

DAKOTA FLYER

Vol. I

Mott, North Dakota October 1947

No. 12

NASSET RESIGNS AS DIRECTOR OF AERONAUTICS COMMISSION



ERLING A. NASSET

Governor To Make Appointment

Erling Nasset, has announced to the Aeronautics Board his resignation as Director of the North Dakota Aeronautics Commission. Harold Vavra, Airport Engineer will serve as temporary Director until the new Director is appointed.

During Mr. Nasset's term of office considerable time has been spent in promoting aviation organizations in North Dakota. In a talk to N.D.A.A. recently he stressed the importance of an operators association. "It is the most vital factor in a healthy growth of aviation policy in a state". "Standards should be set up and enforced by the operator", he continued.

His interest in the growth and

development of private aviation was displayed in his urging the cooperation of fliers in their support of a separate Aeronautics Commission. In spite of opposition, Mr. Nasset was still confident of its rightful place in North Dakota aviation. He spent many hours with the Veterans Administration to encourage resent Veteran flight training schools; He met with Aeronautical experts at Aviation clinics, talked with community groups, clubs, etc, to encourage their cooperation with local fliers to build airports. He is confident that North Dakota has some of the finest airports in the United States.

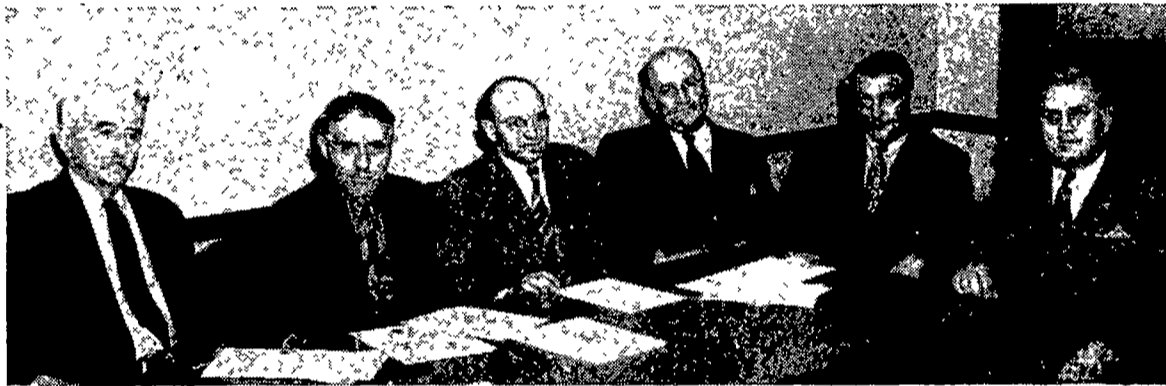
Mr. Nasset, a Major in World War II, was Commander of the regular Army Troup Carrier Group in the South Pacific. He was Squadron Commander on special duty for 2 months, during which time he piloted one of the three first transports to land on the island of Japan. Their first return cargo were American prisoners of war. On board his plane was a P.O.W. from Oakes, North Dakota. He said the boy was a big fellow, but very weak and emaciated from lack of food. He doesn't know his name. If anyone knows of this veteran, Nasset would like to hear from him.

His Commander in the South Pacific was, Fiske Marshall, now Vice President in Charge of Operations with Northwest Airlines in Minneapolis.

Mr. Nasset learned to fly in 1938, he taught school one winter to earn \$700. and get his Private Pilots license at Parks Air College in St. Louis.

Erling Nasset leaves his office with a great many friends in North Dakota aviation wishing him continued success. As a group we have appreciated his enthusiasm and effort put forth to make our state a top ranking one in aviation.

NORTH DAKOTA AERONAUTICS COMMISSIONERS AND DIRECTOR



Left to Right: W. C. McDonald, Bismarck; Harry Potter, Secretary, Bismarck; Dalton LeMausler, Grand Forks; James Flannery, Jamestown, Erling Nasset, Director, Bismarck; Wesley Keller, Chairman, Minot, also President N.A.A.

North Dakota's Aviation Future

By W. E. Keller, Chairman North Dakota Aeronautics Commission

Stand on your front doorstep any morning in any city in North Dakota and glance up into the sky. There you will see airplanes of almost every kind and description going in every direction. In fact, to most of us the sight of an airplane overhead is a commonplace sight we associate with modern civilization and the year 1947.

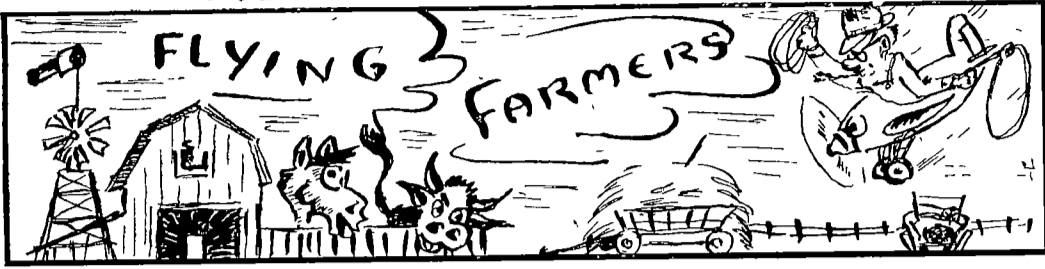
Nevertheless many of us of middle age and younger can remember, in what seems a short time ago, when an airplane in the vicinity would create as much excitement as a fire or flood. In those days when an airplane in the sky was rare indeed, aviation in North Dakota had become established. Aviation in North Dakota and in nearly all of the states was born immediately following the First World War when "Flying Jenny" airplanes

were sold as army surplus and a few brave young men of North Dakota acquired ownership and began to fly. Once the "flying bug" had bitten them they began a crusade for better airplanes and more and better airport facilities. Throughout the United States hearty pioneers kept the aviation interests alive. Suddenly the advantages of air-mail became manifest to Congress, the Post Office Department, and the public, and a far-reaching network of air routes began to develop.

(Continued on Page 6)

Pilot Certificates Good Indefinitely

Private and Commercial pilot certificates are good indefinitely under a new CAB ruling. This new rule changes the two-year renewal requirement in Part 20. The two year duration still applies to student certificates, however.



Washburn Senior Has Airport In Front Yard



Lorraine Carlson, 18 year old daughter of Mr and Mrs Oscar Carlson is rapidly building up her flying time at Washburn while attending her senior year in high school. She soloed last July under the supervision of Cliff Beeks, airport manager and flight instructor at Washburn.

She soloed with 7 hours and 45 minutes of dual, and is progressing rapidly toward her private license. Her father is a farmer, Earlier this summer he gave Lorraine the choice of accompanying her mother and grandparents to the West Coast or to remain home and take flying lessons. It wasn't difficult for her to make her choice, because, unlike most students and private pilots, Lorraine has, in her front yard, one of the United States best CAA airports, and auxiliary fields. She needs only to taxi her plane from the hangers located on their farm out onto the airport where no one could find a smoother and more well-kept strip. Her father, Oscar Carlson, is planning to fly

very shortly. A younger brother, about 9 years of age has a mind toward aviation also. He said to a neighbor pilot, Kenyon Stevens, when asked if he'd like a ride, "Guess not, you haven't flown for some time".

