MISSOURI SLOPE U-CONTROL MODEL PLANE CONTEST SEPT. 27 & 28

Air Reservists Hold Meeting At Bismarck

Air Reservists recently held a meeting at the Bismarck Municipal Airport. The meeting was attended by a large number of officers and members of the Reserve Air Force. The purpose of the meeting was to discuss the future plans of the Reserve Unit and to elect new officers. The meeting was well attended and the officers were elected unanimously.

Model Builders Meet At Bismarck

The Missouri Slope Airplane Modelers' Association held a meeting at the Bismarck Municipal Airport. The meeting was attended by a large number of model airplane enthusiasts. The purpose of the meeting was to discuss the future plans of the Association and to elect new officers. The meeting was well attended and the officers were elected unanimously.

Valley City Dedicates Municipal Airport

Sunday August 24, an estimated 1,000 people saw the opening ceremonies of the Bismarck Municipal Airport at Valley City, North Dakota. In an address to the numerous North Dakota Governor Fred Aandahl gave a brief history of the Valley City airport as it was seven years ago, and conveyed his interest in the continued development of the airport. The Governor was accompanied by the North Dakota governor, the mayor of Valley City, and a Squadron of P-51s.

Part of the Bismarck model plane club and models were left to right: John Sperger, Harvey Larson, Art May, Standing: Steve Schauen, Bill Dahneke, president of the club. At the time the photo was taken some members were on vacation. (Photo by Art May)

Change of Office

Of Dakota Flyer

The office of the Dakota Flyer has been changed. The former office, 111 South Main Street, Bismarck, has been changed to 511 South Main Street, Bismarck, North Dakota. The new location will enable the Dakota Flyer to serve its readers more extensively. The Dakota Flyer is a popular aviation publication that covers news and events in the region. The new location will allow the Dakota Flyer to serve its readers more effectively.

Races

Races this year were successful. Valley City and people throughout North Dakota are proud of one more airport.

Registration of Airmen

Registration of airmen and aircraft must be accomplished between August 1 and October 1. Airmen who fly on September 28 will enter in the Cleveland Air Races. All airmen who fly on September 28 will enter in the Cleveland Air Races.

AIR COMMUTER READS FOR HOME—Lt. James N. Ray, Bismarck, N.D., reserve officer in the army air corps, gets a send-off from Capt. R. C. Woodard, operations officer, 136th Bombardment Wing, to leave with the 136th Bombardment Wing for Kobandel, 111th Bombardment Wing.
FARMERS HAVE IDEAL AIRPORT

JEWEL DOAN

Jewel Doan and his son Jewel, Jr., Flying Farmers located 6 miles south and 1 mile east of Mandan, N. D., have put their airplane to a very practical use in their day-to-day business. "Aviation on our farm has become one of our greatest assets," the airplane has proven dividends for this farm family.

PLANE QUIZ

A 70 per cent score on this quiz is excellent. Sixty per cent is good.

1. Both days of a new U. S. baseball have space equal to that of (a) two (b) four (c) eight tonight ear.

2. The X-5, first U. S. plane designed for speeds over 1,000 m.p.h., has a range of (a) 1,000 (b) 500 (c) 100 miles.

3. Twenty-five years ago about 1,000 U. S. citizens knew how to pilot planes. By 1945, however, there were (a) 2,500,000 (b) 4,000,000 (c) 6,000,000 civil pilots in the U. S.

4. Twenty years ago a million-mile plane could be developed from scratch for $300,000. Today a new combat plane will cost from (a) 15 to 20 million (b) 25 to 30 million (c) 35 to 40 million.

5. Bennett world speed record is 618 mph. This is (a) 62 feet (b) 18 times (c) more than 20 times faster than the first Wright plane in 1903.

6. Of all the ships sunk in the battle in World War II, (a) 34 per cent (b) 29 per cent (c) 51 per cent were sunk by our naval anti-aircraft planes.

7. True-False. All planes in combat during World War II were designed before we went to war.

8. During 1944, (a) 8,000,000 (b) 12,000,000 (c) more than 16,000,000 passengers traveled by air transport in the U. S.

9. In 1939, hourly wages in the aircraft industry had increased (a) 62 per cent (b) 30 per cent (c) nearly 50 per cent.

10. True-Fals. Aircraft engines once required complete overhaul every (a) 250 hours (b) 500 hours (c) 750 hours between overhauls.

