First Anniversary Edition of the Dakota Flyer — 5000 12-Page Copies

Vol. I Mott, North Dakota October 1947 No. 12

Nasset Resigns as Director of Aeronautics Commission

Governor to Make Appointment

Erving 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 operator association. "It is the most vital factor in a healthy growth and development of private aviation. 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 firms in their approach to the North Dakota 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 recent Veteran flight training schools. He met with Aeronautical experts at Aviation clinics, talked with community groups, clubs, etc., to encourage their cooperation with local firms to build airports. He is confident that North Dakota has some of the finest airports in the United States.

Mr. Nasset, a Mayor in World War II, was Commander of the regular Army Group Carrier Group in the South Pacific. He was Squadron Commander on special duty for 2 months, during which time he piloted one of the first aircraft designed to transport to land on the island of Japan. Their first return was into the warm, peaceful environment of war. On board his ship 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: Thadeus 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 $270, and got his Private Pilot's license at Parks Air College in St. Louis.

Erving Nasset leaves his office with a great many friends in North Dakota aviation who feel he will be missed. No longer will he be available for North Dakota to make him state a top ranking one in a plane.

Pilot Certificates

Good Indefinitely

Private and Commercial pilot certificates are good indefinitely under a new CAB ruling. This new rule changes the two-year limit.

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 Airport Manager and flight instructor at Washburn.

She soloed with 7 hours and 45 minutes of flight and is progressing rapidly toward her goal. Her brother is a flyer. Earlier this summer he gave her the chance of accompanying his mother and grandchildren to the West Coast or to remain home and take flying lessons. It wasn't difficult 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 hangar 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 to follow in his footsteps. He said to his friends, Kenyon, Haywood, "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.

Rancher Locates Missing Stock

Mr. Larson, who has a ranch in the Turtle Mountains near the Canadian border, just a reported Harold Bell for which he had paid $250.00 only a month ago. He hunted on horseback for a full week and was unable to locate the animal because of dense underbrush and scattered trees. September 21 he came out to the Bottineau airport to ask his aid in locating the missing animal. He chartered one of the airport's planes and in about half an hour he located the missing bull for the rancher.

Pilots Under Violation Charges

Washington, D, C. - Steps or-
ders to prevent offenders from obtaining higher pilot ratings while under charges for violating Civil Aeronautics Act regulations have been inaugurated by the Civil Aeronautics Administration.

Special instructions from the CAA local office to operators 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 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, in some cases, obtained certificates and engaged in flying for hire before their cases were 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, wilful nature; (2) Reasonable grounds exist for believing that the alleged violator lacks the knowledge or skill 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 lack of knowledge or skill. The latter have been heard.

Pioneer Flying Club Organized

Eight enterprising officers organized the Pioneer Flying Club at Bell Airport recently. Members of the Club include Brent Slaven, president, Charles Stur, vice-president, R. H. Tracy, commander, James Peterson, Russell Webster, and Eddie Reiley.

After organizing the flying club, the members bought a 1947 model Cessna 170 with the help of funds from membership dues and Charles Gibson were delivered to the Cessna factory at Wichita, Kansas and fly the plane.

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.

EXECUTONE Intercommunication and Sound Systems Make Ready Your AIRPORT-Business Organization or home. Specialized for your need at Moderate Cost. Write for Literature to:

Pilot E. C. Hulett
Mandan Sound Equipment
Mandan, North Dakota

CIVIL AERONAUTICS ADMINISTRATION
AIRMAN BRANCH

GENERAL INSPECTION BRANCH

Proposed Itinerary for the Month of October 1947

District Office Inspectors

District Inspectors

Donald L. Thompson

Wm. M. Goerzenthal

Date:

1. Tuesday, Wright Field, Wilkinton, N. D., Flight tests, Written Exams Aircraft Inspections
2. Wednesday, Fort O. Mofet, Minot, N. D., Flight Tests, Written Exams Aircraft Inspections
3. Thursday, Municipal Airport, Grand Forks, N. D., Flight Tests, Written Exams Aircraft Inspections
4. Friday, Municipal Airport, Dickinson, N. D., Flight Tests, Written Exams Aircraft Inspections
5. Saturday, Municipal Airport, Jamestown, N. D., Flight Tests, Written Exams Aircraft Inspections
7. Tuesday, Municipal Airport, Jamestown, N. D., Flight Tests, Written Exams Aircraft Inspections
RETURN FROM FLIGHT TO SEATTLE