The Carlsons will soon become another flying farmer family who will set the pace for other flying families in North Dakota.

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Rancher Locates Missing Stock

Mr A Larson, who has a ranch in the Turtle Mountains near the Canadian border, lost a Registered Herford Bull for which he had paid \$250.00 only a month ago. He hunted on horse back for a full week and was unable to locate the animal because of dense underbrush and scattered lakes.

September 21 he came out to the Bottineau airport to ask their aid in locating the missing animal. He chartered one of the planes at the airport and in about half an hour had found the missing bull for the rancher.

Pilots Under Violation Charges Hit By New Ruling

Washington, D C — Stop orders to prevent offenders from obtaining higher pilot ratings while under charges for violating civil air regulations have been inaugurated by the Civil Aeronautics Administration.

Special instructions from the CAA legal office to inspectors in the field say that "in certain aggravated cases", the regional attorney will recommend that the pilot continue to hold only his current certificate until the case is settled by the Civil Aeronautics

Board. This, the CAA explained, will prevent a student pilot, for example, from going on to get his private certificate while he is charged with violations that cast doubt on his ability or fitness to hold any license. Private pilots charged with serious offenses have, in some cases, obtained certificates and engaged in flying for hire before their cases have been heard.

Regional CAA attorneys will recommend the issuance of stop orders against the alleged only in the following cases: (1) The violation is of a flagrant and willful nature. (2) Reasonable grounds exist for believing that the alleged violator lacks the competency required for a certificate of a higher rating than the one he holds because of (a) his demonstrated lack of knowledge or skill, (b) his demonstrated indifference to the safety of others.

Pioneer Flying Club Orgnized

Eight members form flying club

Eight enterprising flyers organized the Pioneer Flying Club at Bell Airport recently. Members of the Club include Ernest Hagen, president, Charles Gibson, secretary, Richard Hansen, treasurer; Darwin Kenner, James Peterson, Russell Webster, and Eddie Releven.

After organizing the flying club, the members voted to purchase a new 1947 model Cessna 120 with an electrical system. Ernest Hagen and Charles Gibson were delegated to go to the Cessna factory at Wichita, Kansas and fly the airplane home.

It is hoped that in the near future more clubs will be organized and provide a means for all flyers to fly at a minimum cost.

**CIVIL AERONAUTICS ADMINISTRATION
AIRMAN BRANCH
GENERAL INSPECTION BRANCH**

Proposed Itinerary for the Month of October 1947

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

Date:

- 7 Tuesday, Wright Field, Williston, N D, Flight tests, Written Exams Aircraft Inspections
- 8 Wednesday, Port O' Minot, Minot, N D, Flight Tests, Written Exams Aircraft Inspections
- 10 Friday, Municipal Airport, Grand Forks, N D, Flight Tests, Written Exams Aircraft Inspections
- 21 Tuesday, Worth Field, Dickinson, N. D, Flight Tests, Written Exams Aircraft Inspections
- 22 Wednesday Municipal Airport, Bismarck, N D, Flight Tests, Written Exams Aircraft Inspections
- 24 Friday, Municipal Airport, Jamestown, N D, Flight Tests, Written Exams Aircraft Inspections

RETURN FROM FLIGHT TO SEATTLE

September Graduates At Bell Airport

Graduating from private pilot classes were Warren Shearer, automobile mechanic, Dr. James Hahoney physician and surgeon, Warren Niffenegger and William Hammer, aircraft and engine mechanics for the Lake Region Flying Service, and Howard Thacker, wheat farmer from Starkweather, North Dakota.

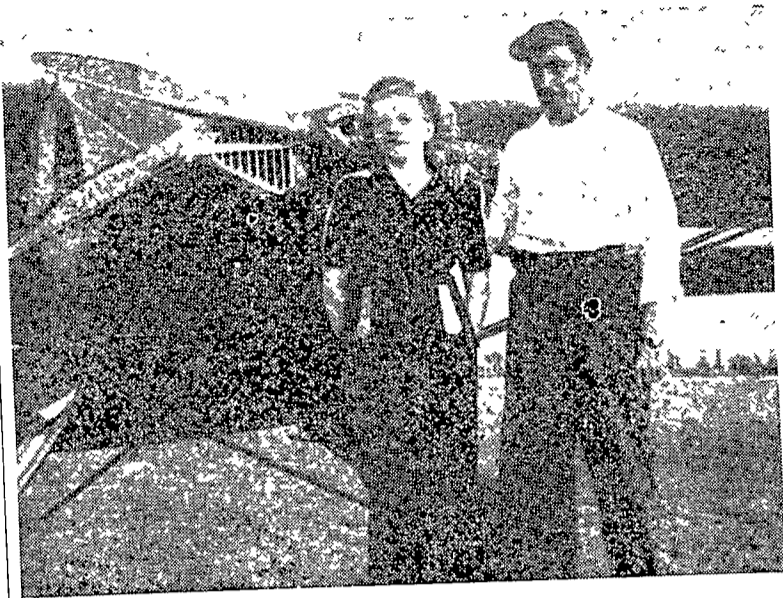
Commercial pilot graduates are Carl Moeller, pilot for Gene's Air Service located at Mayville, North Dakota, and Jack Sibley, State Patrolman of the North Dakota Highway Patrol.

Flight instructors receiving their instructor ratings are, Lyman Delameter, now airport operator and manager of Harvey, North Dakota, Clifford Stefanowicz, airport operator and manager at Lakota, North Dakota.

There are some 60 student pilots taking instruction at the present time, with a definite goal of making Devils Lake one of North Dakota's most enterprising aviation cities.

given the publication the support it merited by reason of the good it has done for aviation I think the Dakota Flyer is one of the finest aviation papers in the United States, and to have it published in North Dakota should give the aviation people of North Dakota and the public generally in North Dakota a deep sense of pride inasmuch as the present issue is the first anniversary issue, I will set forth briefly the last year's activities of the North Dakota Aeronautics commission.

Approximately one year ago the North Dakota Aeronautics Commission made and prepared a seven-year tentative airport plan when the Federal Airport Act was passed. As an off-shoot of the seven-year plan, a tentative three-year plan was prepared and finally a one-year action plan, a tentative three-year plan was prepared and finally a one-year action plan was drawn. All three plans have been used by the Civil Aeronautics Administration in their budget estimates to Congress in the airport construction work and provided the basis of activities for the North Dakota office of the Civil Aeronautics Administration, Airport Division. In follow-up action of the above plan, all cities were mailed questionnaires and subsequent correspondence provided approximately 20 percent of the work of the department. All of the cities listed on the first year's plan and most of those listed on the three-year plan have been visited and made acquainted with the functions, facilities and co-



Mr and Mrs Charles Gibson Charles "Chuck" Gibson and his wife are pictured above as they arrived at Bell airport, Devils Lake, from their 10 day vacation flight to Seattle, Washington. The trip to Seattle and return was made in a Deluxe Taylorcraft in approximately 25 flying hours. He was a veteran para-trooper during the War and spent many months in the Pacific War Theater. He enrolled in the Private Flight Training Course under the GI Bill at the Bell Airport and in a very short time completed his flight training and received his private license. At the present time he is enrolled in the commercial flight training program and expects to receive his commercial license before the 1st of January.

operative desires of the North Dakota Aeronautics Commission. At present North Dakota has 29 municipalities which have Federal-aid airport funds allocated for the 1947-1948 construction year for an aggregate of \$486,040. This amount of Federal-aid will permit an over-all airport construction program of approximately \$972,080 for 1947-1948 years. The 1948 airport plan prepared jointly by the Civil Aeronautics Administration and the Aeronautics Commission lists eighty North Dakota municipalities to be submitted to Washington for approval to receive Federal-aid airport funds in the 1948-1949 construction years.

