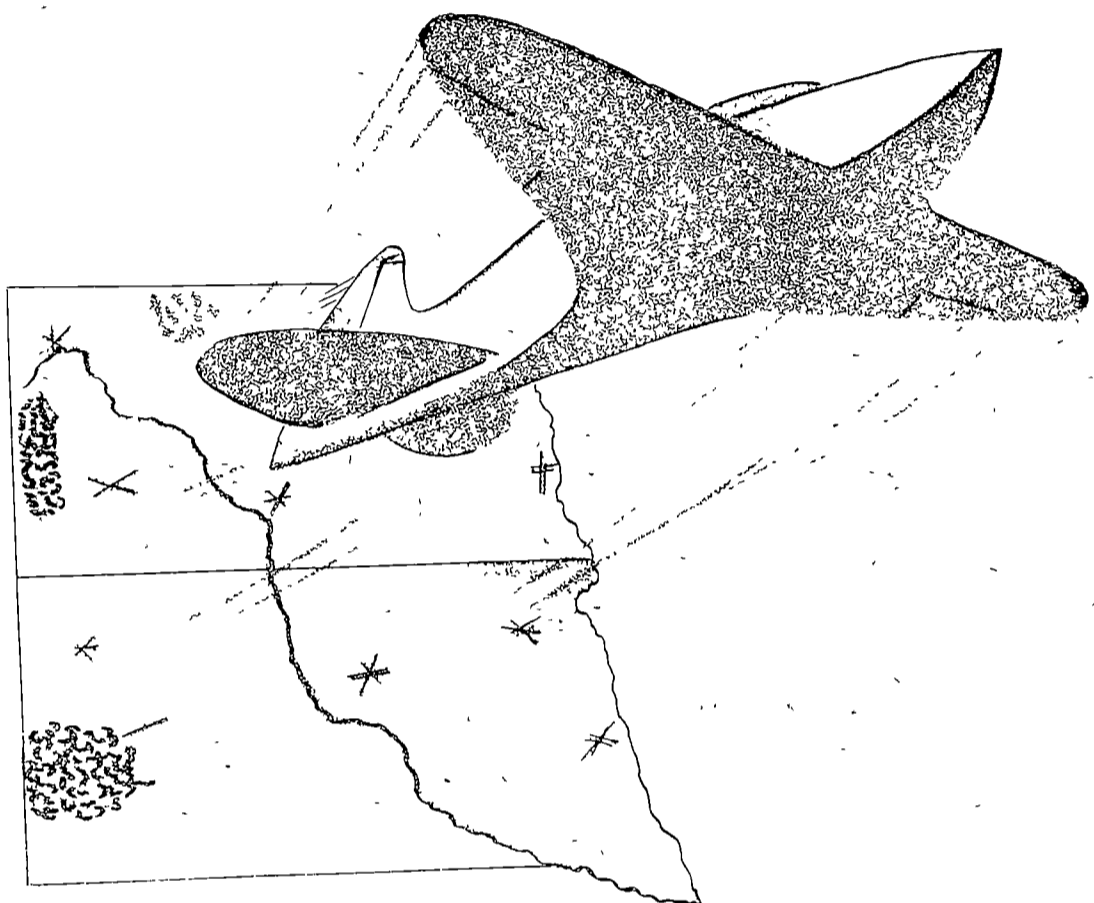


# Dakota Flyer

APRIL, 1948



*Voice of  
Dakota Aviation*



# 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  
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Your Customer Remember You!

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500 Two Colored Tags - - - - - \$1.25 extra

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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 ..... Geneva E. Schow

Business Manager ..... Carl T. Thompson

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**CIVIL AERONAUTICS ADMINISTRATION**  
**AIRMAN BRANCH**

Itinerary for the Month of April, 1948

April 6	Tues.	Bell Airport Devils Lake, N. D.	Written Tests, Flight Tests & Aircraft Insp.
" 7	Wednes.	Port O'Minot Minot, N. D.	" " " "
" 8	Thurs.	Municipal Airport Williston, N. D.	" " " "
" 15	Thurs.	Municipal Airport Detroit Lakes, Minn.	Aircraft Inspection
" 20	Tues	Municipal Airport Jamestown, N. D.	Written Tests, Flight Tests & Aircraft Insp
" 21	Wednes.	Municipal Airport Bismarck, N. D.	" " " "
" 22	Thurs.	Worth Field Dickinson, N. D.	" " " "
" 28	Wednes.	Municipal Airport Crookston, Minn.	" " " "

Written Examinations at 209 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 L. THOMPSON,  
 Sr. Aeronautical Inspector.

*Tailwind Tattler*

**MILLER EXPRESS** at Bowman, North Dakota, was founded one afternoon when a grocer, Rex Forman, received a last minute order for several turkeys. Having no phone service and bad roads, Mr Forman 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.