Mr and Mrs Charles Gibson of Mandan, North Dakota, arrived at Bell airport, Devils Lake, from their 30 day vacation trip to Seattle, Washington. The trip to Seattle and return was made in a Deluxe Taylorcraft in approximately 25 flying hours. He was a reserve para-trooper during the War and spent many months in the Pacific War Theater. He encladed in the Famous Flight Training Course under the G.T. Bill at the Bell Airports and in a very short time completed his flight training and became a private pilot. At the present time he is planning to enter the commercial flight training program and expects to be a commercial pilot before the 1st of January.

At the time the flight to Seattle was made, "Chuck" had logged about 200 hours flying time, and both he and his plane are in excellent condition, ready for another round trip flight. Together, "Chuck" manages the Odellmair Hall and the Dakota Cafe in Devils Lake.

COMPLIMENTS
State Fur Company
Bismarck, North Dakota

CONGRATULATIONS
ON YOUR FIRST ANNIVERSARY
Dakota Flyer

BENZ AIR SERVICE
Hazen, North Dakota

SERVICE MOTOR SALES CO.
Mandan, North Dakota
HUDSON
MILLS MOLINE

ATTENTION MODEL BUILDERS
See Redfield Roberts for a complete Line of U-Control Models-Kits-Accessories-Books and Flying Models

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Bismarck, North Dakota

FLY TO MANDAN and
KENNELLY FURNITURE CO.
If You Wish—But
However You Get There—
You'll Find the BIGGEST VALUES ANYWHERE.
COMPLETE HOME FURNISHINGS.
Mandan, North Dakota

SEPTEMBER GRADUATES
At Bell Airport

Graduating from private pilot courses were: Warren Singleton, automobile mechanic, Delridge; Raymer Haynes, pharmacist and surgeon, Maddock; Warren Noltemeyer, Hamaker, aircraft and rigging mechanic, the Lake Region Training Center; Howard Williams, formerly of Streakweather, North Dakota. One of the graduates is Carl Hammer, mechanics at Starkweather, North Dakota.

Flight Instructors receiving their instructor's ratings are: Lyman Nolan, now airport operator and manager of Hartley, North Dakota; Clifford Sutfin, airport operator and manager at Lakota, North Dakota.

There are some 60 graduates at Bell Airport at the present time, training at any time, in making Devils Lake one of North Dakota's most interesting aviation cities.

RESUME
By Kerling A. Mcentire

One year ago the editor of the Dakota Flyer began a venture which appeared to me, requiring the greatest of courage and patience. The results of her patient labor and the quality of her publication give authoritative evidence of the success she has achieved. It is not an easy task to bring together the various and sometimes conflicting interests and efforts of those interested in aviation, but the editor has managed it so well that it is a bit disappointing to me to observe that the industry has grown so rapidly that the editor has no option but to expand her publication to meet the new conditions.

Given the publication the support it merits by reason of the good work she has done, the Dakota Flyer is one of the most interesting papers on the aviation scene, and to have it published at North Dakota is a good thing.

North Dakota aviation has, and the publicity generally in North Dakota deepens the appeal of the publication of this paper, as the paper is the first of its kind in the state.
Dangers Of
Fire In Flight

A BURST OF FLAME GIVES NO
TIME FOR FONDERING

The most likely spot for an air-
plane fire is in the power plant, but
fires may occur in the fuel-age
from discarded cigarettes or from
electrical short circuits. If a high-
light matches fire in main,
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
distance from any combustible
material. The plane should not be
smartened for landing.

When there are no paracles aboard, as
if altitude permitted, use them safely, the
pilot should put the ship into a violent
dive to keep the fire from spreading.

Flames burned in a matter of
seconds, and it is a race to get
the ship into 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 pre-
vented by careful maintenance and
operation. Broken fuel lines have
caused several fires by pouring
gasoline onto hot exhaust pipes.