Largely because funds were not available at the out-set to establish an enforceable safety plan nothing was accomplished relative to air safety until the legislation passed by the 1947 Legislature became effective July 1, 1947. An air safety enforcement school was conducted in July, and the State Patrol and local peace officers are now basically familiar with aviation safety. Safety, however, has been promoted to a great extent by the standards established by the Commission for state-approved

At the time the flight to Seattle was made, "Chuck" had logged about 80 hours Mrs. Gibson says, she enjoyed the trip very much and both are planning many more cross-country flights together. "Chuck" manages the Colonial Cafe and the Snack-Bar in Devils Lake.

(Continued on Page 10)

RESUME

By Erling A. Nasset

One year ago the editor of the Dakota Flyer began a venture which, it appeared to me, required a great deal of courage and fortitude. The results of her activities and the quality of her publication give substantiated evidence of the success she has attained in one year. It is, frankly a bit disappointing to me to observe that the industry has not

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**Dangers Of
Fire In Flight**

**A BURST OF FLAME GIVES NO
TIME FOR PONDERING**

The most likely spot for an airplane fire is in the power plant, but fires may occur in the fuselage from discarded cigarettes or electrical short circuits. If a light plane catches fire in flight, it must be recognized instantly that it will be impossible to save the plane, and attention must be concentrated on saving the lives of the pilot and passengers.

If there are parachutes aboard, the ship should be abandoned while it is still under control and at a safe height for jumping. One burst of flame can burn off doped fabric control surfaces and put the plane into an uncontrollable dive.

When there are no parachutes aboard, or if altitude insufficient to use them safely, the pilot should put the ship into a violent slip the moment fire is discovered. Planes burn up in a matter of seconds, and it is a race to get the ship onto the ground before control is lost. Landing should be in the nearest spot which offers an opportunity for the occupants to get out.

Practically all fires can be prevented by careful maintenance and operation. Broken fuel lines have caused several fires by pouring gasoline onto hot exhaust pipes.

Allowing fuel to overflow when filling the gasoline tank will set the stage for a fire in the wings of fuselage. It takes only a spark from a loose connection, or a carelessly discarded cigarette, to set off the flammable vapors which linger after a gasoline spill. Smoking during flight is a dangerous habit. However, smoking is such a confirmed part of American life, that we offer these suggestions for smoking.

Inclosed cockpit, there should be several metal ash trays, and the occupants must be warned to mash out their lights when cigarettes are put in the trays. An electric lighter is safer than a match, because match heads may fly off, or a match may be dropped into the cushions.

Smoking must never be permitted in an open cockpit ship. There isn't any way to stop the breeze

from carrying sparks back onto the flammable fabric.

Fire extinguishers should be kept filled and handy. They are valuable in controlling a cockpit fire, and may give the extra few seconds necessary to get the airplane onto the ground before the pilot loses control.

This Article about smoking dangers in flying was published in the MAC Service Letter, August 1947, and submitted to the Dakota Flyer by the Courtesy of the J. N. (Bud) Ray Insurance Company, Bismarck, North Dakota.

**Aircraft Engine
Output Down In
Number; Up in Value**

Aircraft engine manufacturers reported shipments valued at \$11 million dollars during May, a total of 2,160 engines and parts. This, compared with April shipments, was larger in number (2,902) but less in value (\$29.7 million dollars).

Aircraft engine shipments for the first 5 months of this year		
	Number	Value
January	2,862	\$24,513,272
February	2,126	23,888,621
March	2,895	27,321,056
April	2,902	29,722,179
May	2,160	31,116,497

Total 12,945 \$139,561,625
Total employment at plants building aircraft engines dropped to 34,289 during May, a decline of 4 percent from the previous month. Exports totaled 849 engines valued at \$2,499,113, with both number and value being more than twice the previous month's figures. At the end of the month, the total aircraft engine backlog scheduled for completion in the next 6 months, was \$176,200,000.

**Doctor Orders Airplane
Dive For Deaf Patient**

Doctor Hilfer, Teaneck, N. J. ordered a bigger prescription than ever before when his orders were for four-year-old Howard Sturm to take a plane dive in an effort to cure total deafness. The boy after receiving his first treatment from a 7,000 foot dive, regained partial hearing. Other flights will be attempted in an effort to cure the boy of a deafness caused by acute meningitis.

**STUDY NEW AIR TRAFFIC RULES
IS CAA'S ADVICE TO PILOTS**

Washington, D. C. — The new air traffic rules of the Civil Aeronautics Board should be studied by every pilot whether he flies a transport plane or merely takes an occasional hop on Sunday afternoon. T. P. Wright, Administrator of Civil Aeronautics, announced recently.

Aircraft will be required to fly higher over cities and towns than heretofore, and flight within 500 feet of any "person, vessel, vehicle, or structure is expressly forbidden." The new regulations which are a revision of the existing Part 60 go into effect on October 8, 1947.

Aerobatic flying is forbidden not only over settled areas, but also within any civil airway or control zone. This provision will require some flight schools to relocate their practice areas. Aerobatics also are forbidden when visibility is less than three miles and at an altitude lower than 1500 feet.

Over cities, towns and settlements, planes must be flown at an altitude of at least 1,000 ft above the highest obstacle within a horizontal radius of 2,000 feet from the aircraft. The regulation now in effect merely specifies a minimum of 1,000 feet above the ground in such areas, or higher if necessary to glide to a safe landing.

Explanatory notes written as part of the regulations point out that "buzzing" a farm, home, vehicle, or vessel is "careless and reckless operation" of an aircraft. Passing other aircraft too closely, carelessness in watching other traffic, and flying too low are other examples of violations under this section of the new regulations.

Present regulations forbid airplanes to fly closer than 500 ft to each other except in pre-arranged formation flights.

The new regulations omit the 500-foot specification, but forbids flying close enough to "create a collision hazard," and also for-

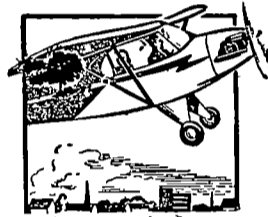
bids formation flight when passengers are carried for hire.

After October 8, all airports using right-hand traffic patterns must display standard visual marking to indicate that fact. The method of marking will be published by the CAA. One new part of the regulations sets up rules for water operation of aircraft. In general they conform to marine rules for the operation of vessels. Rules are established for lighting of aircraft afloat during low visibility and "hours of darkness". These hours, in the new regulations are defined as "the hours between sunset and sunrise during which any unlighted aircraft or other unlighted prominent objects cannot readily be seen beyond a distance of three miles." Certain sections apply particularly to helicopter flight rules.

