Get Set For Spring!

You'll Want Your Customers To Appreciate Your Services

THE DAKOTA FLYER

Wishes To Promote a System Of Giving Better Service To Your Transient and Home Town Pilots

FOR THIS PURPOSE WE HAVE ORDERED THOUSANDS OF THESE THROTTLE CARDS.

EXCELLENT HOSPITALITY ASSURANCE OF GOOD SERVICE, Goes A Long Way To Make Your Customer Remember You!

PLACE YOUR ORERS NOW

500 THROTTLE CARDS, Choice of ink $5.00
500 Two Colored Tags - - - - - $1.25 extra

MAIL YOUR ORDER TO

THE DAKOTA FLYER
Bismarck Municipal Airport
Bismarck, North Dakota

SORRY, NO C. O. D. ORDERS

Remember It's Courtesy and Assurance That Pleases Every Pilot!

THROTTLE TAGS ARE YOUR GUARANTEE
"THE VOICE OF DAKOTA AVIATION"

DAKOTA FLYER

Vol. II April, 1948 No. 7

Editor .......................................................... Genevra E. Schow
Business Manager ......................................... Carl T. Thompson

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ONE YEAR SUBSCRIPTION—$2.00

Advertising Rates Furnished Upon Request

CIVIL AERONAUTICS ADMINISTRATION

AIRMAN BRANCH

Itinerary for the Month of April, 1948

April 6 Tues. Bell Airport Written Tests, Flight Time & Aircraft Imp.

7 Wednes. Port O'Perin

Monor, N. D.

8 Thurs. Municipal Airport — — —

15 Thurs. Municipal Airpot — Aircraft Inspection


21 Wednes. Municipal Airport — — —

22 Thurs. North Field

23 Thurs. Dakota, N. D.

28 Wednes. Municipal Airport

Crookston, Minn.

Written Examinations at 320 Walker Building, Fargo, North Dakota.

Aircraft Inspection by Appointment only at Hector Field, Fargo, N. Dak.

Flight Tests by Appointment only at Hector Field, Fargo, North Dakota.

DONALD I. THOMPSON,
Sr. Aeronautical Inspector.

YOUR SUGGESTIONS

For the Improvement of Aviation in North Dakota Are Welcome

CONSULT US ON ANY AVIATION PROBLEM

North Dakota Aviation Operators

"An Organization of Commercial Operators Devoted to the Promotion of Aviation in North Dakota"

J. C. Lipsmeier, Pres. Lyle Benz, Secretary

Bismarck, N. D. Bismarck, N. D.

FOR APRIL, 1948

Tailwind Tattler

MILLERS EXPRESS at Bowman, North Dakota, was founded one afternoon when a grocer, Joe Farnes, received a last minute order for several turkeys. Having no phone service and bad roads, Mr. Farnes chartered a plane to make the delivery. Alfred Miller, pilot, now operator of Miller Flying Service, in Bowman, made the delivery on time, in 30 minutes.

FAT! TAKING OR H E L I C O P - T E R almost made a terror operator at Fargo, North Dakota, take to the blue yonder. W. Seig, landed with skids at Hector field, then taxied up to the administration building, nearing a bare concrete runway, Seig gunned the engine and jumped over the concrete strip. (P.S. $10,000 hours required to try this stunt, 40 miles from nowhere!)

TIE THAT AIRPLANE DOWN, Albert Divensak and Jack Koval of Killdeer, North Dakota, after getting over a scare of coyotes in 1947 were off on a real killing this year, getting 159 coyotes, 60 which were male and 99 female, set their Pk-11 on a large flat to pick up a couple more prize animals. Less than a minute after they left their aircraft, a whirlwind caught the plane and tossed it in a flat spin up to about 70 feet. The plane crashed to the ground, causing major damage.

STROLLED INTO THE CITY last week, and getting in a hurry decided to take a bus. Store enough, the morneman said, "move to the back, please"—funny, I can't help but think of a girl in Texas, Mary Dickey, who just became the first woman with an Air Transport Rating. Miss Dickey has better than 3,000 hours, with over 600 hours actual instrument time — Yes, I'll move to the back.

LINK TRAINER boasts over eight centuries of engineering experience, I started remembering eight centuries ago when the Methuselah told me that the figure is the combined years of all their engineers, collective experience.