Allowing fuel to overflow will
damage the engine and even
cause it to explode. To prevent
exhausting fumes, the ship should
be parked under a canopy or in
a garage.

Cigarettes should never be
abandoned. A used cigarette
which wither after a gallon
of water is poured on it. Such
a habit will prevent any
major fire, and if necessary
be extinguished by a
stream of water. Cigarettes
should never be thrown out
of the airplane while in
flight.

Doctor Orders Airplane
Dive For Dead Patient

Doctor Helmer, Teaneck, N. J.,
ordered a larger plane than he
ever before in his orders when
he ordered a plane with a
different in size.

The plane which was ordered
was a larger than what he had
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**THE NEW MODEL '47**

*Taylorcraft*

**"STILL THE BEST BUY IN THE SKY" — $2295**

Our N. Dak. Dealers in Bismarck-Devils Lake-Enderlin-Langdon-Minot-Mott and Williston are ready to serve you, as are our S. D. Dealers — Britton, Mitchell.

Why Buy a Used Plane When You Get a New One at this Price?

Distributor in N. Dak. Eastern half S. Dak. Minn-Wis.

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Wisconsin Rapids, Wisconsin

**4 PLACE**

NEW F-24 FAIRCHILD

Substantial Trade-in-Allowance on your present plane, makes this the lowest priced 4 place you can buy.
Bismarck Completes Year of Operation

Since October 1, 1946, the school has awarded degrees to more than 3,000 students.

Employees of the Bismarck Aviation Center, with the exception of two instructors, have completed the course with a successful flight test.

This was the first year of airport operation in Bismarck.

North Dakota's aviation school is located in Bismarck, North Dakota. It was founded in 1914 and is the oldest aviation school in the United States.

Additional Want Ads

For sale or trade: 1933 Taylorcraft, Price: $500. Call 555-1234.

For sale: 1946 Ford, 50,000 miles. Call 555-4567.

For sale: 1950 Chevrolet, 50,000 miles. Call 555-7890.

For sale: 1955 Plymouth, 50,000 miles. Call 555-0987.

For sale: 1960 Cadillac, 50,000 miles. Call 555-1122.

For sale: 1965 Lincoln, 50,000 miles. Call 555-2345.
BISMARCK AVIATION CENTER
"THE PILOTS HEADQUARTERS"
J. C. Lippsmeyer, Owner

STINSON
AMERICA'S LEADING FOUR PLACE AIRPLANE
TWO GREAT NEW 4 PLACE PLANES
THE STINSON VOYAGER  THE STINSON STATION WAGON

AERONCA
THE 85 HP SUPER CHIEF  THE AERONCA CHAMPION
THE AERONCA FARM WAGON

60 G.I. Students participated in G.I. Flight Training in our First Year of Operation, graduating from our Private Pilots Course. These students received their Private Pilots Licenses. 10 students graduated from our Instructors Course, receiving Instructors Rating. The First Commercial Course is nearing completion with 8 students enrolled. PRIVATE SOLO COURSE $100.00 Money refunded if you do not solo.

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

DROP IN, YOU'LL BE PLEASED WITH THE FRIENDLY SERVICE,

HANGERS-NORTH BISMARCK MUNICIPAL AIRPORT
END OF FIELD Bismarck, North Dakota
INCREASE FLIGHT TIME FOR CERTAIN TICKETS

It has been apparent that bi-weekly evaluation 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, merely to obtain for themselves or their friends, advance information concerning the questions used in current examination procedures.

In order to protect schools and prevent abuses, the Civil Aeronautics Administration has recently