Some of the rules formerly confined to instrument flying now will become part of visual cross-country flight rules. Planes crossing control zones and control areas at altitudes of more than 3,000 feet above the surface, for example, must fly at specified odd or even thousand foot altitudes. Any flight above 3,000 feet during

(Continued on Page 9)

'YOU'RE FLYING HIGH'

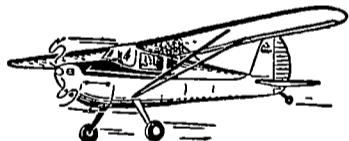


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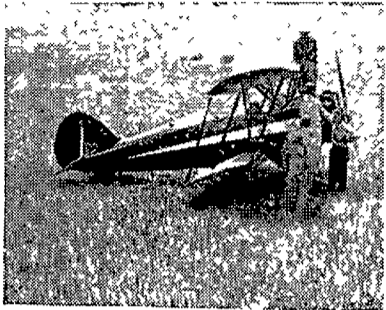
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Cruising Around Our Airports

FLYING IS FUN - for these



families Pictured above is El Torrence, Bud Ray, Helmer Rusth, Bismarck, and Duane Larson Mott. The three planes landed on a South Dakota prairie enroute to the Spearfish, Annual Air Fair. They are giving El a hand in relaying gasoline in a small container. Below the wives enjoy HOT COFFEE and sandwiches! Left to right is Mrs Bud Ray, Mrs El Torrence, and Mrs Duane Larson.

The wives fly with their husbands to Air Shows, pleasure flights and business trips Mrs Margaret Torrence is catching up on her flying time, which she began some years ago, and is working for her private pilots license at Bismarck Aviation Center. She will enjoy co-piloting their new Beech-17 which was recently purchased.



CAPITAL AVIATION Corp - Bob Watts has announced an unofficial speed record from Bismarck to Minneapolis. 2 03 flying time. This was accomplished on a recent charter trip to Minneapolis in their new Bellanca. (Larson, Mott, holds the unofficial slow one! 1:45 a distance of 80 miles!)

BOTTINEAU AVIATION - Bottineau airport is rapidly expanding and developing their airport facilities. Only recently several individual hangers and an equipped repair shop were built. The airport has been approved for \$20,000.00 worth of field improvements and work is scheduled to start on these improvements in the near future.

With this added aid for airport facilities it won't be long until Bottineau will be listed among the first class airports in North Dakota, to serve the city with efficient air transportation service.

DICKINSON MUNICIPAL - Carl Thompson, Manager of Dickinson Aviation Company left September 23 for the Piper aircraft plant at Ponca City, Oklahoma to arrange the return of several new aircraft.

October 4th marks the first of a monthly Hanger Party sponsored by the students of Dickinson Aviation Company. 46 students are looking forward to a great time, and have invited several guest pilots.

NORTHERN AVIATION - Cando, North Dakota - Frank Parker, owner of Northern aviation, has returned from service to take over the management of his airport. He succeeds George Gutsche, who has conducted an excellent aviation school, and has trained excellent fliers and interested many persons in aviation.

James Frey, instructor, who has been in Fordville, will be Chief Flight Instructor. George didn't state his plans, but said they would evidently be in the field of aviation.

BELL AIRPORT - Dr W F Sihler, one of the oldest doctors in Devils Lake, purchased a New 1947 Model Ercoupe which he plans to use for business and pleasure purposes. After several hours of dual instruction the doctor soloed the Ercoupe and now has almost twenty five hours of solo. When asked how he liked his ship he answered, "It can't be beat as far as airplanes go".

Richard Larson of Minneapolis was flown from Devils Lake to Minneapolis in the Stinson 150 used as an ambulance ship. Richard, who is nine years old was visiting with his parents in Edmore, North Dakota when he was stricken by polio. It was Richard's first flight in an airplane. He made the flight like a real pilot and is recovering steadily at the Kenny Institute in Minneapolis.

Communications Job Open In Alaska

The Civil Aeronautics Administration has announced openings for some 200 qualified single men as aircraft communicators in Alaska at starting salaries of \$3,306 a year.

Those accepted will be assigned to the 45 airways communications stations operated by the CAA in Alaska for the safety of civil

and military flying.

The applicants selected will be in line for eventual promotion to higher grade jobs paying up to \$5,000 a year. Additional wages will be paid through authorized overtime beyond the 40 hour week and through 10 per cent night differential.

Qualifications

Basic qualifications for the jobs are the ability to transmit and receive International Morse Code at minimum speed of 30 words a minute, to touch-type-write at 35 words a minute; and 18 months of aeronautical communications experience or an acceptable equivalent in education and experience.

Applicants other than veterans must be between the ages of 18 and 40 and in good health, with special emphasis on hearing, vision and speech.

To apply, Form 57 should be sent to the CAA Aeronautical Center, P. O. Box 1082, Oklahoma City, Okla. This is the standard form for federal employment and may be obtained at most post offices.

If applicant appears to be

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GENEVA SCHOW
Owner-Editor

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qualified, he will be asked to report to his nearest CAA communications center for a test.

Five weeks of training will be given the successful candidates at the CAA Aeronautical Center, Oklahoma before they are assigned to an Alaskan post.

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Bismarck Completes Year of Operation

J C Lippmeyer, owner of Bismarck Aviation Center, former operator of Dakota Skyways, Fargo, has successfully completed his



First year of airport operation in Bismarck

Since October 1, 1946 the school boasts of more than 5,000 student flying hours.

Employees of Bismarck Aviation Center, with the exception of two instructors have learned to fly and received their licenses at the school. Tom Marking and Clarence Brisse, flight instructors received their instructor ratings through the school. Both men are former Army fliers.

Kenneth Ophiem, chief mechanic, received his A & E license at St. Cloud, Minnesota and is enrolled in the present GI Private flight course. Glenn Orton, is enrolled in the Commercial course, and Elmer Shere, Underwood, has recently completed his Private course; both boys are employed as aircraft mechanics, and are getting their A. & E Licenses.

The Secretary, Miss Viola Lang, is learning to fly. She is nearly ready to complete her solo course.

J C Lippmeyer, formerly of St. Cloud, Minnesota, bought the Bismarck operation shortly after seeing service in the Air Transport Command. He also was a Flight Instructor in the Army. He opened his new airport operation with the idea in mind of establishing airports with a sound business management. Since his year of operation he has successfully completed his practices. His school offers all the congenial services of our North Dakota air schools, which makes the flying businessman, and his family feel welcome.

Additional Want Ads

FOR SALE OR TRADE 1941 Taylorcraft in Perfect Shape Relicensed and majored. Never cracked and always handled. Privately flown. J W Leach, Towner, N. Dak.

