FIRST INTERNATIONAL AIR SHOW
August 11, 1948
Estevan, Sask., Canada

Voice of
Dakota Aviation
Get off to a flying start on business or pleasure trips... in winter or summer.

In a CESSNA. It's a year-round, cross-country performer with a cruising speed of over 105 m.p.h.—a range of more than 450 miles—a service ceiling of 15,500 feet and an 80-pound luggage capacity. Directional ventilation system makes possible heating the cabin for comfortable cross-country winter flying. What's more, with the Cessna patented, safety landing gear, you can take off and land safely in winds that ground most light planes.

The Cessna 140 is a fast, clean, 2-place craft, that delivers for only $3,345 (f.o.b. Wichita). The 120 is basically identical—minus starter, generator, battery, flaps and with less luxurious interior trim—and delivers for $2,845 (f.o.b. Wichita).

CESSNA 170
The low-cost, 4-place "Family Car of the Air." Easy to fly—economic to operate—plenty of room for the whole family (4 adults) plus luggage. Never before has such room, speed, comfort and utility been offered at any where near the same price. All-metal structure 145 H.P. Continental engine—over 130 m.p.h. cruising speed—400-mile range. See it.

CESSNA 190-195
Practical 4-engine personal or company workhorse. All-metal—affordable to own and operate. You get about 13 miles per gallon of gas! The 190 has a 240 H.P. Continental engine and cruises at over 150 m.p.h. The 195 has a 300 H.P. Jacobs engine and cruises at over 180 m.p.h. Both have ranges of over 700 miles.

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THE VOICE OF DAKOTA AVIATION

DAKOTA FLYER

Vol 11  August, 1948  No. 10

Published Monthly at the Office of the Conrad Publishing Company, Bismarck, North Dakota

The Cessna 170 is Cessna's present contribution to aviation's 6-place airplanes. It is of all metal structure—with high wing design. The 170 is powered with a 165 Continental Engine. A feature story on this aircraft will be found on page 6 of this issue.

CESSNA DISTRIBUTORS FOR THE DAKOTA AREA ARE:

DAX AVIATION — DICKINSON, N. D.
HUBBARD'S AVIATION — WATERTOWN, S. D.

Whether You Use Them or Sell Them
AIRPORT OWNERS—DEALERS
YOU'RE AHEAD EITHER WAY

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FOR AUGUST, 1948

Tailwind Tattler

IN COLORADO the new Travel-gram has been instituted by Western Union through the efforts of the State Division of Aeronautics. The special rate was set up for handling telegrams which notify your friends of a safe arrival following cross-country flights.

PARTNERS IN CLOVER, Francois Laughero and Jon Hall have taken in another partner, Robert Young. They operate Santa Monica's Clover Field and have just announced that they will become world distributors for a new type of hangar, The Clovered Quod Hangar.

TWO SOUTH DAKOTA men, Gall Cox and Elmer Bakken, are coyote hunters with or without a gun. Spotting a coyote from their light planes, the chase was on. The coyote tried quickly so they landed, instead the animal and killed it with a fence post.

1,000 ACRES OF WHEAT were saved, totaling some $3,000,000.00 as the temperature dropped to 28 degrees with the harvest only six weeks away. The airplanes from Fairfield, Idaho, flying at low level, raised the temperature about 3 degrees and created a wind that was just as important in preventing frost.

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

FRIED CHICKEN
FRENCH FRIES
Bart's Drive Inn
Municipal Airport
WILLISTON, N. DAK.

PAGE THREE
N. D. Gas Tax Amendment

As of midnight July 2, 1949, the deadline for the filing of the "Initiative Petitions" which propose amendment § 64 of the North Dakota Constitution there were 35,618 signatures returned on some 353 petitions Inasmuch as 20,000 signatures are needed to place this measure on the ballot it was decided to forego the November 3rd, 1949, ballot in favor of the next general election. The gathering of signatures will be continued until the 20,000 are secured so that the measure may be placed on the ballot at the next general election following the Nov.

Licenses Suspended

July 16, 1949, Phillip Victor Mayer was placed before the Civil Aeronautics Board at the hearing room in the United States Post Office Building, Bismarck, North Dakota, on the charge of violation of the Civil Aeronautics Board minimum safe altitudes for flight of an aircraft over other persons, vehicles or structures.