LET THE DAKOTA FLYER BUY OR SELL YOUR AIRPLANE AND PARTS!
**We'd Like You to Meet...**

**LT. COL. JOSEPH J. FOSS, Sioux Falls, South Dakota, whom after distinguished service in a Marine Fighter Pilot, with 82 victories to his credit, during the last war, has retired to his home to operate his own civilian flying service.**

The school is known as the "Foss Flying Service," and is located at the Sioux Falls Municipal airport.

His time and efforts are not only devoted to private aviation, but he is also Commanding Officer of the 129th Fighter Squadron of the South Dakota Air National Guard. This Guard Unit under his command is said to be one of the nation's most active.

Joe is also a member of the South Dakota Aviation Trades Association, an organization of all South Dakota aviators' operators. He has shown an active interest in the furtherance of the private aviation industry within the state.

---

**Cruising Around Our Airports**

**GOLDEN WINGS FLYING CLUB, Dickinson, N. D.—Word has been received from Marie Gress, Secretary-Treasurer that March 16 the club members met at the municipal airport for their monthly business meeting. After the meeting lunch was served.**

R. A. Tschida, Jr., reported to the group he had completed several cross-country flights to Bismarck, and Aberdeen. Other members also took the club's new Piper aircraft for such trips. The club, organized in December, 1947, has to date 17 members. The members formed that successful club to continue to promote aviation and enjoy inexpensive flying.

**Officers of club are:*** Ernst Bailey, president; Mike Dolajda, vice-president, and Marie Gress, secretary-treasurer. Miss Gress, winner of last year's "Alf" Fair queen contest, has devoted much of her time since winning to fly toward the promotion of flying in her community.

__* * * * * * *__

**DICKINSON AVIATION CÔM-PANY, Dickinson, N. D.—Congratulations to Joe Ignat, Robert H. Duk., who at 25 decided he was too good on earth, so in 1943 he started flying his aeroplane through fortissio halls of air. Other students are Leo Krebs, Marvin Erickson, Joy Greenough, Adam Krebs, and Dave Marsh.**

We are welcoming everyone to a "Dutch Breakfast" on April 15 (all formal wear) date April 15. At 9 a special feature and attraction to farmers and ranchers interested in Crop Spraying, there will be a demonstration of this highly specialized mobile of spraying with a light airplane during the day. You are invited to select your friends in Western Dakota.

**This is your newspaper...we welcome your news and photos.**

**Dakota Flyer**
**Liaison Pilots Needed**

Pictured above are the planes used by the North Dakota National Guard for Liaison pilot training. These planes are stationed at the municipal airport in Bismarck, N. Dak.

It is expected that by the end of July four such planes will be available to the Liaison pilots. Planes will be maintained by Captain E. Wilson, Captain E. W. Wiggens, and Captain J. A. J. Flann. Off the present 54 aircraft are finishing an A & E course at Keeler Field, Missouri.

Light aircraft, such as these, played a great part in winning the last war. As well as being the eyes of the Artillery, they were used for messenger and couriers services, reconnaissance, aerial photography, radio relay, aerial evacuation, control of march columns, and several other important missions. Today every infantry regiment and combat battalion has one or more Liaison planes assigned for the above uses.

The North Dakota National Guard at present is authorized seven. (7)

**BORDER AVIATION IS NOW NAME FOR SCHOOL.**

Border Aviation is the new name for the commercial flying group based at Langdon Municipal Airport, Langdon, North Dakota. According to word received from Bob Wells, airport operator, Liaison pilots, who may be former Liaison pilots or former AAF senior pilots, are trained at this school.

Until recently former AAF pilots had to attend a school at Fort Sill, Oklahoma, for operational training but this school is now closed. Last December, Lt. J. J. Bates, an army ground forces liaison pilot, was assigned to the North Dakota National Guard to give this training eliminating the trip to Oklahoma. This training is to include panel, barrier, road, crosswind, one wheel, short field landings and take-offs.

All Liaison planes assigned to this group are authorized to fly a maximum of one hundred hours a year. Liaison pilots receive flight pay for their training. Pilots are also encouraged to take cross-country flights monthly.

Lt. Bates states that they still have openings for four pilots. Anyone from the vicinity of Bismarck who is qualified may contact Lt. Bates at Prance Barracks.

**LUSCOMBE 85 CUTS**

**PRICE: $106**

Announcement has been made to all Luscombe dealers of the $100.00 price reduction of the Luscombe Standard 85 model. The price is now $2,495.