The Dean family is setting an excellent example for those farmers and ranchers in their area, and in the entire state of North Dakota. Jewel Doan is also a member of the North Dakota Flying Farmers and Ranchers Association.

JEWEL DOAN, JR.

Jewel Doan and his son Jewel, Jr., flying farmer located 6 miles south and 1 mile east of Mandan, N. D., have put their airplane to a very practical use in their day-to-day business. "Aviation on our farm has become one of our greatest assets." The airplane has proven dividends for this farm family.

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A time-proven aircraft—no CAA Service bulletins against it!

Priced from $2,495 for Dallas—available in four models—3 with economical 91 by engine—2 with higher performance 95 hp engine.

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HOLMEN FIELD ST. PAUL, MINN.
Missionary Uses Plane

Rev. and Mrs. Dittmer

The airplane has taken its place in Alaska among the Eskimos. It is replacing the slow trapuying sleds driven by dog teams. This winter Rev. Dittmer of Casselton, North Dakota, will move across barren country to western Alaska in his duties as Moravian church missionary to the Eskimos.

Arthur Dittmer, member of the N. D. flying farmers, flew to Texas and purchased a used dog sled for his use in Alaska. It was donated by friends and relatives of Cass county.

The plane was dedicated July 26 at a service near the Grace Missionary church at Dutchag and the following day Rev. Dittmer took off from the landing strip at the Arthur Dittmer farm on his way to Alaska. He is on his way to Alaska, another five years of missionary work before receiving a furlough.

Rev. Dittmer has spent the last 10 years in the United States on furlough in seven years of missionary work among the Eskimos. During this time he has addressed various groups in many states on important Eskimo problems and their ways and modes of living.

When he came to Alaska, he made plans to build a motor sledge to cover the 110-mile-long area of Bethel, Alaska. All friends and relatives donated to the new machine, the pastor's choice, so that he could cover the distance quickly and economically.

Rev. Dittmer has been interested in flying for many years. He began pilot training at the Moravian college theological seminary at Bethlehem, Pa. During his years of training, he was required to keep up flying time to get his private license renewed, that was after the plan was presented to the government.

Rev. Dittmer was anxious to escort his missionary wife, Mrs. Dittmer, and daughter, Marjorie Ann, who was born in Alaska and their son, Philip, Jr. will join them shortly.

Town to Request Aid for 1948

Communities that contemplate requesting Federal aid for establishing or improving a municipal airport or landing field are requested to indicate their interest to the Federal Aviation Administration at Bismarck, within the next few days. This is necessary as the 1948 revision of the National Airport Plan for North Dakota is now being prepared by the FAA in cooperation with the North Dakota Aeronautic Commission. To receive aid a community must be on the current National Airport Plan. This plan is the opinion of the State Aeronautic Commission and the FAA as to the development of public airports throughout the state from the aeronautical standpoint and estimated to be required in the next three years in North Dakota.

WE WELCOME
Your Photographs and News Stories
—The Publisher

ENJOY CANADIAN FISHING TRIP

Left to Right: Tom Bowes, Irvin Nichols, Jack Watts Read about the interesting flight to Canada, story on page four.

CITY CAB CO.
PHONE 3338
BISMARCK, N. DAK.
"IN ALTITUDE THERE IS SAFETY"
In June 1947, Jack Watts, instructor, Capital Aviation Corp. Bismarck; Tommy Bowen, commercial pilot; F. A. McDonna, Bismarck insurance agent; and Ed Kunke, service manager for Universal Motor, flew to the Pas, Manitoba, Canada, for weekend of fishing. The boys landed their Stinson at The Pas airport, five hours and five minutes after leaving Bismarck. The only other means of transportation into this area, other than air, is by rail. The Pas is located at the end of the highway.

Lake Atikameg was just breaking up on June. The railroad is built on top of the frozen lake. The population of The Pas is limply up in the front of the approximately 600. It is a fishing and fur trading center. There are about 18 automobiles; they used with the lake just breaking up, the frozen air made flying with fur and fishing more comfortable.