Phillip Mayer was the pilot of an aircraft involved in an accident last July 9, 1947, three miles east and four miles north of Baldwin, North Dakota. His passenger John Seven, of Bismarck was fatally injured when the aircraft crashed to the ground near Baldwin.

The evidence presented at the trial revealed that Phillip Mayer piloted the aircraft at an altitude as low as 100 to 200 feet in the immediate vicinity of the Joe Sarch farm near Baldwin. The Civil Aeronautics Board examiner ruled that such action on the part of the pilot was in violation of the minimum safe altitude regulations of the CAB and that if the aircraft was maneuvered at such a low altitude there would be insufficient height to permit maneuvering especially in turns.

The examiner indicated that the aircraft was in unworthy condition prior to the flight. The CAB examiner ruled that on the basis of the evidence introduced at the trial that Phillip Mayer was guilty of violation of Part 69 of the Federal rules and regulations of the Civil Aeronautics Board.

Mayer was fined by the CAB examiner by having his pilot's certificate revoked for a period of two years.

John A. Cannon, Regional Attorney, Civil Aeronautics Administration, Chicago handled the prosecution for the CAB. Witnesses were Mrs. and Mrs. Joe Sarch, Baldwin, Roy Walton, Orin Auch and Joe Loppimmer.

N. A. A. Airport Safety Campaign

During July the North Dakota Aeronautics Commission mailed the National Aeronautical Association Airport Rating Lists to all North Dakota airports. The Safety Advisory Council of the NAA has revised the requirements for awarding the "Certificate of Good Airport Operating Practice." In order to qualify for this award this year the airport must meet all of the basic NAA requirements along with a minimum of 20 of the additional desirable items.

In last year's safety campaign, 400 airports throughout the United States, of which ten were in North Dakota, met the requirements for the Certificate of Good Airport Operating Practice. The 1948 NAA award is a very fine appearing Certificate which every deserving North Dakota airport should have on display. All airport managers are naturally interested in safe operating practices. It is an opportunity to check your facility and receive personal recognition of your work. All completed reports should be mailed to the North Dakota Aeronautics Commission, Bismarck, N. D.

3rd election. At the moment we have the job. Just about half filled-in 3,000 petitions have been printed and circulated. We need about 400 additional petitions returned in order to complete the job. Your help in the past has been most sincerely appreciated. Let's finish the job.

Accident Report

Bend, N. D. - On June 19, 1949, Homer Smith of Beach, North Dakota, according to an accident report submitted by State Patrolman Holski Dietz, took a Piper Cub belonging to Dr. C.A. Brush of Beach and engaged in reckless low flying over several fishermen on Odland Lake, 7/4 miles north of Beach. William Upham was a passenger in the aircraft.

Smith housed the fishing boat until a very low dive of the propeller of the aircraft struck the water, the impact of which broke off both ends of the blade with a resulting crash of the aircraft onto the lake. The crash occurred about 200 feet from shore in 10 feet of water. The airplane sank almost immediately. Smith managed to save Upham who could not swim.

According to the violation report, Smith was flying Dr. Brush's plane which he had taken without permission. He also was carrying a passenger on a student permit which constitutes another violation. Smith also violated the "Unlawful Operation of Aircraft Provision of the North Dakota State Aeronautics Act which provides: "No person shall operate an aircraft in the air or on the ground in the water while under the influence of intoxicating liquor, narcotics or habit-forming drugs nor operate an aircraft in the air or on the ground in a reckless or careless manner so as to endanger life or property."

PAGE FOUR
S.D.A.T.A. Meet at Spearfish

Doctor Kenneth Bayne was guest speaker for the South Dakota Aviation Trades Association meeting held at Winner, South Dakota, on July 12.

Mr. Bayne talked at some length with regard to the various chemicals used in crop spraying, including DDT, Xyloplane, and Chlorophene. He briefly discussed the amount of spray mixture to be used on various crops and under various conditions, the effect of the same, etc. He advised that the people in the crop spraying industry, particularly those crop spraying, must educate the farmers on the beneficial results of the same. He stated that, according to several experiments, the best results have been obtained by making a forty-foot swath from a distance of approximately ten feet above the ground thus practically eliminating the possibility of design from drift. He also advised that it had been proven that an airplane could spray a town for a cost of approximately $10.00 per family.