**ADVERTISE YOUR AIRPORT AND SERVICES**

**FOR APRIL, 1948**

**DICKINSON**

Famous for Fine Foods
Your Favorite Beverage
Properly Served
AIR CONDITIONED

**QUEEN CITY CLUB**

FOR APRIL, 1948
MODELS
Dakota Model Plane Builders
Keep Pace with Air Industry

MAYVILLE, N. D. — Gerry Stolz, who has been flying his models on this all winter, Bob Elsen, 14, are becoming a skilled model flier, he has successfully completed several consecutive loops, went over, and is getting pretty sharp on inverted flight maneuvers. Gerry and Elsen are spending a lot of time practicing formation flying. This requires considerable skill and alertness of both model fliers. They have reported several clever flight tricks which will interest model fliers at their next annual meet.

BISMARCK, N. D.—Steve Schonfeld, has flown his scale model airplane on skiis as many times this winter it was needed to recover the prop before the engine's flying begins. He is proud that Steve is the only member of the present club who has successfully skied his plant with power and recovered with the plane still under control. Bob Warnig, 16-year-old new member of the Senior group and former Junior Champ of the Junior group is taunting his 3½ scale model, but花样's flying Bob's flying ability is said to be going to give the Senior members pretty stiff competition this season.

Bill Dickman, president of the Bismarck Club, gave several interesting performances of model flying between halves of Bismarck's recent basketball tournament. Bill's model was a beautiful scale model of a Piper PA-11. His recent interest however, is reported to be building and studying jet controlled models.

MINOT, N. D.—Several model fliers, names were not given, took part in demonstrations of model flying during the intermission of Minot's recent basketball games.

Muntau, Minot model builders said they conducted several in-door model contests in the high school gym during the winter months, which were very successful.

NEW LEADZING AND REGENCY, N. D. — Glen Hertz writes, the model builders of their area are becoming very enthusiastic about spring flying, and that their interest to date has been in T-Control models.

Attention: Model Club wishing to get news items and pictures in the DAKOTA FLYER, write Harvey Larson, 408 E. 3rd Street, Bismarck, N. D.

HAPPY LANDINGS

CAPT. CUB says:

DICKINSON INSTRUCTOR LEAVES FOR COLORADO

Rollin (Ole) Hall, former president and one of the founders of Dickinson Aviation Company, Dickinson, North Dakota, has recently accepted aviation employment with Wolf Aircraft at Greeley, Colorado. Ole was well known in the Dickinson area and has trained many civilian and army pilots. He was employed with Wolf Aviation Company during the CPT training program.

George Stephens, former A & E with the company has returned to the army.

To take the two men's places, for the company, is Bob Runnels, Winterton, Arizona. Bob, a former Marine, has more than eight years of experience in aircraft and engine mechanics, flight and ground school instructing, and many hours of crop seeding and spraying.

When in Rapid City You Will Always Find a

Welcome
at
Superior
Airways, Inc.

1¾ Miles East of City on U. S. Highway 16-18

R. O. (Sandy) Sanderson, Mgr.

DICKINSON AVIATION CO.

Dickinson, North Dakota

DAKOTA FLYER

April 11
Frank Cliff, Chairman
Minnesota Aviation Trades Association

WORTHINESS and GUARANTEE
Tags on all aircraft sales he said have proven valuable sales promotional ideas which have worked for many operators ensuring the customer of a good buy.

He stressed the importance of Air marking, a program which every one is familiar. He claims this is one certain way to encourage private flying.

The most important subject was a public relations campaign by every operator, different ideas were covered, however, each operator felt he should discover his own Public Relations method which would benefit him most.

Mr. Trumbauer vast experience in studying of private aviation methods of improvements, he is confident that following these simple factors will give every operator an added enthusiasm toward the outlook on his new sales and cooperation in their cooperation with him.

Frank Cliff, chairman of the MATA in his discussion of Veteran Flight Training and commercial aviation operation gave every member present the knowledge of the importance in an organization of Aviation Operators. Mr. Cliff’s vast experience and interest in aviation has resulted from many meetings with various aviation officials and clinics throughout the United States.

Topic of interest was in his survey of the G. I. Flight Training. He made it clear that in many instances it was found to be the low attitude of the G. I. himself rather than the inefficient operation of the actual flight school. He pointed out that it was not only flight schools but on-the-job training and colleges as well were experiencing lack of cooperation among the veterans.