\* \* \*  
**FAST TAXING OR HELECOP-TER** almost made a tower operator at Fargo, North Dakota, take to the blue yonder. W. Seig, landed with skis 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.—15,000 hours required to try this stunt, 40 miles from nowhere!)

\* \* \*  
**TIE THAT AIRPLANE DOWN**, Albert Divirnak and Jack Koval of Killdeer, North Dakota, after getting over a score of coyotes in 1947 were off on a real killing this year, getting 159 coyotes, 80 which were male and 79 female, set their PA-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 took 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. Sure enough, the motorman sez, "move to the back, please"—funny, I couldn't help but think of a gal in Texas, Mary Dickey, who just became the first woman with an Air Transport Rating. Miss Dickey has better than 3,200 hours, with over 400 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 Methuselahs 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!**

**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  
 Development of Aviation in North Dakota"  
 J. C. Lippsmeyer, Pres. Lyle Benz, Secretary  
 Bismarck, N. D. Hazen, N. D.

## We'd Like You to Meet...



**LT. COL. JOSEPH J. FOSS**, Sioux Falls, South Dakota, whom after distinguished service as a Marine Fighter Pilot, with 26 victories to his credit, during the last war, has returned 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 175th 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 groups.

Joe is also a member of the South Dakota Aviation Trades Association, an organization of all South Dakota aviation operations. He has shown an intense 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 10 the club members met at the municipal airport for their monthly business meeting. After the meeting lunch was served.

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

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

**DICKINSON AVIATION COMPANY**, Dickinson, N. D.—Congratulations to Joe Igard, Regent, N. Dak., who at 57 decided he was no good on earth so in '815 is eagerly flying his aircraft through footless halls of air. Other students are Leo Kuntz, Marvin Erickson, Jay Greenshields, Adam Krebs, and David Marsh.

We are welcoming everyone to a "Dutch Breakfast" on April 11 (alternate weather date April 18). As a special feature and attraction to farmers and ranchers interested in Crop Spraying, there will be a demonstration of this highly specialized method of spraying with a light aircraft during the day. You are invited to meet your friends in Western Dakota.

**THIS IS YOUR  
NEWSPAPER—WE  
WELCOME YOUR  
NEWS AND PHOTO  
GRAPHS**

**YOU ARE ASSURED**

**SQUARE DEAL**

**Bismarck Aviation Center**

Stinson - Aeronca

DEALERS

Guaranteed Used Aircraft

J. C. Lippsmeyer, Bismarck, N. D.

Hangars North of Field

## 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 caretakers Wilson E. Wiggins and Jake F. Nathan. Nathan at the present is finishing an A&E course at Keesler 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 courier service, 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.

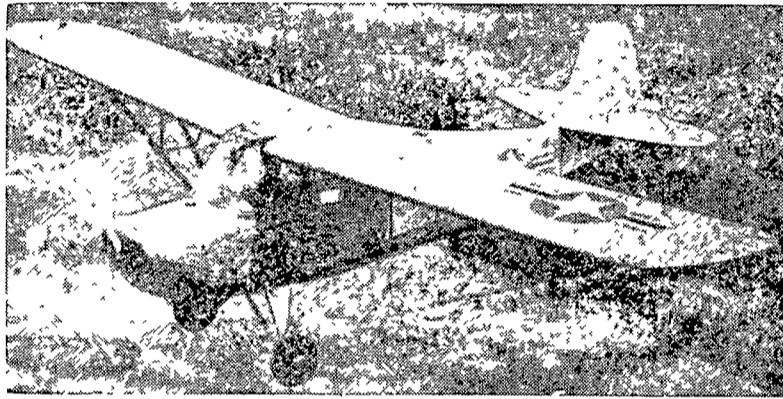
The North Dakota National Guard at present is authorized seven (7)

Liaison Pilots, who may be former Liaison Pilots or Former AAF Senior pilots.

Until recently former AAF pilots had to attend a school at Fort Sill, Oklahoma for operational training to become qualified as Liaison pilots. Last December, Lt. J. L. 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, cross-wind, one wheel, short field landings and take-offs.

All Liaison pilots assigned to this group are authorized to fly a maximum of one hundred hours a year. Pilots receive flight pay for this 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 Frame Barracks.