Mr. Bayne spent some time regarding the spraying of cattle and other animals, the scale used, results obtained, etc. In conclusion, he stated that the two main rules to follow in aerial crop spraying, in his own opinion, would be:

1. Do a good responsible job of applying the spray mixture, and
2. Do a good safe job of flying.

At the request of Don Murphy, it was decided that the next meeting would be held at Spearfish, S. Dak., on Monday, September 13.

Licenses Suspended

The Civil Aeronautics Board reported in a recent news release that the private certificate of pilot Wayne S. Wollman, N. Dak., was suspended for a six-month period. This action was taken because the pilot violated the Civil Aeronautics Act, and engaged in flying in the vicinity of Williston, below the minimum altitude prescribed.

At a public hearing held at Fargo, N. Dak., on June 30, the Civil Aeronautics Board suspended the Student Pilot certificate held by Palmer B. Kimbro for a period of ninety days.

FOR AUGUST, 1948

S. D. A. T. A.

Minot Holds Pilots Barbeque

Sunday, July 13—Human interest, thrills and color at the pilots' barbeque kept more than 2,000 spectators catered to at the Minot airport.

Sixty-two pilots—six from Canada—flew their craft of all types and descriptions to the airport for the event which opened with a barbecue starting at 11 a.m. and continued with a program and contests in the afternoon.

Prizes were awarded as follows:

To Alvin Officer, Ryder, for the first pilot to arrive and for first place in the balloon boating and streamer cutting contest, to Bruce Wright, Williston, N. Dak., oldest pilot, to Ken Nitzel, Estevan, for the quickest take-off, 180 feet, to Marvin Larson, Plaza, for the private plane spot landing contest, to Joe Sogala, Minot, for the quickest take-off with a plane loaded with four passengers, to Virgil Norstroem, Minot, for the spot landing contest, territorial planes, to Leonard Haulenbeek, Lamont, Minot, of the plane coming the greatest distance.

An Estevan pilot, flying a 1938 Gray Mop, copied the pass for the oldest plane to arrive and a number of other prizes were given in various contests.

Max can do more things in the air than birds can—but that's no reason he should be careless.

That sums up the viewpoint on flying by Bruce Wright, Williston, who at 62 got an award in Minot Sunday for being the oldest pilot present at the program at the airport.

Wright has been flying since 1928. He started with an old Jenny of World War I vintage. He has never had an accident. And as an instructor he's rated as "touchy" but he denies any intention of being such—he just wants his students not to be careless.

However, between 11,000 and 12,000 is the number of hours of flying Wright has done.

Wright has his own field at Williston, conducts a flying school and sells aircraft.

We'd Like You... To Meet

Herald G. Vavra, Acting Director
North Dakota Aeronautics Commission, Bismarck, N. D.

Harold has been associated with the aviation industry since November, 1941, when he was engaged by the Aeronautics Division of the Minnesota Honeywell Regulator Co., Minneapolis, Minn., as a production engineer assigned to the task of developing mass production methods for the manufacturing of aviation electronic instruments.

In March, 1942, he was assigned by Honeywell to the Boeing Aircraft Company, Seattle, Washington, to supervise the installation and flight testing of one of the first electronic instrument autopilots to be installed on the Boeing B-17 Flying Fortress.

This equipment was known as the type C-5 electronic autopilot which was designed to play a very important role in all precision bombing undertaken during World War II. The C-5 autopilot was installed in all B-17's, B-24's and B-29's flown by the Army Air Forces.

July 1, 1947, Vavra became associated with the North Dakota Aeronautics Commission as airport engineer. After the resignation of R. A. Noad, Director of Aeronautics, he also assumed the duties of Acting Director of the North Dakota Aeronautics Commission.
N.D.A.O. Meeting at Dickinson

Piper, Airplane Builder, Says Girls Can Influence Flying

Friday, July 6, the North Dakota Aviation Operators Association held a meeting at Dickinson, North Dakota. Heading the list of speakers were William Piper, manufacturer of the Piper Cub airplane; Donn Flower, sales manager of Crown Aircraft Corp.; Donald Thompson, senior inspector of the Civil Aeronautics administration, and Harold Vavra, acting director of the Aeronautics commission, Bismarck.

Donn Flower advocated the group of 30, stressing the need for those in aviation business operations to "sell flying, as well as airplanes." Mr. Flower advocated more instruction in cross-country flying for private pilots, and said that it was the operators' duty to "build up a desire to go places by planes." He said, "We must get the airplane in use, get people to talking about it and set a good example."