Veterans are being closely watchful in phases of training by the VA, and a survey is being conducted on just what benefits he actually is deriving.

He urged a strong organization and unity of aviation affiliates within the state. He felt that there was a decided lack of unity in the government, CAA and military concerns today, and that they were partially at fault for their untoward interest toward private aviation and its future role in national security.
It Could Happen Here

Recently the Aeronautics Commi-
nission, in reviewing the Aviation Law, was un-
sure as to what action could be taken to
help the aviation industry in North Dakota. In practically all in-
stances it was not the intention of the legislation to
aid aviation, but rather to regulate the industry. This is why the
aviation industry in North Dakota is practically non-existent.

Unfortunately, the amendments to the law were not ade-
quately drafted to provide
specific protection for the aviation
industry. It was felt that all ari-
Aviation will be used not only to build roads, but also to
aid in the construction of new airports and
new fields. In this day and age of the airplane, many state
constitutions including North Dako-
ta's have become obsolete and simply
need correction to give the
airplane its fair share of attention.

The proposed amendment to the
law was that it be amended to provide
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airplane its fair share of attention.
Cooperstown Airman Arrested

Donald Trett, Cooperstown, N. Dak., was recently involved in an aircraft accident, March 1, 1948, and was arrested by Ivan Hedinckson, North Dakota Highway Patrolman, on the charge of operating an airplane in the air and on the ground in a careless and reckless manner as to endanger life and property.

Donald Trett, pilot, operating a two-place Aeronca airplane from highway 7 west of Cooperstown, was attempting a take-off from the highway when the ski-equipped plane struck an automobile occupied by six Hope high school students. The plane, after sidestriping the Hope car, careened into a second parked automobile owned by Frank Henz, Sr., of Cooperstown. Donald Trett, pilot, and Frank Henz, Jr., passenger, and the high school students escaped injury.

Highway Patrolman Ivan Hedinckson investigated the accident and according to his official accident report filed with the State Aeronautics Commission, the Aeronca aircraft was a total loss. The Frank Henz, Sr., car parked on the north side of the highway was unoccupied, however, the estimated damage was $100. The second car occupied by six Hope students and driven by Donald Boeder of Hope sustained damages estimated at $350.

Donald Trett piloted an airplane owned by Skyways, Inc., Cooperstown, North Dakota. Trett was employed as an instructor and at the
ISOLATED AUTOMOBILES WERE AIDED BY PLANE

Rural Aviation Proves Essential on Dakota Prairies

FLYING ONLY MEANS OF COMMUNICATION

Complete coverage of every event during Dakota's sever winter would give us material to print a book, with the possibility of making many events which were important, every pilot's effort to take care of emergency flights in rural areas having a new meaning in the public.

March 1948 sub-zero weather and snow covered prairies has given rural and urban dwellers in the Dakota's new meaning to the word AVIATION.

AIRVIEW OF RURAL ROAD INTERSECTION

For many years men have attempted to instill in the minds of the people, the UTILITY of an aircraft. Little did we realize it would take an act of God and Mother Nature to provide theElemis"ahle!

Without a doubt the blizzard of 48 gave pilots one of the greatest opportunities to actually prove to thousands the aircraft's utility.

Everywhere, in grocery stores, post offices, bridge tables, and Idlehouse conversations, has been encouraged around aviation and its uses during the storm.

Been the old shop who tells his tales at the drug store bench or community park says "Yes all, we can't what we used to be, that three airplane is a mighty fine invention saved my wife's life, by bringing the Doc right to our back door."

The war gave much publicity to our homes with the proof that we needed a strong air power for National Defense, but never before has the opportunity been so great throughout the entire state to popularize the utility and essential use for the private aircraft in rural life.

It took the blizzard of March 1948 to bring private aviation into the homes of every family.

(Photographs on two pages contributed by The Fargo Forum)

Directors Post Still Open

The North Dakota Aeronautics Commission in a meeting March 16, 1948, set a tentative date of April 8, 1948, for personal interviews of qualified applicants for the position of Director of the Aeronautics Commission. All interested to accept written applications for the position. For those interested the position is considered as a non-political appointment.
A SHORT STOP for gasoline at the Sprunk farm ended with an overnight stop for Clayton Snyder, Chief Pilot for Dakota Skysways, Fargo and Stan Cowan, Fargo Forum, Fargo. Unable to start the plane in cold weather, they were invited to stay overnight.