FOR SALE OR TRADE - 1943 tandem Taylorcraft DCO-65, 450 hours total time of airplane and engine. Will someone make me a good offer? Would consider late model car in trade. Gene Helmsworth, Connolly

North Dakota's Aviation Future

(Continued from Page 1)

During this same period aviation leaders were urging National and State governments to lend support to their efforts and as a result in 1929, nine years previous to the Civil Aeronautics Act of 1938, several states instituted State aviation departments. At that time, as it is today, the avowed purpose of state aviation departments was the promotion and development of aviation. Coincidentally, giving tremendous support to aviation, private dues supported organizations were formed by pilots, mechanics, designers, engineers and municipalities. Many of these organizations expanded

into national associations. Today, to mention a few, we have the National Aeronautics Association, the Aircraft Owners and Pilots Association, the United Pilots and Mechanics Association, and the National Aviation Trades Association.

Largely because of the war, aviation received the stimulating effects of many newly interested associations such as the U S Chamber of Commerce, the U S Junior Chamber of Commerce and the American Legion. In practically all of our cities an airport committee or commission has been appointed and is functioning in an effort to promote the aviation welfare of their cities. All of the mentioned organizations, both government and dues supported are convinced of the importance of aviation development to the welfare of our state and nation.

Congress, since 1938, has constantly been aware of the importance of a sound aviation industry and transportation system to the welfare of our nation. Similarly, most state governments have manifested their desires to improve the status of aviation in their states by creating an Aeronautics Department. North Dakota, in the 1945 session of the legislature, created an Aeronautics Department within the North Dakota Public Service Commission. This act was reconsidered by the 1947 session of the legislature and consequently re-organized as a separate Aeronautics Commission. Its sole purpose is the development of aviation in North Dakota. The North Dakota Aeronautics Commission is comprised of five members appointed by the Governor and is empowered to employ a director of aviation and others who work full time for aviation development. In 1945 the Aeronautics Department set forth the following five-point program: (1) The planning and establishment of a state-wide system of airports and airways; (2) A vigorous program for air safety; (3) Aviation education; (4) Adequate air marking program; (5) To assist, guide, and advise aviation enterprise in an effort to establish a flourishing and economically sound aviation business. This five-point program was reaffirmed at the Aeronautics Commission's organization meeting in July.

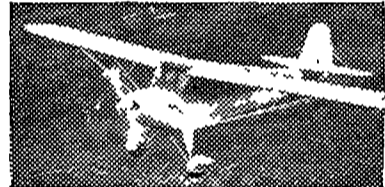
The North Dakota Aeronautics Commission prepared a state plan for airports and airways which is at the present time the basic plan used for North Dakota's share of the Federally appropriated five hundred million dollar airport program. North Dakota's share is five million dollars, which, matched with five million dollars from local sponsors, gives North Dakota a ten million dollar airport program. In accordance with the plan this 10 million dollars is

to be spent on 102 new and presently operating airports. Today, North Dakota has 170 municipal, private, and farmer landing areas. At the end of the seven year plan, North Dakota should have in the vicinity of 200 airports, which will mean an airport every 25 miles in all four directions.

In 1944 there were approximately 350 airplanes owned in the state of North Dakota. In 1947 there is an estimated 1,000. In 1944 there were 22 airports federally recognized in North Dakota. In 1947 there are 170. In 1944 nine hundred thousand gallons of aviation fuel was sold. (This at a time when the Army Air Forces were using Fargo and Bismarck as refueling bases, plus a considerably larger airline consumption than in 1947). In 1946 two million five hundred thousand gallons of aviation fuel was sold in North Dakota. Within the last 18 months two large aviation organizations have been formed in North Dakota, the Flying Farmers and Ranchers of North Dakota and the North Dakota Aviation Association. Forty-one schools have been approved by the Aeronautics Commission to offer flight training to veterans. Each of these schools average 15 students every 12 weeks, which means that approximately 1,000 pilots have been trained in the past year and approximately another 1,000 will be trained in 1947-48. There are approximately 1,500 veterans who were pilots during the war. All veteran pilots and newly trained pilots are potential aircraft owners and airport users.

In support of these statistics and the activities of all aviation (Continued on Page 12)

It's Here!



NEW AERONCA Super-Chief
see it fly it today!

Here's the luxury plane in the low-cost field. 85 H.P. Power Plant. 95 mph. cruising speed. McDowell starter. New sound-proofing. De luxe interior.

Come out to the airport. See-fly-this Aeronca Super-Chief. We'll supply an ace pilot to go along with you.

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OVER 5,000 HOURS OF STUDENT FLYING THE PAST 12 MONTHS. ALL TYPES OF AIRPLANE REPAIR

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HANGERS-NORTH
END OF FIELD

BISMARCK MUNICIPAL AIRPORT
Bismarck, North Dakota

INCREASE FLIGHT TIME FOR CERTAIN TICKETS

It has been apparent that liberalization of requirements has become subject to considerable abuse. Often students enrolled in flying schools and ground schools take the examinations without the knowledge or approval of the schools in which they are enrolled. These students, in many instances, have been quite unprepared at the time they presented themselves for examination. Also, in many cases, they have taken the examination without the slightest intention of passing, but merely to obtain for themselves or others advance information concerning the questions used in current examinations.

In order to protect schools and to prevent abuses, the Civil Aeronautics Administration found it necessary to make the following changes in Safety Regulation In-

struction, No 251, Eligibility for Written Examination."

Commercial: Must possess a pilot certificate of either a student or private grade with a total of 150 or more solo hours, and a Class 2 medical certificate. In lieu of the 150 solo hours, a graduate of an approved advanced school will be deemed to have met this requirement upon presentation of a certificate of graduation, or a student enrolled in an approved commercial flying school will be deemed to have met this requirement upon presentation of a letter signed by an official of the school, stating that the school has ascertained that the applicant has acquired sufficient knowledge to obtain passing grades in all sections of the commercial pilot written examination, and is re-



Killdeer, North Dakota
Dakota Flyer
Box 1023 m
Bismarck, North Dakota
Dear Miss Schow:

Your letter to the Killdeer Flying Club was turned over to me. I will try and give you a little of our aviation news.

Our flying club is made up of local flying enthusiasts. We have 20 members. The club has developed through the cooperation of the City of Killdeer. We have a very fine airport within a block of the downtown district. We have two hangers recently painted and Killdeer was Air Marked, for the x-country flier. Contemplated plans for im-

provements in facilities are being made. \$1,000 was spent during the summer improving runways.

Sincerely,
Howard Doherty

written test.

Above requirements were taken from the CAA Bulletin on Safety Regulation Instruction No. 336, recently released from the Civil Aeronautics Adm. in Washington.