The Trout was said to be plentiful. The above photograph looks as if catching them! Jack Watts sits in boat and calmly watches the line.

Tommy and McDonna catch a quick nap. Also in the picture Kunke, a happy fisherman, had 500 pounds of delicious lake trout which he brought back to Bismarck. Not so happy is Tommy and McDonna, in the foreground watchfully looking at a broken bottle, which contained all their good old American made, coffee.

Atlantic Flown

91,000 Times

The Atlantic. has been crossed by air approximately 91,000 times since "Lafly" made his solo flight to Paris 39 years ago, according to data compiled by "Flights."

Most of the crossings were made during World War II, when thousands of planes were flown across for delivery to the Allies. The total represents flights between Europe, North America, South America and Africa. It includes both passenger and freight flights. "Flights" checked all available records of U. S. scheduled airlines, the Army's Air Transport Command, the Navy's Air Transport Service, and the RAF and ROAF.

In contrast to the wild jubilation greeting Lindbergh's May 1927 hop, no headlines will be raised this summer as airliners fly more than 150 flights weekly across the Atlantic.

Twenty-five years ago there were no international airlines. In 1946, however, 1,300,000 Americans made trips abroad by air.

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YOUR PERSONAL PLANE

DROP IN AT A FRIENDLY PORT!
FLIES FOR OIL COMPANY

O. S. TRUESDELL

Pictured above is O. S. Truesdell, with whom flying is a business as well as a pleasure. Since his release from the armed services, Mr. Truesdell has been instrumental in establishing an airport for his town. He says, "The Dakota's need more landing strips adjacent to their towns, because of the great number of planes flying.

Mr. Truesdell was with the Air Transport Command during the war. Now he enjoys his own personal light plane to avoid a second-hand air power, 20 per cent of military duties around by instructors.

Stinson's New Utility Plane

ONE OF THE first Stinson Flying Station Wagons to come off the production line in Wayne, Michigan, near Detroit, is shown above. It is America's first multi-purpose personal plane. The Stinson Flying Station Wagon can be used either as a 4-place passenger ship or as a cargo carrier. Powered by a 20-horsepower engine, the Flying Station Wagon takes off in 100 feet (fully loaded), and climbs at 150 feet per minute. The cruising speed is 150 miles an hour.

After spending an enjoyable weekend 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 trims, two-place, metal Cessna makes short 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. The 140-3 model with starter, generator, radio and hangar interior sells for $3,215 FOB Wichita. The Cessna 120 is virtually the same plane, but without starter, generator, radio, and with less expensive interior appointments and sells for $2,055 FOB Wichita. Both of these models are on display at Ray Aviation Co., Dickinson, N. D.
Wind Destroys 13 Planes in Recent Storm

Landon, N. Dak. Photos show hangars were completely destroyed and 13 demolished airplanes at the Landon airport. Plans and hangars were demolished in a recent tornado which struck Landon, N. Dak. (Courtesy Fargo Press)

CAA Office Moved To Minot

The CAA Airports Branch Office, located in the New Federal Building in Bismarck, N. Dak., will be moved to the newly completed Federal Building in Minot after September 15, 1947. This was necessary because the new CAA Federal Building in Minot was completed in time to accommodate the offices. The new building is a part of the new airport facilities.

How To Expand Plane Output Is Big Problem

Worried, last year's national air activity was a future emergency with paper planes as in a pro-Test Harvest Days and our troops trained with wooden guns, government policy makers currently are wrestling with a $44 billion question of "industrial expansions." Expansion shows the biggest bottleneck in mobilizing our air forces is delivery of equipment. (Continued on Page 7)