Girls definitely influence and help the development and progress of private flying," William Piper pointed out that for women, hate and flying are similar. If one woman has a new hat, all the women will want one. He said, "If one girl starts flying others will want to start too. Soon all the girls will be out at the airport. If the girls are out there the boys will want to be out too, as all we have to do is talk the girls into it."

He also stressed that private flying isn't exclusively a young man's field, explaining that older people are more equipped for aviation because they have the available time and funds for flying.

Piper considered used cars for the feeder to use to go to town, very important to airport operators. He also stated that low priced, used airplanes were needed to plant the seed of desire, then the pilot would buy a more expensive plane as time went on.

J. C. Lupensskys, president of the N.D.A.O., conducted the meeting, and Dan Waterfield, Secretary-Treasurer of the group gave his report. Editor, DA-KOTA FLYER, acted as master of ceremonies at the dinner served at the Villard Hotel.

Aviation Law Enforcement

A two-day law enforcement school was held July 24-25 at the State Capitol at Bismarck, North Dakota. Approximately 20 members of the State Patrol along with several county sheriffs, attended the school. Flight demonstrations were held at the Bismarck Municipal Airport of the various violations of flying regulations most common in the law enforcement field. The law enforcement officials were instructed on the proper procedure in the investigation of aircraft accidents and filing of complaints in accordance with the 1947 Session Laws.

William Piper

Donn Flower

Piper, Airplane Builder, Says Girls Can Influence Flying

Federal Aid Airports

Twenty-seven North Dakota communities have been allocated federal-aid funds to construct, improve or enlarge their public airports. The total amount of federal-aid airport funds allocated to the twenty-seven communities is $495,000 on the basis of 50% of the allowable land acquisition costs and 50% of other allowable construction costs.

The largest airport improvement project is Hector Airport, Fargo with $82,000 of federal-aid airport funds earmarked for expansion of their airport. The smallest, scheduled project is Eflandale Municipal Airport with $1,500 of federal-aid funds allocated.

All twenty-seven North Dakota communities have the airport sites selected while 44% of the twenty-seven North Dakota Communities have completed the engineering and survey. Ten communities have completed the land acquisition of their airport. Eight of the communities have indicated that their share of the funds will be available.

The first federal-aid airport in North Dakota to finish all plans and actually receive a grant agreement from the Federal Government, which really is the green light for the start of construction, was West Fargo, North Dakota. West Fargo Municipal Airport with a federal grant of $6,000 should be under construction soon.
"Hello Ladies"—From now on every month I would like to have a column here just for us. (The men get too much attention anyway, but of course we won't mind if they take time to read our column too. Maybe they'll learn that woman are more capable than they have always thought.) Each month I'll try to have some news of what woman have done in the past, and are doing now, for aviation.

At Beach, N Dak, the other day, I met a woman who described perfectly what many wives must be thinking. She said that if she goes with her husband to an air show or breakfast flight, she not only feels out of place because she is the only woman present, but everyone thinks that her husband is henpecked because she "drives along". Yet, she doesn't want to miss out on all the fun—and why should she? A woman has a right, and a duty, to go to the air shows with her husband. What about it? Let's make it our business to attend the air shows with the men and show them that it will be a lot of fun for them to have us with them.

Maybe we could even form some kind of club for women pilots and the wives of pilots, so that while the men have their meetings and conventions, we could be in the next room having a meeting of our own. It would be a nice way to get acquainted with each other, don't you think so? Also it would provide a golden opportunity for us to form a sort of study club. You know the men seldom bother to discuss airplanes and their aviation problems with us because they think we don't know enough about it to carry on an intelligent conversation. Could they be right? Will you, let's get together and learn a little more aboutetails,Span, and the humans we all love—aviation.

If you like the idea of forming a club for women—why don't you write and tell me? (The men can write and tell me what they think of the idea, too, since they're the ones who'll gain by it in the end.) If enough of you seem to like the idea, we'll see what we can do to get the group organized.

By the way ladies—this is to be your column. It is dedicated to you, the wives of pilots—and especially to you—the women pilots of North and South Dakota. Please send in your news and views. We'll publish them, and don't forget—I'll be waiting for those cards and letters.

"Goodbye now. Be with you again in September."