THIS OR THAT Rural flyers preferred the plane. Torger Soman, Cooperstown flying farmer, shown above delivering cream to Oscar Wendt, owner of the Griggs County creamery.
North Dakota Aviation Operators

It was announced by president J. C. Lepesmeyer that he would attend the I Region Aviation Annual Civic in Minneapolis during the week of the Northwest Expansion, and reports would be brought back for the next meeting.

Harry G. Vavra, acting director of Aeronautics, was made an associate member of the North Dakota Aviation Operators organization. Mr. Vavra has attended many meetings and has given operators many valuable suggestions and reports on state and national aviation affairs. He has devoted his time and efforts in many recent causes.

Plans were discussed for the year’s “Air Tour.” Tentative dates were set for the week of July 6-9. Operators will conduct small flights which will include every plane owner and pilot in his area to participate. Each section of the state will sponsor an tour to a central location where a picnic, fish fry, barbecue or breakfast can be enjoyed by every pilot and plane owner as well as public spectators. This was felt to have a greater promotional value for each individual operator. And give the plane owner an enjoyment out of his plane.

Following these individual tours will be a statewide tour which will be sponsored by The Dakota Flyer. This was announced by C. T. Thompson, business manager of The Dakota Flyer. Dates will be announced and complete detailed information will be published later.

However, it was announced that Dickinson, North Dakota would be host to Dakota flyers on that date. Plans for one of the newest Interstate Air Fairs will be a featured event “The newest look in aviation will be in watching these professional flyers, conduct for thousands of spectators, an educational and instructive aviation show,” he reported. “Other events will be the second annual ‘Air Queen’ contest.”

Programs for future meetings were outlined by president J. C. Lepesmeyer. Guest speakers will be present to give informative messages on Personal Aircraft Salesmanship, Public Relations, Insurance, Safety, and other topics too numerous to mention.

The next meeting will be held at Passiden, North Dakota, where James Parkhouse, an aggressive member of the association, will be host to North Dakota Operators. Announcement of exact dates will be made shortly after representative returns from Minneapolis.

New operators whose desire to become acquainted with the new aviation organization are invited to attend this meeting.
Annual Meeting Scheduled
To Be Held in Fessenden

Arrangements have been made
for the annual meeting of the
North Dakota Flying Farmers and
Ranchers Association to be held at
Fessenden on June 17 and 18, 1948,
according to Lorin Dinsland,
president of the association.

Members of the board of direc-
tors met with Fred Mohr, chair-
man of the Wells County Soil Con-
servation District, and Raymond
Harens, Wells County Extension
agent, both of Fessenden, who ex-
 tended the invitation and assured
them that they had all of the nec-
 essary facilities for our meeting
and would not leave nothing un-
done to provide for comfort and
meeting requirements.

Arrangements are already un-
derway according to Mr. Mohr and
Mr. Harens to coordinate the first
day of our meeting with an educa-
tional program of special interest
to Flying Farmers as well as an
elaborate program of entertain-
ment which all Wells County and
surrounding communities are in-
vited to attend.

The second day will be devoted
exclusively to the business of the
North Dakota Flying Farmers and
Ranchers Association.

Dinsland urges every farm
flyer to make arrangements now
to attend the meeting.

A complete and detailed account
of all program activities will be
published next month in The Da-
kota Flyer. Tentative plans are to
conduct a ‘Village demonstration,’ a
new machine for putting up hay,
and weed control demonstration.

Following will be a grandstand
show, an dinner and evening enter-
tainment. The last day will be de-
 voted to the business of the asso-
ciation, with various speakers from
various other flying farmer
organisations.

The banquet will be held following the business
meeting, June 18.

FOR APRIL, 1948

FARM FAMILY FLY
BOYS TO SCHOOL

Mr. and Mrs. Stevens are both
holders of Private Pilot Licenses.
Also they are members of the
North Dakota Flying Farmers and
Ranchers Association.

During Dakota’s severe winter
months there was not even the hope
of being airborne. Their air equip-
ment had been stored in a barn out of
reach of the snow. When the snow
was gone, however, they were ready
to start flying their little plane over
snow covered prairies to aid their
neighbors.

Mr. Stevens is a member of the
Dakota’s Flying Farmers and
Ranchers Association.

The Stevens’ small airport adjoins their farm has
three runways and one hangar.