WE UNDERSELL THEM ALL

### SEND FOR FREE LIST

All makes late model planes  
Plus BT's—AT's Stear-  
mans, Fairchilds, Dusters,  
etc. Deluxe plush-re-  
covered-heavy wing-const-  
ant prop-twin Cessnas  
\$2950.00

**VEST AIRCRAFT CO.**  
4600 Dahlia - Denver, Colo.

WRITTEN GUARANTEES

### BORDER AVIATION IS NEW 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.

### LUSCOMBE 85 CUTS PRICE \$100

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 AIR- PORT AND SERVICES

FLY TO  
**Dickinson**

Famous For Fine Foods  
Your Favorite Beverage  
Properly Served  
**AIR CONDITIONED**

**Queen City  
Club**

## MODELS

### Dakota Model Plane Builders

#### Keep Pace with Air Industry

**MAYVILLE, N. D.** — Gerry Spies writes he has been flying his models on skis all winter. Bob Elken, 14, is becoming a skilled model flier, he has successfully completed several consecutive loops, wing overs, and is getting pretty sharp on inverted flight maneuvers! Gerry and Elken 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 Scheafer, has flown his scale model Aerona on skis so many times this winter it needs a recover job before spring's flying begins. It is said that Steve is the only member of the present club who has successfully stalled his plane with power on and recovered with the plane still under control. Bob Warming, 16-year-old new member of the Senior group and former Junior Champ of the Junior group is testing his SE 5 scale model, for spring's flying. Bob's flying ability is said to be going to give the Senior members pretty stiff competition this season!

Bill Dribnenki, 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 intermissions of Minot's recent basketball games.

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

PAGE SIX

#### NEW LEIPZIG AND REGENT, N. D.

—Glen Hertz writes, the model builders of their area are becoming very enthusiastic about springs flying, and that their interest to date has been in U-Control models.

\* \* \*

Attention: Model Clubs wishing to get news items and pictures in the DAKOTA FLYER, write Harvey Larson, 908 2nd Street, Bismarck, N. Dak.

HAPPY LANDINGS!

#### AD CORRECTION

Readers Please Note: Recalling the advertisement of Western Flying Service, Winner, South Dakota Due to a typographical error, we are reprinting the correct wording of the PT-26 FOR SALE—Licensed, instruments, day and night landing lights, starter, generator, cabin heater and many other extras. Total time, 700 hours. 175 hours on engine since factory major. Priced to sell right now—\$785.00 Western Flying Service, Winner, S. D.

**YOUR INTEREST IN THE "DAKOTA FLYER" WILL BUILD UP INTEREST IN DAKOTA AVIATION!**

**CAPT. CUB says:**



**DICKINSON AVIATION CO.**

Dickinson, North Dakota

#### DICKINSON INSTRUCTOR LEAVES FOR COLORADO

Rollin (Ole) Hull, former president and one of the founders of Dickinson Aviation Company, Dickinson, North Dakota, has recently accepted aviation employment with Weld Aircraft at Greeley, Colorado.

Ole, was well known in the Dickinson area and has trained many civilian and army pilots. He was employed with Sax Aviation Company during the CPT training program.

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

To take the two men's places, for the company, is Bob Rumans, Winslow, 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.**

1½ Miles East of City on  
U. S. Highway 14-16  
R. O. (Sandy) Sanderson, Mgr.

DAKOTA FLYER



## South Dakota Aviation Trades Meet

Left to right Katherine Polaed, Secretary; Ed Graham, President, and Ed Youngs, Secretary, South Dakota Aviation Trades

The March meeting of the South Dakota Aviation Trades Association which met in Aberdeen, on the 1st, certainly brought to light a great many advanced ideas which will doubtless have a decided influence on future issues involving the aviation operator within the state.

Attendance at the meeting were led by such men as, Frank Cliff, Chairman of the Minnesota Aviation Trades Association; Frank Trumbauer, Private Aviation Representative for CAA 4th Region; Dick Whitman, Chairman of the Aviation Committee, South Dakota Junior Chamber of Commerce; J. Pat Metke, representing Lloyds of London; Jerry Bauer, Veterans Administration representative for South Dakota; John "C" Smith, CAA Office District 8; and C. T. Thompson, Business Manager, The Dakota Flyer

Ed Graham, president of the SDA-TA and owner of the Rickenbacher Airport at Stevens, South Dakota conducted the meeting and held open forum discussion following each speakers message

Dick Whitman, Aviation Chairman of South Dakota Junior Chamber of Commerce spoke of the 1948 State Wide "Air Tour" He expressed the desire of the JC's to sponsor this year's program, and gave an outline of the proposed schedule which had previously been laid out. It was approved by all operators present to cooperate with the organization in the sponsoring of 1948's

FOR APRIL, 1948

Frank Cliff,  
Chairman  
Minnesota  
Aviation  
Trades  
Association



air tour. The exact date was not set, however, it was agreed that the month of June would be satisfactory to most rural and urban fliers that will be participating in the tour.

Frank Trumbauer, Personal Flying Representative, CAA Regional office in Kansas City gave many interesting and important suggestions for every operator. Factors which he pointed out were a result of his intensive study of private aviation throughout the United States.

His promotional ideas on flying were those which every operator is primarily acquainted with, however hasn't had the time to put them into effect. He stressed the importance of formulating Flying Clubs, or joint ownership of an aircraft. He believes that it is unfair to the pilot not to encourage these. It is better to encourage this pilot to continue to fly than let him be discouraged because of high-cost.