"WE MUST ALL PUSH TOWARD ONE COMMON GOAL. A FUTURE IN AVIATION FOR WOMEN"—Wm. Piper

SUGGESTIONS
WE'D LIKE YOURS

The Dakota Flyer is published for YOU, the businesswoman in aviation. It is published to serve your needs—

- In getting non-airminded persons interested in knowing what you at home are doing.
- Any suggestions which you may have at any time will be welcomed, any criticisms will be appreciated. The editors try to select for publication articles which they think you'll find valuable.
- If there is some subject we have missed, please drop us a line and let us know when we visit your airport.

The DAKOTA FLYER
Dickinson, N. D. -- Box 624

FOR AUGUST, 1948

Gentlemen's Corner

Miss Darlene Leverman, age 19, started flying in Mott, North Dakota, in August 1945, while she was still in high school. She received her Private License in September, 1947. To date Darlene has 66 0 hours accident-free to her credit.

Darlene, a sophomore at the University of North Dakota, is very interested in music—especially the piano. Selected "Miss Dakota Flyer" in 1947, Darlene is now vacationing at her home in Elgin, North Dakota.

EDITOR'S NOTE. This column, similar to "We'd Like You to Meet" or to appear monthly. It is written especially for the gentleman who may find it interesting to know that women ARE capable as pilots.

CROSS COUNTRY PILOTS
Stop at
Airport Lunch
JAMESTOWN, N. D.

Zack Monley has dedicated his time to the advancement of private aviation. The 18,000,000 readers are currently getting lots on air marking. Lack of our marking is a pet peeve of Zack's at present.
THE CESSNA 170

The Cessna 170 is one of the most pleasant airplanes to fly and ride in that you can imagine. It represents one of the best combinations yet of the three basic ingredients which private owners want: good flight characteristics, comfort, and performance.

If you go out to fly one parked among a group of 140's you may not spot it at first. But really you see it. 'Those little, larger, and sharper, not a little taller, just a little longer. But as you get closer it begins to grow, until up close it becomes you as a rather large airplane. That impression is heightened when you open the wide door, for the cabin is a roomy one, and treated with the same neatness as the 170. There are doors on both sides and both front seats slide back on a track. It is easy to get into, and after you do pull your seat forward until it is latched in the most appropriate notch for your leg length, there's plenty of room for the passenger to pass between the back of your seat and the year of the wide door. The rear seat is several inches wider than a 140 and its removable back has the same adjustment for angle that the 140 has. The baggage compartment is larger than the 140's and is behind the rear seat with shelf above. It will hold 3 large suitcases, the shelf two Seated in the front or rear, you will find more than adequate head room and leg room as well.

The only noteworthy difference between the 140 and 170 cockpits is in finding that you have more gas in the 170. You can tell this by the left. You have, for cruising and landing purposes 171 gallons or four hours with about a thirty minute margin, cruising at 2100 rpm.

The engine, a Continental 8.8 rated 145 h.p. at 2700 r.p.m. and normal cruise at 2300 to 2400 r.p.m. with a redlined maximum of 2500. With the McCauley prop it turns around 1200 on the ground.

The only thing worse in that particular manner of preparation takeoff is to let the trim tab indicator correct for the load you have. This is because the stick forces are fairly high and if you trim for a speed much below or much above what you want to climb at you'll have to push or pull on the wheel rather firmly to get or hold the speed you want unless you re-trim in the climb. Actually, that's what you're probably going to do anytime, so it is in good right off from start thinking of the airplane as a trim job airplane, and that you're going to use that tab a lot in flying it.

As you level off, you might as well start trimming nose down, whereas the back pressure on the stick will build up rapidly due to the airplane's wanting to nose back up to the climb speed for which it was trimmed. LEVELED off, trimmed and turning 2400, with the nose riding well up, you find the speed setting right in the middle between 120 and 125, even though you're then 2000 feet above sea level at close to standard temperature Cessna's cover figure on this airplane is 125. It's easy enough to get an accelerated takeoff but can't get this airplane to 125, but you can get this airplane down. That's the speed at which country flying starts looking about 100 more sense.

The next thing you're likely to notice is the low, coma level and how free of vibration the ship is. You aren't long concluding that there's an airplane in which you could ride away day without getting washed. Now what pleasure in an airplane if it isn't like that?

From this point you're ready to consider flight characteristics, but already you've been unable to avoid getting some sort of impression of them. For instance, even though the flight was in rough air, you couldn't help but be aware of the fact that the ship had mighty little roll to it, and had pronounced longitudinal and directional stability. It is characteristic one of those airplanes that if you put it in some attitude it tends to stay there. All this comes from the fact the ship has an extra long tail and in addition quite generous tail surfaces together they do for just what the feathers on an arrow do—a steady, steady flight.