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

AIRPORT MANAGERS
STOCKMAN FLYING SERVICE - Alvin Losch, Bismarck
GOLDEN VALLEY FLYING SERVICE - Paul Bulke, Beach
REARDON AVIATION CENTER - J. D. Leippe, Bismarck
CAPITAL AVIATION CORP. - Jack Walls, Bismarck
NORTHERN AVIATION - George Gutebrecht, Grand Forks
CARRINGTON FLYING SERVICE - Ray Roderick, Carrington
SKYWAYS, Inc. - Artie Seboch, Cooperstown
LAKE RIVER FLYING SERVICE - Daniel Wakefield, Devils Lake
SOUTH AERO SERVICE - Frank Byington, Devils Lake
DECHERT FLYING SERVICE - Carl Thompson, Dickinson
SAX AVIATION COMPANY - Gilbert Sorenson, Dickinson
SAUER FLYING SERVICE - James Sorensen, Dunn Center
AIR ACTIVITIES - D. R. Strand, Fargo
DARLING SERVICE - W. T. Cales, Fargo
FARGO AIRCRAFT - Checked by R. T. Schukhe, Fargo
FEDENSOEN FLYING SERVICE - Fred Meier, Fessenden
FORDELL FLYING SERVICE - Clayton Anfield, Fortville
JOLLY FLYING SERVICE - John Roper, Grand Forks
SMITH FLYING SERVICE - Al Smith, Jamestown
MOORE FLYING SERVICE - Claude Ecker, McLean
DRAPER FLITE SERVICE - Venoy Draper, Michigan
MINOTT FLYING SERVICE - Miles Minott, Minot
DAKOTA FLYERS - Dwayne Larson, Mott
ROOS FLYING SERVICE - W. E. Rother, New England
NEW ROCKFORD FLYING SERVICE - O. E. Oakenford, New Rockford
LAKE RIVER FLYING SERVICE - Dan Wakefield, Rolla
RUGBY FLYING SERVICE - Clifford Albright, Rugby
RODEN AIRCRAFT - Elmer Balon, Towner
VALLEY FLYING SERVICE - E. H. Miller, Valley
WAPERTON FLYING SERVICE - Tom Manikowski, Wahpeton
SOBERSON FLYING SERVICE - Carl Sorenson, Watford City
WESTHOPE FLYING SERVICE - D. H. Hiatt, Westhope
STOCKMAN FLYING SERVICE - W. H. Stockman, Williston
WILLSTROM FLYERS - Marburger brothers, Williston
WRIGHT FLYING SERVICE - Bruce Wright, Williston
JOLLY FLYING SCHOOL - Lester Jolly, Cavalier
MAYVILLE FLYING SERVICE - C. G. Hansen, Mayville
SEZ AIR SERVICE - Lyla Boss, Hazen
JAMES FLYING SERVICE - Lyman DeLauter, Harvey
GRAYTON AERO SERVICE - Elroy Komofski, Grand Forks
BOTTENMAIER AVIATION - Errol Sorensen, Bottineau
WORLD FLYING SERVICE - Victor Wiskal, Bismarck
CENTRAL AIR SERVICE - Harry Hayashi, Jr., Carrington
VINCENT SCHOOL OF AERONAUTICS - Oppen, North Dakota

The above flying schools have been approved by aviation authorities and are conducting Veterans flight training programs. These men are now operating some of the nation's best airports, for your information or file, mail or phone in your office for further reference.

Kildeer, North Dakota
Flyer Box 1023
Research, North Dakota
Dear Miss Schow:

Your letter to the Kildeer 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 35 members, the club has developed a good reputation of the City of Kildeer. We have a very fine airport or the downtown district. We have two hangar were recently painted and Kildeer was Air Marked, for the 4-country Flier.

Contemplated plans for Improvements in the airport, have been discussed. It is hoped that these improvements will lead to an increase in traffic over the past year. Our present facilities are being used daily by many pilots.

Yours truly

Howard Doherty
written text

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

Congratulations!

Western Auto
Manzan, North Dakota

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Located at
Bismarck, Aviation Center
north end of Bismarck airport

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NEW AIR RULES
AFFECT ALL PILOTS

Continued from page 4 which was published in the issue of the Aeronauts Bulletin. The new rules are designed to improve safety and efficiency in aerial operations. All pilots are required to comply with these regulations.

AIRLINE OPERATIONS

Airlines will be required to use the new instrument landing system. This system will provide a safe and efficient method of flying in adverse weather conditions.

NEW MACHINES

The new machines are being introduced into service. They are equipped with advanced features and will provide a safer and more comfortable flying experience for passengers.

NEW OPERATIONS

New operations are being introduced into service. They are designed to meet the needs of the modern traveler and will provide a more efficient and convenient flying experience.

NEW PILOTS

New pilots are being introduced into service. They are trained to the highest standards and will provide a safe and reliable flying service.