NORTH DAKOTA'S APPROVED FLIGHT SCHOOLS AS OF SEPTEMBER 20, 1947

AIRPORT MANAGERS

- STOCKMAN FLYING SERVICE — Henry Landis — Alamo
- GOLDEN VALLEY FLYING SERVICE — Paul Bunke — Beach
- BISMARCK AVIATION CENTER — J. C. Lippsmeyer — Bismarck
- CAPITAL AVIATION CORP. — Jack Watts — Bismarck
- NORTHERN AVIATION — George Gutsche — Cando
- CARRINGTON FLYING SERVICE — Ray Kadoun — Carrington
- SKYWAYS, Inc. — Archie Seebart — Cooperstown
- LAKE REGION FLYING SERVICE — Danial Wakefield — Devils Lake
- SIoux AERO SERVICE — Frank Bringham — Devils Lake
- DICKINSON AVIATION CO — Carl Thompson — Dickinson
- SAX AVIATION COMPANY — Gilbert Saxowsky — Dickinson
- SAUNDERS FLYING SERVICE — Thomas Saunders — Dunn Center
- AIR ACTIVITIES — D. R. Strand — Fargo
- DAKOTA SKYWAYS — Vernon Scott — Fargo
- FARGO AIRCRAFT — W. T. Cates — Fargo
- SKROCH FLYING SERVICE — Ed Skroch — Fargo
- FESSENDEN FLYING SERVICE — Fred Mohr — Fessenden
- FORDVILLE FLYING SERVICE — Clayton Aafedt — Fordville
- JOLLY FLYING SCHOOL — Les Jolly — Grand Forks
- SMITH FLYING SERVICE — Al Smith — Jamestown
- McHENRY FLYING SERVICE — Glenn Ecker — McHenry
- DRAPER FLITE SERVICE — Venoy Draper — Michigan
- MINOT FLYING SCHOOL — Bill Gunn — Minot
- DAKOTA FLYERS — Duane Larson — Mott
- KOPPINGER AIR SERVICE — George Koppinger — New England
- NEW ROCKFORD FLYING SERVICE — O. R. Oslakson — New Rockford
- LAKE REGION FLYING SERVICE — Dan Wakefield — Rolla
- RUGBY FLYING SERVICE — Clifford Albright — Rugby
- ROLES FLYING SERVICE — Elgar Roles — Towner
- VALLEY AIR SERVICE — R. E. Miller — Valley City
- WAHPETON FLYING SERVICE — Tom Manikowske — Wahpeton
- SORENSEN FLYING SERVICE — Carl Sorenson — Watford City
- WESTHOPE FLYING SERVICE — D. H. Hingst — Westhope
- STOCKMAN FLYING SERVICE — W. H. Stockman — Williston
- WILLISTON FLYERS — Marburger brothers — Williston
- WRIGHT FLYING SERVICE — Bruce Wright — Williston
- JOLLY FLYING SCHOOL — Lester Jolly — Cavalier
- MAYVILLE FLYING SERVICE — C. G. Hanson — Mayville
- BENZ AIR SERVICE — Lyle Benz — Hazen
- HARVEY FLYING SERVICE — Lyman Delemeter — Harvey
- GRAFTON AERO SERVICE — Ray Kehmstedt — Grafton
- BOTTINEAU AVIATION — Ernest Sorenson — Bottineau
- WOKEL FLYING SERVICE — Victor Wokal — Bowman
- CENTRAL AIR SERVICE — Harry Hayashi, Jr. — Carrington
- VINCENT SCHOOL OF AERONAUTICS — Northwood

The above flight schools have been approved by aviation authorities to conduct Veteran flight training. These men all own or operate some of the nations best airports, for your information or file tear out and file or place in your office for future reference.

Congratulations!

WESTERN AUTO COMPANY
Mandan, North Dakota

OFFICE OF THE DAKOTA FLYER

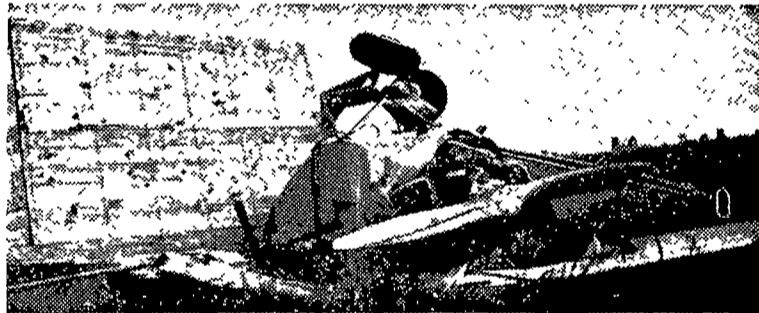
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**NEW AIR RULES
AFFECT ALL PILOTS**

Continued from page 4
which the visibility is below three miles must be made at an altitude which is specified in the rules according to the direction of the flight. All flights with headings in one quadrant of the magnetic compass will be made only at the altitude designated.

The new regulations make some changes in instrument flight rules including specified weather minimums for any airport named as an alternate. Standardized instrument approach procedures are specifically required in the new rules.

Mimeographed copies of the new part can be obtained from the Publications Office, Civil Aeronautics Board, and printed copies will be available at 5 cents each at the Superintendent of Documents, Washington, D C after September 30.

**Airlines Begin Use Of
CAA ILS At 30 Cities**

Washington, D C -More regularity of airline schedules by way of lowered operation minimums

is assured for this winter through the use of the instrument landing system, T P Wright, Administrator of Civil Aeronautics, announced recently, Greater safety, also is assured in landings at 30 terminal airports now equipped for instrument landing procedures.

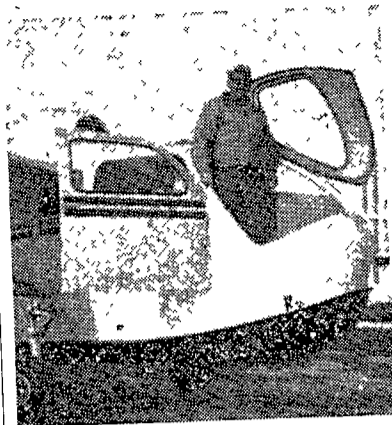
Five airlines now are approved for use of these facilities. The lowered minimums authorize 200 foot ceilings and three-quarters of a mile visibility. At some of the 30 cities higher minimums are required, owing to obstructions around the airport, or to neighboring hills or mountains which have to be considered in connection with every type of instrument approach system.

Of the five airlines, American will use the system at 15 fields, Baniff at 10, Continental at 5, Chicago and Southern at 8, and Delta at 7. A sixth major airline is expected to be finally approved for 7 fields in the near future and applications are being received almost daily at CAA regional offices from others.

To date 50 instrument landing systems are commissioned. Fourteen others are in advanced stages of installing, making a total of 64 which will be available for airline use by November 1.

**STUDENT PILOT SOLOS SEABEE
PURCHASES ANOTHER PLANE**

Oscar Trandum of Oslo, Minnesota soloed the Republic Seabee after 28 hours of instruction. Solo flights were made by Oscar from both land and water. Sweetwater Lake located about ten miles north of the city of Devils Lake was used for water practice. Lake Region Flying Service is very proud of Mr. Trandum who is almost 54 years old, and has shown splendid progress in flight training. After 10 hours of dual in the Aeronca Trainer and three or four hours of solo, Mr. Trandum stepped into his Seabee which as all pilots know is quite a step forward. Oscar's training was given by Robert Strobeck, Vice president of the flying service and by Daniel Wakefield, manager of Bell airport.



OSCAR TRANDUM

After soloing his first Seabee, Mr. Trandum ordered another one. He only recently flew to Huron, South Dakota and flew his second Seabee home.

In all probability, many of our airport operators in Minnesota

and Wisconsin will see Oscar and his Seabees in at their airbases. All those having the pleasure of meeting one of the finest gentlemen and pilots, and personnel of Bell airport join in wishing Oscar, "Good Luck and Happy Landings".