The simple application of AIR-

WORTHINESS and GUARANTEE Tags on all aircraft sales he said have proven valuable sales promotional ideas which have worked for many operators. Assuring 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 in a public relations campaign by every operator, different ideas were covered, however, each operator he felt 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 community 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 his 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 lax 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 watched 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 officials 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 undue criticism toward private aviation and its future role in national security.

PAGE SEVEN

Official Publication  
**STATE AERONAUTICAL NEWS**

For

**North Dakota**

## It Could Happen Here

Recently the Aeronautics Com-North Dakota mission, in reviewing the Aviation Laws of other states, found several instances in which the aviation industry was heavily taxed to support the state highway systems. States like Louisiana and Oklahoma, for instance, tax the aviation industry both private and commercial with the revenue going into the state highway department for a road fund.

In reviewing the North Dakota laws, analysis revealed that it was very possible indeed that such a calamity could inadvertently engulf the aviation industry here in North Dakota. In practically all instances it was not the original intention of the legislative groups to saddle aviation with a tax to be diverted to the state highway department for roads; however, the automobile preceded the airplane therefore, many state constitutions were inadvertently drafted to give specific protection to the tax paying motorists by guaranteeing that all motor fuel tax revenue shall be used only to build roads. In this day and age of the airplane many state constitutions including North Dakota's have become obsolete and simply require correction to give the new faster means of transportation an equal footing with the automobile. Certainly it was never the original intention of either the legislators or the people to tax the aviation industry in North Dakota to help build and maintain roads.

On June 25th, 1940, Article 56 of the Constitution of the State of North Dakota was approved providing that all revenue from gasoline and other motor fuel tax shall be used solely for the construction, repair and maintenance of public highways. When the constitutional amendment was proposed and passed obviously the people were unaware of the ever increasing importance and utility which the airplane was destined to play in

The very wording of the constitutional amendment served its purpose very well for the motor vehicle owners by insuring that all revenue from the motor fuel tax would be exclusively used in highway construction and maintenance. Unfortunately the term "Motor fuel" includes aviation motor fuel along with all other forms of motor fuel. However, in 1940 the aviation interests of the state were not organized or represented, consequently, the constitutional amendment as passed neglected to take into consideration the best future interests of the aviation people.

### Previous Proposals

From 1940 to 1947 various special license tax measures were proposed which, if passed, would have levied a special license tax on all motor fuels used or sold in addition to all other taxes imposed by law. The proposed measures would have imposed a gasoline tax on aviation fuel, tractor fuel and other motor fuels which would not be refunded and which would be used for road improvements entirely to the aviation industries interests.

During 1947 many private pilots, flying farmers and transient airmen unintentionally contributed to the North Dakota Highway Fund whenever aviation gasoline was purchased for aircraft use and the individual concerned neglected to claim the four cents per gallon refund from the State Auditors Office. Undoubtedly thousands of gallons of tax paid aviation gas was purchased during the past year on which no refund claim was submitted. By virtue of the present State Constitution the tax was automatically made available to the State Highway Department for road construction.

### AMENDMENT NEEDED

The private pilots, flying farmers, airport managers, municipal officials and commercial operators—all

## Clinic Held in Minneapolis

The Civil Aeronautics Administration Third Region Chicago Office and the National Association of State Aviation Officials of which North Dakota Aeronautics Commission is a member are sponsoring the Third Region Aviation Clinic in Minneapolis, Minnesota, April 20th and 21st. The Third Region Aviation Clinic will be held during the week of the 1948 Northwest Aviation Clinic will be held during the week of the 1948 Northwest Aviation Exposition April 17 through April 24th in order that all those attending the Aviation Clinic may also have the opportunity of seeing the Northwest Exposition.

The North Dakota Aeronautics Commission wishes to extend a personal invitation to all the North Dakota operators and airport managers to attend the clinic.

### NEW FLIGHT SCHOOLS

Central Air Service, Carrington, North Dakota, Harry T Hayashi, Jr., Manager, has been approved for the additional rating of a commercial flight course.

Skjerven's Flying School, Park River, North Dakota, has been approved.

(Continued on Page Nine)

have a tremendous stake in the future expansion and development of aviation in North Dakota. Certainly it behooves the sponsors and pioneers of aviation in North Dakota to insure future growth of one of the newest and fastest means of transportation. Therefore, it seems both logical and appropriate that Article 56 of the Constitution of the state of North Dakota should be amended to provide that all revenue raised from the aviation industry should be utilized only for the development and expansion of aviation within the state. The proposed amendment would establish aviation in North Dakota on an equal footing with the automobile.