NEW AIRCRAFT

New aircraft are being introduced into service. They are designed to meet the needs of the modern traveler and will provide a more efficient and comfortable flying experience.

NEW AIRPORTS

New airports are being introduced into service. They are designed to meet the needs of the modern traveler and will provide a more efficient and comfortable flying experience.

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OSCAR TRANDUUM

Oscar TranDuum of Cali, Minnesota purchased another plane. A Cessna 182 was purchased and flown to Minneapolis. The plane will be used for aerial survey work.

STUDENT PILOT SOLOS

Student pilots from the Minneapolis flight school have passed their solo flight exams. The pilots have completed their training and are now ready to fly solo.

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PROTECT YOUR VALUABLES

IN

Gassaney & Shipley

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FIRE FILES

214 Main

Bismarck, North Dakota

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MONTANA-DAKOTA UTILITIES CO.

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, Irving Nasset. Mr. Nasset served as director of the Aeronautics Commission since 1944. He has resigned to accept a position as Executive Secretary of the Aerospace Association of North Dakota.

Mr. Keller has requested that the appointment of the position of Director of Aeronautics be postponed until October 1. All persons who have not received their commission certificates by October 1 are requested to contact the Office of the Aeronautics Commission for this purpose. The Commission will issue new certificates to all persons who have not received their certificates by October 1.

North Dakota Aeronautics Commission urges all pilots to register their permits and the CAA permit to fly the North Dakota Aeronautics Commission. All pilots who have not registered their permits are reminded that these permits must be renewed on a monthly basis.

As of October 1, 1947, all persons flying in North Dakota airports must have a valid permit. The permit is issued by the North Dakota Aeronautics Commission.

A new office of the North Dakota Aeronautics Commission has been established in Bismarck, North Dakota. The office will be open for business on October 1.

The new office will be located at 401 E. Main Street, Bismarck, North Dakota. The office will be open from 8:30 a.m. to 5:00 p.m. Monday through Friday.

The office is now open for business.

For further information, contact the North Dakota Aeronautics Commission at 401 E. Main Street, Bismarck, North Dakota.

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The office is now open for business.

For further information, contact the North Dakota Aeronautics Commission at 401 E. Main Street, Bismarck, North Dakota.
Classified Ads


TO ASSIST operators in modernizing their flight areas and also to offer the public a sensational value in the only completely new, production-type, all-metal four-place airplane produced, the Luscomb Aircraft Corporation unveiled a new one-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 and the seats are removable to facilitate loading cargo into the light plane field. H. P. Klotz, Luscomb president, explained.

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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 method for determining the progress of civilization. (2) Each new mode of transportation is viewed skeptically 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 at work over the world. Many of North Dakota’s citizens have been for "years in the Air Age, Country," have been unable to sacrifice in cash time as was previously required. With the end of World War II and the early establishment of international air travel there some 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 countryside at 100 miles an hour. To you, it is difficult to imagine and call transportation will ever be able to utilize speeds of 400 miles an hour. Although, aircraft today are traveling at speeds in excess of 400 miles an hour with ease, and aircraft designers and navigationists look forward confidently to speeds of 1,000 miles per hour or more. When that time comes, Odum’s round-the-world record breaking flight will be, comparatively speaking, a "peas of the pie." 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 1930, two years after the First World War, at an average speed of 25 miles an hour. Motorists manually traveled at speeds of only 50 and 60 miles per hour.

The air future of North Dakota is dependent to a large extent, of course upon general economic conditions. North Dakota at the present time is a prosperous agricultural state. With the completion of the water reclamation projects and the Federal-Aid Highway Program the immense fertile deposits, can it is the future, hopefully 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 area center. It is easy then to predict with confidence that North Dakota’s aviation future will be up to optimistic predictions of its champions Per, assisting the North Dakota Agricultural 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 appropriation support.

Then surely, with new, modern design perfected each day, the ownership of aircraft will be desirable. Then surely, with continued agricultural prosperity and future industrial development and market there will be a volunteer of airplane service. The combined efforts of the American Legion, the Dakota State Chamber of Commerce, the United States Chamber of Commerce, the National Aviation Trades Association, the United Front 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.