At 70 the airplane has quite a gliding radius, and holds its speed rather closely. Your tendency on the first landing will probably be to put the flaps down a little late. When they are first put down the airplane tends to nose up slightly for a second and then goes back to its usual speed. At any rate, spins down and around 45, the descent isn't exactly flat but on the other hand it isn't quite what you usually expect out of full flaps.

But to make the landing—you can get on a lot of "A's" to put in your log book. Just one of these airplanes that you'll want, then get the flare down some without any gun in altitude, and after that it almost lands itself. You find yourself putting on just the slightest bit of pressure just before it touches. If you try to make any more work than that out of the landing you tend to land slightly tail first.

Flying the airplane solo, of course, gives it a 10 lb. break and it practically takes to the air from a standing start. At 70 the rate of climb is from 1,000 to 1,200 f.p.m., and seems as if you're going practically straight up.

When you try to cruise, light the way, and wash the apron you begin to wonder if this is one of those airplanes which flies may be not a few miles an hour faster loaded than light. There have been a few it is crossed by the fact that the front is set back, on the relative wind when the wing is at the angle of attack that goes with a full load. Lightly loaded the front is moving along slightly nose down compared to the full attitude.

As for as the 170 is concerned this would be only wish, but at any rate of 3000 it seemed much more inclined to indicate 120 instead of the 125 it is showed with full load.

Climbing on up for some stalls your already favorable impression of this airplane is going up on too. In the power stall, stalling cruise, the main indication is the exceedingly pull it takes on the wheel to achieve a stall, the extremely high nose position, and the small buffetting just at the stall. The breaks are rather slow, the ship remains stable laterally and there's full aileron control as the nose sinks down. If you pull up a little faster, enough to really get it good and stalled, the nose goes down faster, of course, and farther.

(Continued on Page 14.)
Dear Editor:
Your magazine is really getting around. I advertised for a flight instructor, and got one from New York through your paper.

Sincerely,

LYLE BENZ
Northwood, N.D.

Dear Editor:
Just a few lines to let you know how much my wife and I enjoyed the convention at Passeendel. It's the first Flying Farmers convention I have ever been able to attend although I have been a member for some time. I'm already looking forward to next year's convention.

The people of Passeendel and members of the Flying Farmers are a good bunch of people. I'm sending you a picture of myself and my family in front of our Taylorcraft.

Yours truly,

Chester Offerdal

Editor's note: Thank you very much for the picture. We certainly would like to print it, but it is too small.

Sincerely,

Bob Wells, Operator

Stop at Border Aviation
MUNICIPAL AIRPORT
Langdon, North Dakota
LUSCOMBE - PIPER
AIRPLANES

For August, 1948

Over My Desk

Hazen, N.D.

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MUNICIPAL AIRPORT
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LUSCOMBE - PIPER
AIRPLANES

For August, 1948

Anticipating Weather

Meteorologists at weather stations are always glad to go over the latest reports and to advise pilots regarding the chances of flight along a predicted route. At a smaller field, where there is no weather station, there is always a telephone, and a call to the nearest station will get the desired information.

In the United States the general movement is west to east, and a flight in that direction usually is moving with the weather. An east to west flight will find more rapid changes, and conditions will become better or worse depending on what is reported in the line of flight.

Certain types of weather can give the small plane pilot a nasty time. A low pressure area is treacherous and the pilot should note from the sequence reports how rapidly the pressure is lowering. A fast pressure drop indicates that a severe storm center is in the making, and it would be wise for the pilot of a small plane to stay out of the whole area.

The wind velocity should be examined along the route and especially near the destination. High winds mean that extra refueling stops must be planned. Landing will be difficult in high winds and dangers of the winds are nasty.

During the summer months thunderstorms are a possibility anywhere in the United States, and the small plane pilot should avoid them like plague. Early prediction of thunderstorms is difficult, but meteorologists can tell within certain limits when conditions are right for their formation. They are frequent along western fronts, and summer afternoon thunderstorms may occur when there is a deep layer of humid air. The building up of high cumulus clouds frequently will forecast the development of the severe thunderstorm cumulo-nimbus.