DAKOTA FLYER



## N. D. Junior Chamber of Commerce Endorses Airmaking Program

The Junior Chamber of Commerce state-wide board meeting held at Minot, North Dakota, March 6 and 7, endorsed a North Dakota airmaking program. Mr. Wesley Reed, Mohall, Chairman of the Junior Chamber of Commerce Aviation Committee, presented the proposal to the group. Mr. Reed, being a flyer himself, enthusiastically outlined the merits of a North Dakota airmaking program. Mr. Reed pointed out that in many instances local chapters have organized aviation committees and it would without doubt be a local public service if each aviation committee could plan to airmark their individual community.

## Cooperstown Airman Arrested

Donald Trett, Cooperstown, N. Dak., was recently involved in an aircraft accident, March 1, 1948, and was arrested by Ivan Hendrickson, North Dakota Highway Patrolman, on the charge of operating an airplane in the air and on the ground in a careless and reckless manner so 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 sideswiping the Hope car, careened into a second parked automobile owned by Frank Heinz, Sr., of Cooperstown. Both Donald Trett, pilot, and Frank Heinz, Jr., passenger, and the high school students escaped injury.

Highway Patrolman Ivan Hendrickson 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 Heinz, Sr., car parked on the right 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 \$365.

Donald Trett piloted an airplane owned by Skyways, Inc., Cooperstown, North Dakota. Trett was employed as an instructor and at the

Lorn Duemeland, President of the Bismarck chapter, told the JC group that with a well organized and co-ordinated program North Dakota could become nationally known as one of the best airmarked states. Duemeland stressed the value of the program in reducing aircraft accidents and the fact that one life saved would certainly justify the JC efforts in undertaking the job.

Harold Vavra, Acting Director of the North Dakota Aeronautics Commission, discussed the technical aspects of the proposed airmaking program. Vavra recommended that all communities on the national skyways No 2 and 11 should be completely marked with the name of the town, latitude and longitude separated by an arrow pointing north along with an airport direction symbol. Communities off the skyways could undertake an optional program whereby the community would be requested to airmark just the name of the town. The Aeronautics Commission has requested 50 CAA airmaking manuals which will be made available to the chairman of the JC aviation committee.

Vavra said that in case a community off the official skyways should decide to airmark the name of the town, the Civil Aeronautics Administration has agreed to include the name of the town on the Coast and Geodetic Survey Aeronautical Charts minus the magnetic line.

time was giving flight instruction to Frank Heinz, Jr.

According to Harold G. Vavra, Acting Director of Aeronautics, the Donald Trett case has been bound over to District Court for trial.

## Commissioners Special Meeting

The State Aeronautics Commission held a meeting to review applications for position of Director of Aeronautics. Personal interviews will be held on April 9, 1948, tentative date of the next meeting.

Members present were W. E. Keller, chairman, J. J. Flannery, Harry W. Potter, secretary; Irven A. Myhra, and Lester O. Jolly. J. J. Flannery was unanimously elected vice-chairman of the Commission succeeding Dalton LeMasurier who recently resigned. Lester Jolly, recently appointed by Governor F. G. Aandahl to the Aeronautics Commission, made up the fifth member.

## '48 Registration Due May 15

The May 15th, 1948, deadline for the registration of aircraft is not too far off in the future. At the present approximately 50 per cent of the total number of aircraft in North Dakota have been registered for 1948 with the State Aeronautics Commission.

Application forms may be secured from all approved flight schools, airports or from the Aeronautics Commission, Bismarck, N. D. This note will serve as a reminder. To avoid delay do so immediately.

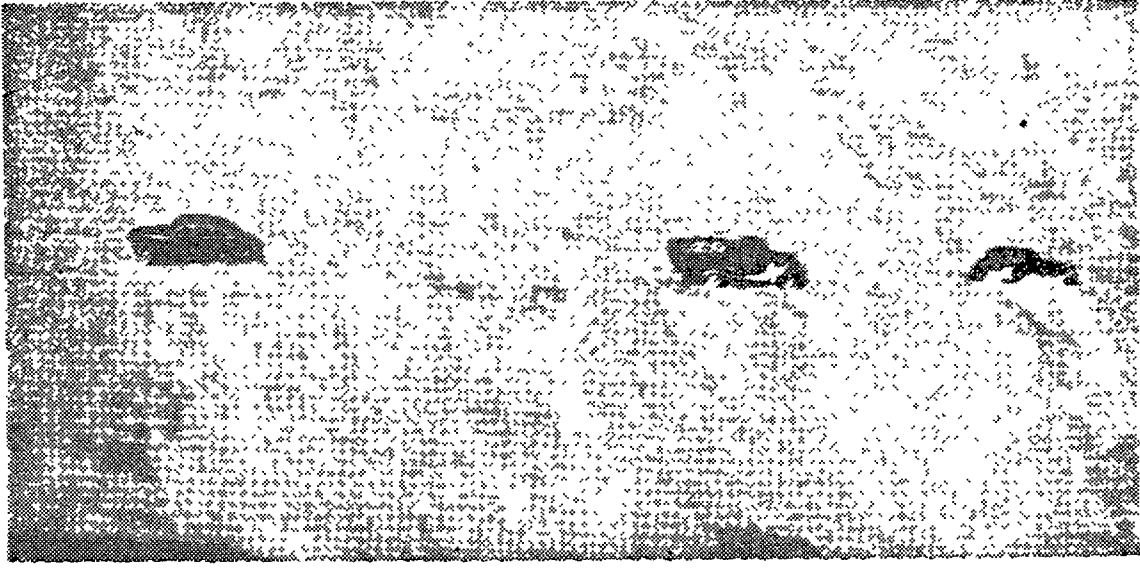
## NEW FLYING FARMER MEMBERS IN N. D.