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IN THE COMMUNITY TO SERVE

Aviation News From Our State Capital

Aeronautics Commission

W E Keller, chairman of the North Dakota Aeronautics Commission on September 11, announced the resignation of the Aeronautics Commission's Director, Erling Nasset, effective October 4, 1947. Mr Nasset has served as director of the Aeronautics Commission since March 12, 1946. He has resigned to accept a position as Executive Director of the Beverage Associates of North Dakota, Inc.

Mr Keller has requested that anyone wishing to apply for the position of Director of Aeronautics mail their letters of application to him at Minot, North Dakota in care of the Truax Traer Coal Company. Requirements are a thorough understanding of aviation, administrative ability and experience in public relations. The vacancy will be filled October 1st or as soon thereafter as possible.

The North Dakota Aeronautics Commission urges all pilots to register their airman certificates and the CAA aircraft certificates with the North Dakota Aeronautics Commission by October 1 in order to avoid payment of the penalties. All pilots who have not registered their airman certificates by October 1st are guilty of a misdemeanor if they operate an aircraft for which they can be fined not more than \$500 or imprisoned for not more than one year or by both such fine and imprisonment. Aircraft owners, who fail to register before October 1st will be required to pay a penalty of 10 cent a day for the first 15 days and \$2 for each 30 days or fraction thereof, not to exceed 150 days. Pilots and aircraft owners are hereby advised that the State Patrol and local peace officers will be asked to check pilots and aircraft for registration certificates after October 1st. Application blanks can be secured at the nearest airport or directly from the Aeronautics Commission offices in the Capitol Building at Bismarck.

WE WELCOME

Your Photographs
and News Stories
—The Publisher

J. C. PENNY CO.

"The Home of Values"
Mandan, North Dakota

Au Revoir But Not Good-bye

by E. A. Nasset

For the past 18 months it has been my privilege to serve as the Director of the North Dakota Aeronautics Commission.

I would like to take this opportunity to state publicly that I never expect to work with a finer group of men. I further doubt if anyone will ever encounter a group of men, who taking time out from their own businesses to conduct the business of the Commission without pay, serve so unselfishly and sincerely as the North Dakota Aeronautics Commission has for the past two years. Men in the aviation field in North Dakota are indeed fortunate to have working in its behalf the men of the present Commission. They are on your side, fellows!

I leave the aviation field with deep regrets and a sense of personal loss. Some of my finest and most treasured memories may be traced to my associations with aviation in North Dakota.

I will always have my ear cocked to hear of the problems confronting North Dakota aviation and will ever attempt to assist in any way I can. It will be a pleasure for me to drop in and visit with aviation enthusiasts on a purely social basis.

To all of you I wish the utmost success and wish to say simply, "Fellows, you have been swell!"

RESUME

(Continued from Page 3)

The Commission's judgment in establishing these standards is justified by one year's training being conducted in state-approved schools without a single casualty. Close liaison between the Board of Higher Education, the Veterans Administration Center at Fargo and the Civil Aeronautics Administration has resulted in a smooth, efficient air training program, in which safety is a watch-word. Technical, legal and engineering assistance to municipalities, civic groups and persons has constantly emanated from the Commission's office. The Commission's office has collaborated and assisted the Attorney General in presenting to municipalities all legal information relative to flight, land ownership and acquisition for airports, taxation for airports and airport financing. An engineering department has been established within the Commission that is being organized rapidly and efficiently under the able direction of Harold Vavra, the newly appointed Chief Engineer. Previous to the estab-

lishment of the engineering department, limited information was furnished as drawn from source material in the office.

The Commission has enjoyed and given cooperation and assistance with and to the Civil Aeronautics Administration. Several meetings have been held with the Civil Aeronautics Administration officials at the national, regional and state level. The North Dakota Aeronautics Commission enjoys an excellent relationship with the Civil Aeronautics Administration at all Administrative levels. Complete cooperation on the part of the Civil Aeronautics Administration office and the Aeronautics Commission is, moreover, imperative in the future for the success of the Federal Airport Plan.

The Aeronautics Commission has attempted to encourage aviation education throughout the state on all educational levels. A meeting was called of educational leaders from the entire state, representing elementary, secondary and university education, to discuss and plan aviation education in North Dakota. Educational groups have been addressed on numerous occasions by the Director.

The North Dakota Aeronautics Commission's activities have, in a large part, fallen into a public relations category, and the activities of the Commission's office in this respect has necessitated a constant liaison to obtain cooperation and common objectives of all aviation groups in the state. Press releases have emanated from the office of the Aeronautics Commission on the average of once a week for the past year. The Director has, at the request of the Commission, addressed local government and social and civic groups in all parts of the state.

The Aeronautics Commission has been vitally interested in the activities of the North Dakota Flying Farmers and Ranchers and has taken an active part in both the state and national organizations, and further took the initial step in the organization of the North Dakota Aviation Association, an association of operators within the state.

The Director in his letter of resignation to the Aeronautics Commission made certain recommendations, set forth below, which in his judgment would further the growth of aviation in North Dakota.

1 Assist as much as possible in promoting an activity and interest in the largest aviation organizations in North Dakota, the Flying Farmers and Ranchers and the North Dakota Aviation Association.

2 Maintenance of constant liaison with all associations affecting aviation thinking throughout the United States with specific attention and cooperation being given to NASA, CAA, NAA and the Council of State Governments.

3 Assist and urge the State Highway Patrol and local peace officers to accept the responsibility of aviation law enforcement. Perhaps a meeting in January to again instruct them in procedure and responsibility would be timely and beneficial.

4 Continue a strenuous public relations program throughout the state to encourage the use of airplanes and airports.

5. In order that the vitally important airport program be successful in North Dakota an appropriation by the North Dakota legislature must be authorized. \$5,330,080 has been established as North Dakota's share of the Federal Airport appropriation of \$500,000,000. Experience in the past year and more particularly in the last six months has proven that it is economically impossible for the municipalities of this state to match that figure. Therefore, lest the taxpayers of North Dakota lose what they are justly entitled to, the people of this state must assert themselves in order to obtain the facilities so vitally important to the economic and military security of North Dakota. An appropriation over three legislative sessions totaling \$2,500,000 plus administrative costs is necessary. In the final analysis it is the entire population that will benefit and not only the inhabitants of the respective municipalities sponsoring municipal airports.

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FOR SALE — Late 1946 Cessna 140 Equipment everything cigarette lighter to skus 130 hours Licensed day night instrument Save \$1400 Will deliver 200 miles Write DAKOTA FLYER, Box 1023 Bismarck, North Dakota.