Another factor to be watched on the weather sequence is the proximity of the temperature to the dew point. When they are tending to meet, precipitation can be expected in the form of fog or rain. In the late afternoon the cooler air may speed up the tendency and it would be wise to stop short of an area where ceilings may be closing in.

W. H. Hesse
Cruising Around Our Airports

Yankton, S. D.—Our year round restaurant continues to be a welcome sign to many transient pilots and local hangar fly-ins, who are also the life of any party and naturally all showed up with blue ribbons for our RAMP DANCE on June 26.

There were about 250 present when one of our local boys ordered a rain so we moved the piano inside. Oh well, BANGAR DANCE are just as much fun.

Some people are just determined to get ahead. In the case of Leo Larson and Floyd Hegler, a commercial ticket is on the blue horizon, and they got it by using their newly purchased Lancair.

Every so often the airport is pleased with some beautiful female face. This time it's Nancy Gueney, taking instructions on their 1948 Station Wagon Spencers at 1946 Simonon Station Wagon. Carley Tyra of Syndell, S. Dak., has a new blue one we will see him at the next Flying Farmers convention.

Everything is nice and quiet down here now. The ship is in its new location on the east Hangar, and the wind sock that blew down in a recent windstorm has been replaced with a sky hook which.

Jamescown, N. Dak.—Walking in to the office of the Smith Flying Service you will find a slight change in the scenery — and we’re not talking about the new paint job on the walls. No, sir — it’s a redhead, just out of school, who is replacing Blanche Pedersen. Blanche has decided to give her whole-hearted efforts to humanizing and dividing her time between the Airport and home Patricia Jacobs is the new secretary’s name and we know you’ll find doing business with her a pleasure.

A familiar face again is seen in the shop is Jim Parkhouse and we are glad to have him back. Joe replaces Walker Peters, whom most of you know. Walt has gone back to the farm in Isle, Minnesota. Another back-to-the-farm boy is.

Lloyd Toftner. The old faces have been replaced by Lloyd Broadhead from Breckenridge, Minnesota, and Richard Naumann of Terrivik, N. D.

Huron, S. Dak.—Three local GI’s started a crop spraying venture here this summer with an Aerovox B-7. Champion, equipped with a Sevley-Sorensen sprayer. They have been very busy and are providing very satisfactory service to farmers in this community.

On Saturday, June 26, three polo players and several other interested parties (the horses were not among the interested parties) who served by art arrived in Huron from Milwaukee, Wi., to attend the polo game played on Sunday, June 27. The party included a Navion flown by Dr. Hess and a Cub Cruising, painted by Mr. House, of Presque, South Dakota — at the well-attended air show here on June 26. Dakota Aviation Company was first place in the two-place short take-off contest with their new 80-h.p. Aerovox Champion. First place in the four-place short take-off contest also went to Dakota Aviation Co., with the new Aerovox Sedan.


Ruger Hoodckson entertained the spectators with a Bushman acrobatic act, and Joe Park of Sioux Falls, S. Dak., “Cut a few capers,” in his new Navion.

Well, it’s back to the home port for new, but we’ll be “Cruising Around Our Airports” again until September.

PAGE TEN

NASAO Meets at Colorado Springs

The National Association of State Aviation Officers from 21 states met at Colorado Springs, Colorado, July 6 and 7th to discuss the activities of the organization during the past year.

Following discussion of the G.I. flight training program and Public Law, 88th Congress, by which funds were appropriated for the activities of the Veterans’ Administration for the fiscal year 1948, the NASAO went on record by concurring on the following resolution:

“The National Association of State Aviation Officials reaffirms its previous policy and the activities of its officers in support of the Veterans’ Flight Training Program. It further offers its cooperation to, and urges its members to actively cooperate with, the public, the veterans, the Veterans’ Administration and the flight school operators to the end that the intent and purpose of the Congress in providing a sound flight training program for all veterans who are entitled to such training be fully accomplished.”

The group heard reports by President Cornish and A. B. McKinley, Executive Secretary on aviation legislation passed by the 89th Congress.

Several pilots crack up each month while “Buzzing” their homes. The family gets a great show, but they probably don’t enjoy pulling the pilot’s body from the wreckage.
**To Patent Model Invention**

Elmer G. Wood, Freshman at the School of Mines, Rapid City, S. D., and sev'nteen year old boy and model airplanes, has recently had his patent accepted for approval.