Two new members of the North Dakota Flying Farmers and Ranchers Association have paid up their dues at the state office. They are: Francis H. Summers, Route 1, Jamestown, North Dakota, and Orville J. Rohman, Mayville, North Dakota.

## NEW FLIGHT SCHOOLS

(Continued from Page Eight) proved by the Aeronautics Commission to offer flight training under the GI Bill.

The following flight schools have voluntarily terminated contracts with the Veterans Administration: Golden Valley Flying Service, Beach, North Dakota; Saunders Flying Service, Dunn Center, North Dakota; and Williston Flyers, Williston, North Dakota.



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 severe winter would give us material to print a book, with the possibility of missing many events which were important, every pilot's effort to take care of emergency flights in rural areas have a new meaning to the public.

\* \* \*

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

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 the salesmanship!

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 telephone conversations, has been centered around aviation and its uses during the storm.

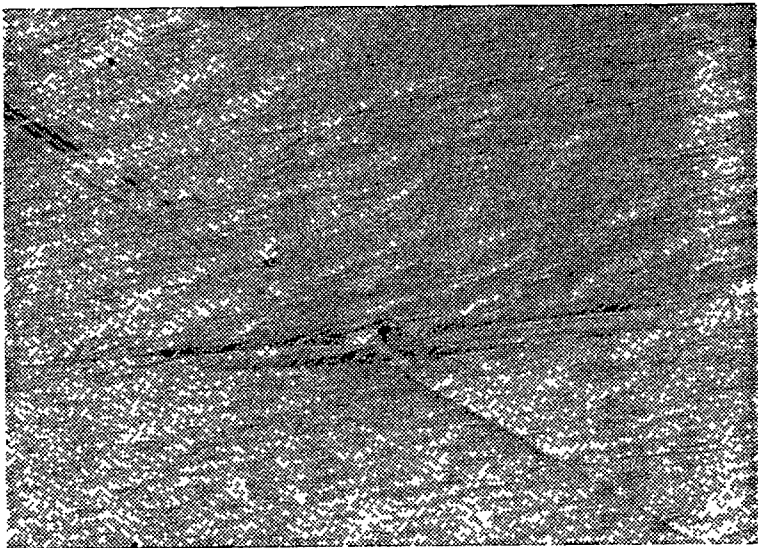
Even the old chap who tells his tales at the drug store bench or community park says "Yes sir, we ain't what we used to be, that there airplane is a mighty fine invention! Saved my wife's life, by bringin' the Doc right to our back door!"

The war gave much publicity into 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 publicize 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)

### AIRVIEW OF RURAL ROAD INTERSECTION

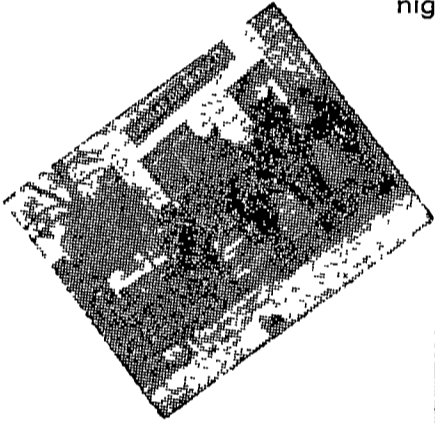


## Directors Post Still Open

The North Dakota Aeronautics Commission in a meeting March 19, 1948, set a tentative date of April 9, 1948, for personal interviews of qualified applicants for the position of Director of the Aeronautics Commission will continue to accept written applications for the position. For those interested the position is considered as a non-political appointment.