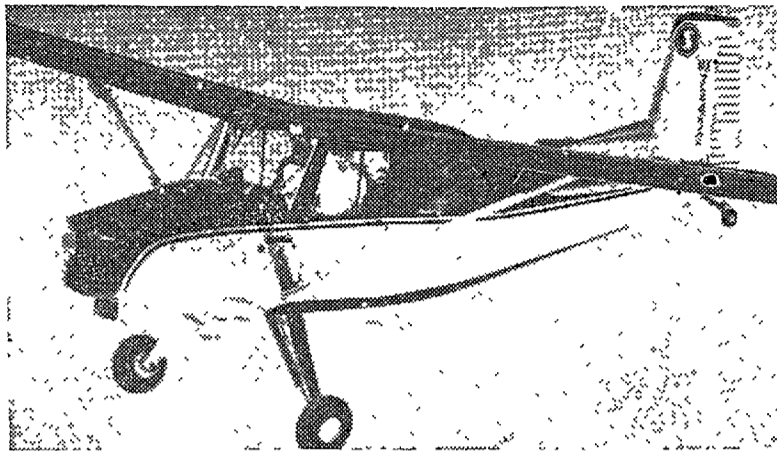
LUSCOMB 8-A- Metal wings-Skis 193 20 hrs. Never Damaged, \$2000 00 Carl Stillwell, Lisbon, North Dakota.

FOR SALE —1940 Luscomb 65 like new 300 hrs, \$1500 C E Branick Dial 4446 or 8264, Fargo, North Dakota.

STINSON 150 Voyager NC97260, 1 yr old, Maroon Cray, R of C Needle Ball, Waltham 8 day clock with elapsed hands, flares, 2-way Radio, loud speaker, position & landing lights. starter, perfect at 400 hrs \$4250 00 C E Branick, Fargo, N D, Dial 8264 or 4446

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SILVAIRE SEDAN



The new general utility all-metal, four-place plane produced by Luscomb Airplane Corporation was unveiled on opening day of the National Flying Farmers Association meeting at Oklahoma, A & M recently. Designed for all purpose flying, the seats are removable to facilitate loading cargo into 55 cubic feet of freight space available in the ship. Gas and oil cost has been estimated at 1/2 cent per passenger mile. Scheduled for early fall demonstrations, the plane will be priced competitively in the light plane field, LHP Klotz, Luscomb president, said.

We invite your inquiries as to financing your airplane purchases-select your own insurance broker.

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(Continued from Page 6)

North Dakota's Aviation Future

organization, are established facts concerning transportation: (1) Civilization in the United States has surged forward with the acceptance and implementation of each new and improved mode of transportation. Transportation, therefore provides a convenient yardstick for determining the progress of civilization. (2) Each new mode of transportation is viewed suspiciously and accepted reluctantly by the general public, but nevertheless, (3) Progress in transportation has been continuous and consistent since the birth of our nation. The fact that aviation has established itself as a means of transportation is evidenced by the giant network of airways all over the world. Many of North Dakota's citizens have been for years anxious to visit the "Old Country", but have been unable to sacrifice as much time as was previously required. With the end of World War II and the early establishment of international air travel these same North Dakota citizens in large numbers utilized air travel to visit the countries of their birth. The air age is definitely here. The importance of the air age can be emphasized if you try to

imagine an automobile speeding along a highway at 200 miles an hour or, can you imagine a passenger train rumbling through the night at 200 miles an hour? To me, it is doubtful if automobile and rail transportation will ever be able to utilize speeds of 200 miles an hour. Yet aircraft are today traveling at speeds in excess of 600 miles an hour with ease, and aircraft designers and scientists look forward confidently to speeds of 1,000 miles per hour and more. When that time comes, Odom's round-the-world record breaking flight will be, comparatively speaking, a "snail's pace." Again, when that time comes, people will be able to travel from Minot to Fargo in 15 minutes. By way of comparison, automobiles traveled on the roads in 1920, two years after the First World War, at an average speed of 25 miles an hour. Motorists presently travel at speeds of only 50 and 60 miles an hour.


The air future of North Dakota is dependent to a large extent, of course upon general economic conditions. North Da-

kota at the present time is a prosperous agricultural state. With the completion of the water reclamation projects and the many and varied uses of its tremendous lignite deposits, it can in the future, logically expect to be an important industrial state. Geographically, North Dakota constitutes the center of the North American continent and may, therefore, eventually become the North American cross roads. It is easy then to predict with confidence that North Dakota's aviation future will live up to optimistic predictions of its champions. For, assisting the North Dakota Aeronautics Commission and the Civil Aeronautics Administration in the promotion and development of aviation in North Dakota are all of the organizations mentioned previously, plus an economically prosperous population and a future industrial development assisted and augmented by Congressional appropriated support.

Then surely, with new, modern designs perfected each day, the ownership of aircraft will be desirable. Then surely, with continued agricultural prosperity

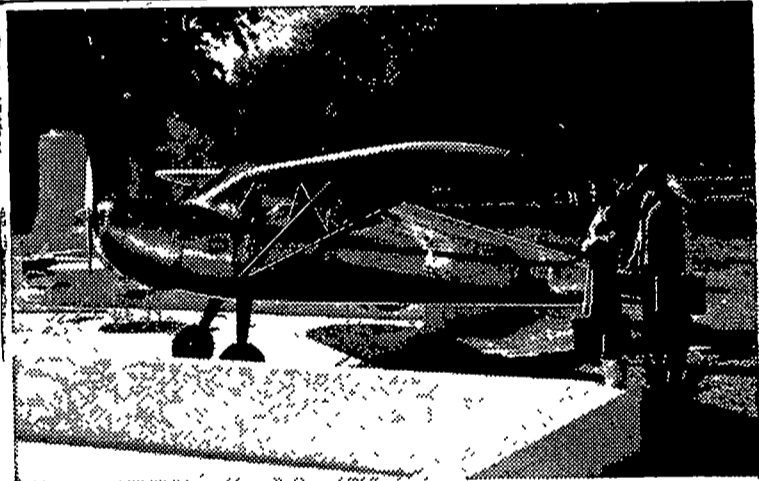
and future industrial development there will be a voluminous airplane market. The combined efforts of the American Legion, the Junior Chamber of Commerce, The United States Chamber of Commerce, the National Aviation Trades Association, the United Pilots and Mechanics Association, the Aircraft Owners and Pilots Association the National Aeronautics Association, the National Association of State Aviation Officials, the Civil Aeronautics Administration and the North Dakota Aeronautics Commission will surely result in general public acceptance of air transportation so that we may look forward to a large percentage of our state's population using aircraft efficiently, economically and pleasantly in their everyday business and social activities. We are living in an air age and North Dakota should take its proper place in that era. Further, because of the profound effect of air transportation on the future prosperity of our state, we should ever aspire to a leading role in the development of aviation in North Dakota.

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CHEVROLET
COMPANY
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After spending an enjoyable week-end at the Lost Valley Ranch at Bandera, Texas, this couple is preparing to fly their new 1947 Cessna to their home a few hundred miles away. The trim, two-place, metal Cessna makes heretofore annual trips to your favorite vacation spot a week-end possibility. The Cessna 140 pictured above cruises well over 100 m.p.h. and carries 80 lbs. of luggage, ample for two people for as long as two weeks. The deluxe 140 with starter, generator, flaps and luxurious interior sells for \$3245 FOB Wichita, Kansas. The Cessna 120 is virtually the same plane less starter, generator, flaps, and with less expensive interior appointments and sells for \$2695 FOB Wichita. Both of these models are on display at Sax Aviation Co., Dickinson, N. D.

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