providing first aid in case of accidents, recommending airport improvements; and accounting for operating funds. If management of an airport enforces safe operating procedures the accident rate is usually low. Satisfactory operation will in most instances attract business and result in increased airport revenues and lower operating costs.

## OFFICIAL STATE CAPITAL NEWS

### Applications for Director Still Out

The North Dakota Aeronautics Commission held a meeting recently for the expressed purpose of interviewing candidates for State Aeronautics Director to fill the post left vacant when Erling A. Nasset resigned. Action was deferred because some applicants were unable to attend this session.

Mr. Wesley E. Keller, Chairman of the Aeronautics Commission said that in the interim the Commission will continue to receive written applications for Director. They may be mailed to the Aeronautics Commission, State Capital, Bismarck, North Dakota.

### Myhra Named to State Aero Board

Col. Irven A. Myhra, 1362 Second St. North, Fargo, North Dakota, was appointed by Gov. Fred Aandahl as a member of the North Dakota Aeronautics Commission for a term of five years expiring June 30, 1952. Col. Myhra is a pilot of his own airplane, and is Commander of the North Dakota Wing of the Civil Air Patrol. Col. Myhra operates his own business known as the Myhra Equipment Co., Fargo, N. D.

### Keller Is on NW Hawaii Group

Wesley E. Keller, Chairman of the North Dakota Aeronautics Commission recently accepted an appointment to the executive committee purposes the immediate CAB authorization of a direct air route between the Pacific Northwest and Hawaii. The Northwest tier of states from Washington, Oregon, Montana, North and South Dakota, Minnesota and Wisconsin are vitally concerned in this CAB case by virtue of economic as well as geographic conditions. Although served by four transcontinental railroads, these states now are deprived of direct air service to Hawaii. The present situation constitutes an unfair discrimination in rates and services to the Northwest tier of states in favor of southwestern states which have only two transcontinental railroad lines, but are served through California with three direct air routes to Hawaii.

### List 809 Airmen and 406 Planes

The North Dakota Aeronautics Commission extended the deadline for registration of airmen and aircraft until November 1, 1947. The Aeronautics Commission recently ruled that all STUDENT PILOTS and TEMPORARY PILOTS must also register with the State Aeronautics Commission, Bismarck, North Dakota. Previously there had been some question concerning the interpretation of the aeronautics

regulations as to whether or not student pilots were required to register.

A number of letters have been received from aircraft owners in the state asking about the disposal of the money collected in form of aircraft registration fees. The state laws provide that 75 per cent of aircraft registration fees collected by the Aeronautics Commission will be distributed back to the counties from which it originates and will be used to construct, maintain and improve the public airports within the county.

On October 10, 1947, there were 809 airmen and 456 aircraft registered with the Commission. Airmen or aircraft registration application forms may be obtained at all approved flight schools, airports, or from the Aeronautics Commission, Bismarck, North Dakota.

### Officials Attend National Meeting

Wesley E. Keller, Chairman of the North Dakota Aeronautics Commission and Harold G. Vavra Acting Director will attend the National Association of State Aviation Officials (NASAO) annual convention to be held at Fort Worth, Texas, October 25th through October 28, 1947.

The NASAO convention will be highlighted by important progress reports on practically all phases of aviation. Representatives will be on hand for discussion forums from every segment of the country to participate in the convention. Mr. T. P. Wright, Administrator of the CAA who will speak on "The National Airport Flight Program," Mr. Hugh DeHaven, Crash Research, Mr. Pat Moore, American Association of Airport Executives.

The purposes of the NASAO convention will be fourfold, namely: (1) to review the present status of the aviation industry and what have been its accomplishments or the general trend in the past twelve months, (2) to determine what plans or objectives the industry has in mind for the immediate future, (3) the means to accomplish the objectives and to determine what obstacles may prevent attainment of a definite program, (4) what assistance or co-ordination is required from the other segments of the industry or from the government if the proposed objectives are to be accomplished.

### Plan National Aviation Clinic

Springfield, Ill.—Special attention is drawn to the Fifth Annual National Aviation Clinic, to be held in Springfield, Ill., November 19-22. Topics of discussion will be based on Aeronautical legislation in states and the Federal government.