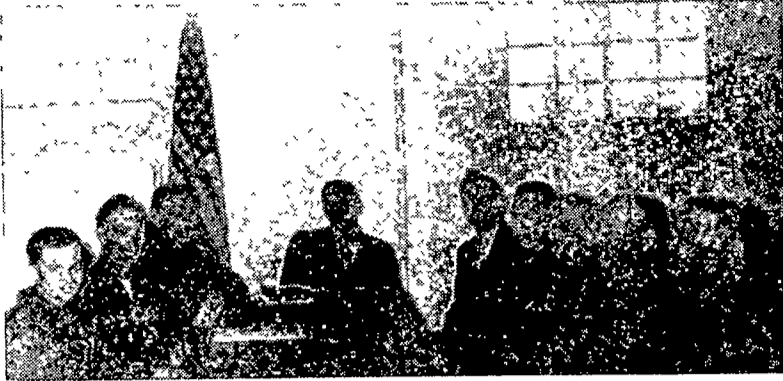


**A SHORT STOP** for gasoline at the Sprunk farm ended with an overnight stop for Clayton Snyder, Chief Pilot for Dakota Skyways, Fargo and Stan Cowan, Fargo Forum, Fargo. Unable to start the plane in cold weather, they were invited to stay overnight.



**THIS OR THIS** Rural flyers preferred the plane, Torger Soman, Cooperstown flying farmer, shown above delivering cream to Oscar Wendt, owner of the Griggs County creamery





Left to right Lyle Benz, Hazen, Jack Watts, Bismarck, Vernon Baltzer, Hazen, J C Lippmeyer, Bismarck, H G Vavra, Acting Director of the N. D Aeronautics Commission, Jess Thompson, Beulah, James Parkhouse, Fessenden, Daniel Wakefield, Devils Lake, O R Oslakson, New Rockford

## North Dakota Aviation Operators

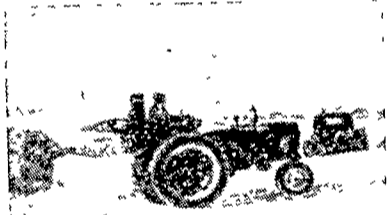
In spite of sub-zero weather airport operators met at Hazen to attend the North Dakota Aviation Operators meeting on March 11.

The meeting was called to order by the president, J C Lippmeyer. Minutes of the previous meeting were read by Lyle Benz, secretary, and approved by all present.

Main topic of discussion dwelt around the new 1948-49 contracts which have been drawn up by the Veterans Administration in Fargo, which in the minds of aviation operators would result in added expense for the operator, and an unfairness to the veteran who was seeking flight training for a commercial license.

Jack Watts, Bismarck and C T Thompson, Dickinson, were appointed to represent the North Dakota Aviation Operators for reconsideration of present VA contracts. They will take up cost analysis of present courses with the administration and point out where it would be unjust to deny the veteran essential flying time.

Interesting and valuable reports were given by members who represented NDAO at recent clinics and special sessions in Washington and Chicago.



Operators used a tractor to pull autos from snow banks, to get to town.

It was announced by president J C Lippmeyer that he would attend the 3 Region Aviation Annual Clinic in Minneapolis during the week of the Northwest Exposition, and reports would be brought back for the next meeting.

Harold 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 issues.

Plans were discussed for this year's "Air Tour". Tentative dates were set for the week of July 2-9. 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 its 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 invitations. 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 Educational Air Fairs will be a featured event. "The newest LOOK in aviation will be in watching these professional fliers, conduct for thousands of spectators, an educational and influential aviation show," he reported. "Other events will be the second annual "Air Queen" contest.

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

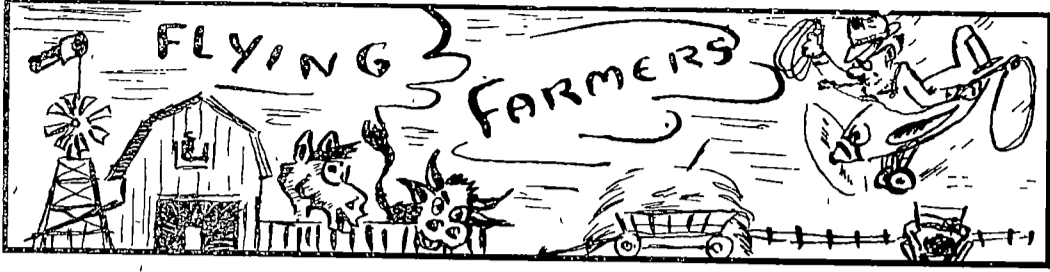
The next meeting will be held at Fessenden, North Dakota, where James Parkhouse, an aggressive member of the association, will be host to North Dakota Operators.

Announcement of exact dates will be made shortly after representatives return from Minneapolis.

New operators whose desire to become acquainted with the new aviation organization are invited to attend this meeting.



HANGAR FLYING before taking off for home fields. Left to Right, Watts, Martin Schow, Carl Thompson, Lyle Benz, James Parkhouse, partially seen, Jess Thompson, Jack and Dan Wakefield.



## 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 Duemeland, president of the association.

Members of the board of directors met with Fred Mohr, chairman of the Wells County Soil Conservation District, and Raymond Harens, Wells County Extension agent, both of Fessenden, who extended the invitation and assured them that they had all of the necessary facilities for our meeting and would not leave nothing undone to provide for comfort and meeting requirements.