1948 Northwest AVIATION EXPOSITION

See a Latest model 1948 airplanes
New aircraft instruments and
Aircraft equipment-Navigation
Military aviation exhibits
TWO STAGE MUSIC - ACTS
SHOWS DAILY
REVIEWS

Minneapolis
Auditorium
April 17th-24th
1 P.M. to 11 P.M. Daily
An Industry Sponsored Show
Minnesota Aircraft Trade Associations

PAGE THIRTEEN


CALLAHAN 1947 Model. Demonstrator With Only 86 Hours Total Time Always Hangared, $4,400.00. Dakota Flyers, Wyman Field, Mott, North Dakota.

FOR SALE—Taylorcraft, 1948 Model, 118 Hours Total Time, $3,500.00. Dakota Flyers, Wyman Field, Mott, North Dakota.


FOR SALE—Two Position Prop and Oil Pump for 230 HP. Excellent condition. $47.50. Bud Ray, Bismarck, N.D.

FOR SALE—Jadco 220 Engine Parts. Also Waco YKC Allwipers and Struts Mop Parts, Bud Ray, Bismarck, N.D.

USED PARTS—Two Stimson 500 Available are the tail surface, left wing, left strut, engine, with right front, n-gaging, radio, seats, complete set of instruments, right gasoline tank, pulleys, s/n 223. Engine time 323.6, aircraft time 27.19 since new, $3,200.00 or trade for late model Ford, Chevrolet, or Plymouth. Stockman Flying Service, Williston, North Dakota.

FOR SALE two position Prop and Oil Pump for 230 HP. Engine. Excellent condition.—$47.50. Bud Ray, Bismarck, N.D.

USED PARTS—For Stimson 500 Available are the tail surface, left wing, left strut, engine, with right front, n-gaging, radio, seats, complete set of instruments, right gasoline tank, pulleys, s/n 223. Engine time 323.6, aircraft time 27.19 since new, $3,200.00 or trade for late model Ford, Chevrolet, or Plymouth. Stockman Flying Service, Williston, North Dakota.
Welcome to Dickinson Municipal Airport
April 11
For Our
First Breakfast Flight
Sponsored by Dickinson Aviation Co.
Your Planes Serviced by
STANDARD
Gasoline and Motor Oil
Atlas Arch, Tires and Accessories

ANDERSON AIRPORT
Under New Management
Now Mitchell Aviation, Inc.
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Courtesy Car, on Request.

Commercial Printing Co.
PRINTERS - STATIONERS - MIMOGRAPHERS Phone 300

Introducing to our flying public
BORDER AVIATION
- Offering -
★ CHARTER FLIGHTS
★ FLIGHT INSTRUCTION
★ AIRPLANE SALES AGENCY
- For -
TWO LEADING PRIVATE PLANES
THE PIPER CUB AND LUSCOMBE

BORDER AVIATION
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Bob Well, Operator
Herman Domres, Associate
 Municipal Airport 1 Mile West of Town
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Bismarck, North Dakota

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Office Equipment?
Shop Equipment?

If So...
A CLASSIFIED IN
THE
DAKOTA FLYER
WILL HELP YOU SELL THEM!
FOR SALE

1947 BELLANCA, Aeromatic Prop, Landing lights, Two-way Altimeter radio, total time, 100 hrs. $5485

1946 TAYLORCRAFT, A.3 condition, Lights, Wind driven Generator, New Prop. $1500

1947 CESNA 140 Full set of gauges, Radio in good condition $2600

1947 TAYLORCRAFT, Deluxe model, Red and Black Excellent condition Guaranteed $1900

- WE SPECIALIZE IN RADION SALES & SERVICE

Capital Aviation Corporation
Box 122
Bismarck, N. Dak

CALL... WRITE... WIRE
FOR IMMEDIATE DELIVERY

CONTINENTAL 4-RING PISTON - - $3.50
New part No. 6016 - Old type piston that gets away from Sticky Ring Grief. STOCK LIMITED-HURRY
List $5.75—SALE PRICE $3.50 each—25 or more at $3.00
Available in Standard or .015 Oversize.
Same as above but complete with rings, piston pin and plugs
$5.50 each—25 or more at $5.00—Standard Only

AIRPORT SUPPLY CO.
1220 So. Jackson
Denver, Colorado

G. C. GUNDERSON INSURANCE AGENCY

PHONE 624
"WHERE INSURANCE IS NOT A SIDELINE"
"We write all forms of INSURANCE including AVIATION"

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