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## Cruising Around

(Continued from Page Four)

**NEW SALEM AIRPORT**—Emanuel Helm owner of the New Salem airport sponsored another Air Fair, expected to be the last one of the season. Featured attractions were well-known fliers, El Torrance, Bismarck, and Duane Larson, Charlie Wyman, Mott airport operators. Other fliers attending were, Gene Helmsworth, Mandan, James N. Ray, Bismarck; Fred Helm, Zap;

Glenn Larson, Regent, Glen Porsburg, Judson

**WASHBURN AIRPORT**—Eldo Condon, after three hours of dual instruction successfully completed his first solo flight, September 27. Although Eldo had only three hours instruction from Cliff Beeks, he admits having flown about 50 hours, with friends' congratulations! September 26, Cliff Beeks, and Donald Holznagel flew to Steele, North Dakota. They presented an Air Show during the Kidder County Fair

## Airport Operators Bismarck Meet

(Continued from Page One)

is urged that all operators attend and become active paid-up members and start off the second year with an organization that will include the steadfast members, and practice the sound business practice resolutions which will, if the organization is strong, eliminate those operators who practice "cut throat" policies and harm the conscientious operator, should the need arise

Plan to attend the mass meeting of every airport operator in North Dakota on December 1, at 9 00 A. M

## Skilled Fargo Pilot Guides A-26 to Safe Night Landing

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

Through the night came the voice of Lt Malcolm C Calhoun, piloting the National Guards A-26 Bomber, speaking to his Commanding Officer Col Richard Neece said his Airspeed indicator, and altimeter

were out of order! Navigation, instrument panel and landing lights had also failed.

Col Neece took off immediately in a P-51, flying close wing formation with the A-26 Col Neece read to Lt Calhoun his instrument reading, aloud, and landing his '51 along side the A-26.

The two planes skillfully landed at Hector Field.

## Buick Officials Spend Aerial Weekend Hunting Game

Dickinson, N D — Officials for Buick Motors spent several days in North Dakota during Pheasant Season this year. Dickinson Aviation were hosts to the party. Jimmie Graham, chief pilot of the Buick Motor Company, Flint, Michigan, piloted the companies Lockheed Lodstar to Dickinson. Making up the party were. Mr Curtis, President of the Buick Motor Company and Vice President of General Motors, Mr Ragsdale, Assistant Chief Engineer; Mr Young, Production Manager; Mr Muller, of the Engineering Department, Mr Otis Waller, assistant General Sales Manager, Chicago, Mr Bonbright, Flint,

Michigan, Mr F A. Whitaker of W. R. Stephens Motor Company, Minneapolis, Minnesota; Mr. W. J. Miller, District Manager of Buick Motor, Billings, Montana and Mr. Fisher, Buick Motor Co of Minot, North Dakota.

## Region Physical Exams Review

Effective September 1, 1947 designated medical examiners shall mail all completed reports of physical examinations, Form ACA 358, "Report of Physical Examinations for Airman Certificate," and Form ACA 359, "Report of Physical Examination for Airline Transport Pilot," and the accompanying credentials, Forms ACA 1004, ACA 1004a and ACA 1005, directly to the Regional Medical Officer for their region instead of to the Washington Office

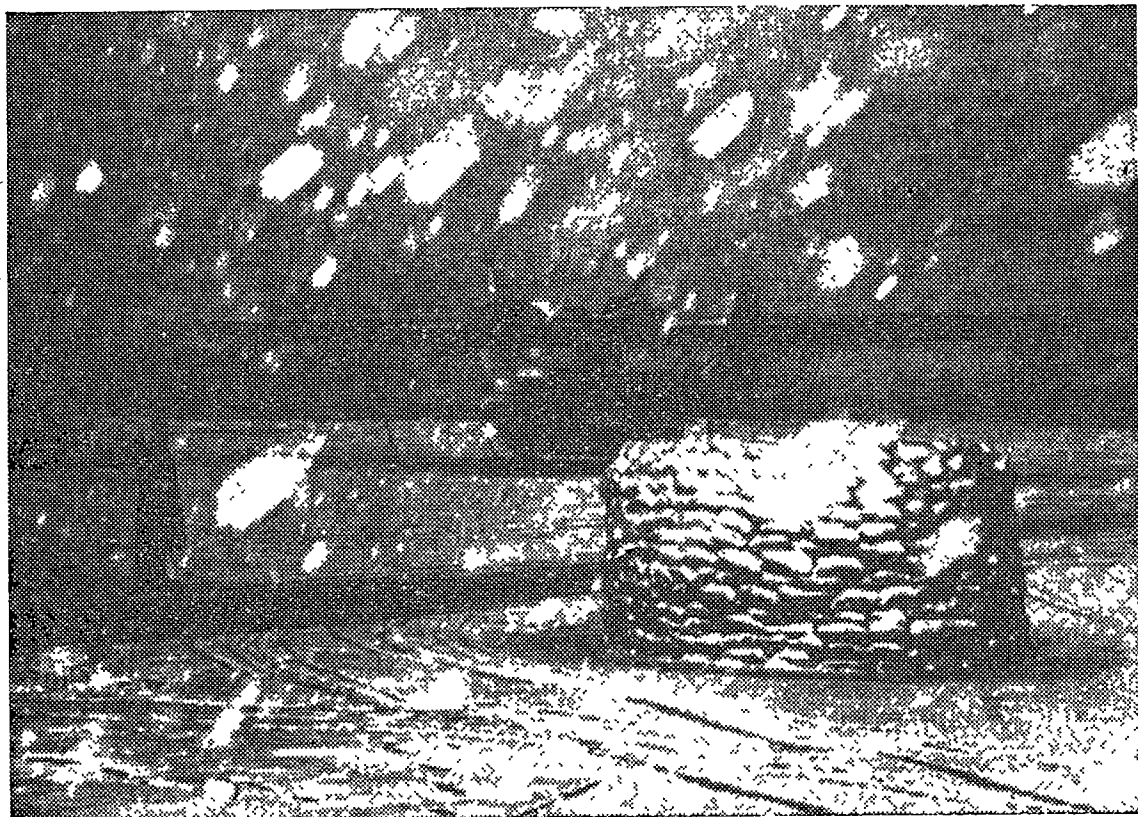
Properly addressed regional return envelopes will be furnished by the Regional Medical Office. Supplies of return envelopes addressed to the Washington Office, should be returned