SPECIAL - SPECIAL

1939 AERONCA CHIEF — $1400.00
EXCELLENT CONDITION
LANDING LIGHTS-FUSELAGE TANK
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JUST MAJORED & RECOVERED
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VERY GOOD CONDITION
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CUB CRUISER — $1600
ENGINE JUST TOPPED — BEECH ROBBIE PROP
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FILL ALL YOUR
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HOW TO EXPAND
Plane Output
(Continued from Page 7)
not recruiting and training per-
sonal industrial expandability,
therefore, is the key to adequate
security at low cost.
One of the principal problems
in the strain on management
when technical leadership has to
be spread out! The World War
nations of 4,890 people trained
in engineering supervision event-
ually was spread over an em-
ployment of more than 3,000,000.
Starting from 14 plants, the tal-
cet was sprinkled among 46
plants. Black times was lost and
costs mounted because experience
was spread so thinly
"For Want of a Nail"
Another time-consuming dif-
ficulty is that of speedily expand-
ing the chain of suppliers for
materials and parts Ordinarily $-
4 per cent of a plane is pro-
duced right in the shop of the
produce aircraft industry. Dur-
ning World War II, 46 per cent
of the processing was farmed
out. Unless suppliers, by prac-
tising production, are kept
fertile with the aircraft indus-
try, they cannot deliver when
needed. Fast, efficient production
depends on flow of castings, forg-
ings and other processed ma-
terials from suppliers to the pro-
moter.

Missouri Slope Airplane
Records Topped.

One of the most troublesome
problems, created by a crutch of
output, to that hand-made planes
must be completely redesigned
for mass production When Pearl
Harbor struck, we had just one
model ready for production It
cost $6,000,000 to redesign one
heavy bomber model for mass
output. Large for this reason,
President Roosevelt's $8,000-
plane-goal, announced 8-29-44,
was not reached until 1945
The principle behind industrial
expandability is so simple that the
fact that an existing engine guar-

Tear out application blank and mail to a contest director

MISSOURI SLOPE
U-CONTROL CONTEST
27 & 28 SEPT. 1947
BISMARCK MUNICIPAL AIRPORT

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ANSWER TO PLANE QUIZ
PUBLISHED ON PAGE 2

1. True.
2. False. It was B-24's that were used in the war.
3. True. It is the Wright-Fuller 3300, the world's
4. True. B-17's and B-24's were the mainstay of the
5. True. B-17's and B-24's were the mainstay of the
6. True. B-17's and B-24's were the mainstay of the
7. True. B-17's and B-24's were the mainstay of the
8. True. B-17's and B-24's were the mainstay of the
9. True. B-17's and B-24's were the mainstay of the
10. True. B-17's and B-24's were the mainstay of the

"CHECK MOVEMENTS OF ALL CONTROLS BEFORE TAKE-OFF"

unless other instructions are given. Only by keeping factory missing can top-speed plane production be

embraced in an emergency.
Before a test model is built, crews of blueprints are drawn. Data are checked and rechecked and thousands of machine go into design analysis. Building gear takes as many as 100 drawings. The bluestone is often a five-lane highway for a distance of 10 miles.

Instruments, built into each new plane, spring from experiment and existing data books, most familiar being the static load, or "load-carrying" test. Steel in structural material is measured to 5,000,000 tons per link, and thousands of readings on horizontal and vertical movement are taken in a single wing test.

Grinding test run are given to new engines. If not especially for above normal push power, they also are used beyond normal limits by frequent starting and stopping. Top performance must be delivered under extremes of temperature and atmospheric pressure; engine parts are modified to the thousands of an inch amount.

By the life of each plane and all its parts, careful performance records are kept. For example, if an engine's mixed force is positive to another or + 5,000 at altitude, the engine maker is called.

Whee.always, because of its effect on the life and strength of the materials in a plane's structure, receives careful attention of testing engineers. Both on the ground and in flight the plane is subjected to rigorous high-frequency vibration tests. Delicate instruments, especially, must give reliable performance over a wide range of vibration frequencies.

Propellers undergo tests for every manner of stress and strain, twisted, stretched and compressed by special clips on the ground, when they fail through express flying maneuvers. Special attention is given to the amount of vibration set up at various speeds. Propellers with adjustable blades, "controllable pitch props," are adjusted to many accurate adjustments.

Championship teamwork is required of the parts in a plane. Having mated pitch parts individually, they then must chance to click in a team with other flight tests. Every test play in nature's book is thrown at a new plane to prove its nature. No part can fail an experiment for your performance of the plane. It is through every reasonable combination of normal force and man-created hazards.