Arrangements are already underway according to Mr Mohr and Mr Harens to coordinate the first day of our meeting with an educational program of special interest to Flying Farmers as well as an elaborate program of entertainment which all Wells County and surrounding communities are invited to attend.

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

Duemeland 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 Dakota Flyer. Tentative plans are to conduct a Tillage demonstration, a new machine for putting up hay, and weed control demonstration. Following will be a grandstand show, air show, and evening entertainment. The last day will be devoted to the business meeting with speakers from various other flying farmer organizations. The banquet will be held following the business meeting, June 18.

### FARMER POOLS PLANE DURING WINTER STORM

Homer Andrews, Moffit, member of the North Dakota Flying Farmers and Ranchers Association pooled his plane for the aid of the rural and urban area. During severe winter weather and snow storms in early March, which isolated every rural dweller, without warning, Andrews was ready to start flying his little plane over snow covered prairies to aid his neighbors.

His trips were numerous, with rural mail carrying, students to school, groceries to rural families, and hired men to different farms to help each other with daily chores.

The most reminiscent of all trips was Mr Andrews' flight with his elderly mother to Fargo and Mora, Minnesota during the sub-zero weather. Mrs Andrews, recalling the days, not too long ago, when she braved snow and cold over Dakota prairies with horse and buggy. Often having to walk to keep from freezing.

Today, wrapped in the same fur robe, she comfortably sat in the little aircraft piloted by her son, and marveled at the beauty which snow covered prairies had from aloft.

Andrews says, "Every rural area should have at least one rural flier and an airplane, until the time comes when every farmer will own a plane, as he does an auto."

**FLYING FARMERS - - - Send your PICTURES, NEWS ITEMS and WANT ADS in to the Dakota Flyer Now!**

### FARM FAMILY FLY BOYS TO SCHOOL

Bruce and Bob Stevens, sons of Mr and Mrs Everett Stevens, Cogswell, N. D. are flown into town by either their mother or father every week.

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 their car and even the horse has been obsolete. Their ski equipped airplane which they bought to use for summer vacation trips, has proven to be a valuable useful farm implement.

The Stevens flew rural mail, groceries, and the neighbors' children to school. The Stevens' farm airport adjoining their farm has three sod runways and one hangar.



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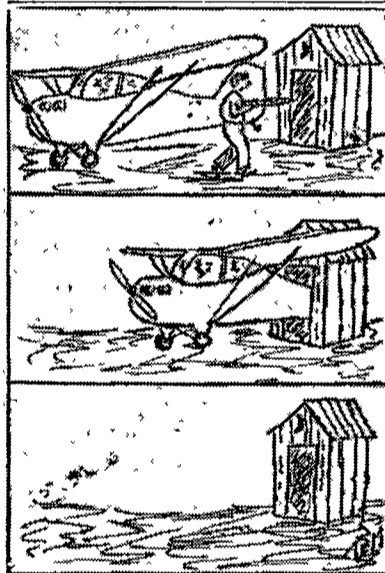
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STORAGE

PAGE FOURTEEN

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CALLAIR 1947 Model. Demonstrator With Only 80 Hours Total Time Always Hangared, \$4,400.00. Dakota Flyers, Wyman Field, Mott, N. Dak.



Denver, Colorado

Dear Editor:

I received your first issue of the DAKOTA FLYER. It struck me as being a well compact aviation magazine. Want to wish you the best of luck

VEST AIRCRAFT & FINANCE CO.

Don W. Vest

Billings, Montana

Dear Editor.

We received your copy of the new DAKOTA FLYER and I must say it is certainly a very nice paper.

I'm sorry we didn't get any news to you but we did have your letter on the desk to be answered and it went up in smoke with everything else The fire did a complete job

Best of luck.

GILLIS FLYING SERVICE

Al Gillis, owner

Carpenter, South Dakota

Dear Editor.

I would like more details on the NFFA Insurance plan described in the March issue of the Dakota Flyer

I own a Luscombe 8A, have been flying over a year I have joined the South Dakota Flying Farmers Association but as yet I haven't

joined the National organization.

W. Monroe Arne

Editor's Note: Complete details and literature may be obtained by writing your National Headquarters at Stillwater, Oklahoma However, it clearly states you must be a member of the National Flying Association before you are eligible under the reduced aviation insurance plan.

Northwood, North Dakota

Dear Editor:

Do we as members of the North Dakota Flying Farmers and Ranchers Association renew both our state and national dues annually?

I have misplaced my membership wings, and would like to know where I may write to get an additional pair.

Chester Offerdahl,  
Member N.D.F.&R.

Editor's Note: Every member of the state and national Flying Farmers and Ranchers Association must renew his membership every year. Payments are made to your state secretary or president

Additional membership wings may be secured by writing The National Flying Farmers Association, Herb Graham, Executive Secretary, Stillwater, Oklahoma.

DAKOTA FLYER

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