The Regional Medical Office will review and adjudicate all reports of physical examination and conduct all correspondence concerning the physical examinations. The cooperation of all examiners is requested in order that improved service to airmen will be available

The Regional Medical Office for this district and the states served is listed below:

**REGION THREE**  
 Regional Medical Officer  
 Civil Aeronautics Administration  
 608 S Dearborn Street  
 Chicago, 5, Ill  
 Kentucky, Ohio, Indiana, Illinois, Michigan, Minnesota, North Dakota.

## Fighting Weather In Alaska



**FLURRIES OF SNOW** almost obscure this PBY Naval Patrol Bomber and a sandbag pill box at an Alaskan airbase. Sudden storms like this one are prevalent, and add to the handicaps of flying in the Alaskan region.

## Aviationists Complain of Seaplanes at Resorts

Washington, D. C.—Unnecessary noise and utter disregard for others engaged in water sports and fishing will make the seaplane an unwelcome visitor at water resorts all over the country, and owners of such planes should protect their interests by careful and considerate flying, T. P. Wright, Administrator of Civil Aeronautics, warned today.

Otherwise, he said, their may be legislation restricting and even forbidding seaplane operations in resort areas. The CAA has no control over such ordinances and regulations, and can in no way prohibit their enactment.

In discussions complaints which

the CAA has received from lakeside residents and vacationists, Mr. Wright pointed out that people usually seek waterside vacation sports because they are quiet. "Thus any noise, however small, is more noticeable. Second, the airplane which is comparatively new to such surroundings, often receives more than its share of attention and criticism. Third, the seaplane floats or hull, as the case may be, serve as a highly efficient sounding board and this, coupled with the unrestricted movement of sound waves over the water, appears to increase the volume of engine exhaust noises.

"There is a fourth point which is entirely true, but which brings little or no comfort to the seaplane pilot. His plane makes no more noise than many outboard motors, and makes that noise for shorter periods of time. He is up and away at speeds of 90 miles an hour or more, while the outboard snarls and whines within earshot for an hour at a time. The outboard, however, is no excuse for an airplane's unpleasant noise.

"The remedy is a quiet plane, and that is not immediately in prospect. Meanwhile, we must make all the corrections possible by adjusting our motors of operation. CAA pilots experience in seaplane operation make the following suggestions: (1) Take off as far out from shore as possible. (2) Cut the takeoff run as short as safety permits. (3) Fly high enough to avoid criticism from residents below, or arrange the flight plan so that you pass over as few houses as possible. (4) Avoid unnecessary 'gunning' or racing of the engine. (5) Explain carefully to those who complain what you are doing to make your airplane a good neighbor.

## Figures Show Airport Increase

In reports filed to the CAA offices in Washington have shown a vast increase in airports. Some 1,083 airports have been built in the past year.

As of September 1, the number of airports in the country totalled 5,418 against 4,335 on a corresponding 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 slightly.

The number of scheduled air carrier aircraft in operation showed an increase of 156 over a year ago, with 926 on September 1, against 770 on that date in 1946. July was far under 1946 in the number of civil aircraft produced, with 998 against 3,388 during the same month a year ago. The only type of civil aircraft to hold its own in this year's figures was the three and four place models which increased by 237 over the previous July's output. Two place aircraft production lagged far behind, with only 475 against 3,087 in July 1946.

The August figures for Washington National Airport show a slight increase in scheduled arrivals and departures with 9,581 as against 9,542 in August, 1946, but at the same time the number of passengers arriving and departing showed substantial losses.

## The Dakota Flyer Welcomes YOUR News and Photos

### CIVIL AERONAUTICS ADMINISTRATION

#### Proposed Itinerary for the Month of November, 1947

November 13, Thursday, Municipal Airport, Devils Lake, North Dakota. Written Exams, Aircraft Inspections  
November 14, Friday, Municipal Airport, Grand Forks, North Dakota. Written Exams, Aircraft Inspections  
Written Examination at Fargo, Office, 209 Walker Building, Monday through Friday. Flight Tests and Aircraft Inspections at Hector Field, Fargo North Dakota, by appointment

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