Wood conceived the idea two years ago, and that the main object of the device is to provide a special Y-controlled device for manually controlling the take-off and landing of a captive plane and to simulate the flight of a full-sized airplane.

![Elmer G. Wood](image)

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**5-Church Sky**

When the folks in half a dozen Lutheran Churches in western South Dakota want to enthuse, they look towards heaven. And, right on schedule, the Rev. Norval Hegland will be heading for the church's own air strip. When the roar of the plane motor dies, the service begins. It was almost a year ago that the young minister began what must be the most unusual parish in our Upper Midwest. The high school youth of South Dakota raised the $3,000 to buy the Mighty Crusader plane.

The pastor's wife and children are not veteran's. In fact, the baby not yet one year old has more flying time than most adults in the world.

"I conducted five Sunday services on five churches," said the enthusiastic young pastor. "Preached, sang, Morristown, Shoshone, Revall, in the one day. At Chariton, we took two days for the five, but the weather wasn't so good."

Only once in almost a year has service been canceled because the 20 kg payload's plane didn't appear. A plane steward stopped that one flight of the five churches—and a sixth at Newell soon is to be added—has been canceled.

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**Pilot Moves Fast**

constructed his own red-fliuged landing strip.

Part of Rev. Hegland's three schedule reads like this: "Sartel 9 a.m., Forestell 11 a.m.; Morris-town 2 p.m.; Newell 7:30 p.m., first and third Sundays."

On the second and fourth—Newell, Rosebud, and Slim Buttes hear the roar of the engine as the flying pastor approaches.

Rev. Hegland took flight instruction in Miles City and Plenty Wood, Montana, and received his Private Pilot license on Aug. 22.

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We are particularly interested in trading for some two-place airplanes, Aeronca Champions preferred.

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FOR AUGUST, 1948
"Aviation Information"
Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

AFTER AN ACCIDENT

Preservation of Wreckage, and
Making Official Reports Are Pilot's Responsibility.

The Civil Aeronautics Regulations require an immediate report in person, or by cable, to the FAA or the CAA when there is serious injury or death, or when there is reason to believe that the accident resulted from improper design. A written report must be made in the CAA in all such cases, and also in any accident which results in damage rendering an aircraft unserviceable. If the pilot is incapacitated, the crew must furnish the report.

If it is necessary to move the damaged plane, it should be done with the minimum possible disturbance to the aircraft and its parts. Prior to such movement, a record of the original position and condition of the wreckage (as complete and accurate as possible under the circumstances) should be made unless the damage is to public safety a matter of such urgency that no delay whatever is necessary. Protection of the wreckage may be a difficult task, and the assistance of Police authorities should be secured as quickly as possible. People have an invariable desire for observing a plane crash in Maryland last year, a man was found carrying away a wheel hub from a plane. There have been cases where spectators have set fire to damaged aircraft by carelessness.

Immediate and accurate reports to the insurance companies are important. Listing companies need the name and address of all persons who are injured or killed, and the names of the aircraft and the insurance companies. The damages and values of the insurance companies are not always reasonable and will help in the handling of any claims which may result. It is the owner's responsibility to protect the wreckage from further damage, to remove damage to the aircraft as soon as they are not liable for any additional damage which results from the owner's neglect to protect the wreckage.

FIELD RULES

Pilots who fly out of a certain airport that has not been designated by Airports Association (CAA) or the CAA, in the case of an aircraft that is not associated with the airport, should not be tempted to show-off, too, if it were not for the man who was sure that the field is a general law. Caution is best up any pilot who is guilty of low flying in one of the planes. I believe we cannot - continue high and fast and port the strictest rates for the smart-aleck pilot but the airport operator can try to keep low flying.

Every airport should have a printed or mimeographed set of Field Rules. They can specify the multi-color chart that the pilot that in that vicinity is to consider a rare event. Some airport managers (and area Penalties) should be set up for violation of the Field Rules as well as for breakage of CAA regulations. The penalty for unnecessary low flying could be suspension of flight privileges for thirty days on the first offense, and permanent cancellation of airport on second offense.

Did you ever notice that the airport which got looped and set up a raded set of rules, as the most popular in the neighborhood? A cozy operator who is afraid to demand safe flying is even regarded as a sleepy manager.

Don't miss the advertising value of an attractive printed set of Field Rules. They can specify the charges for rental of aircraft, and for instruction, as well as points on other facilities which are available to the pilot in the vicinity.

The printed rules should also lay down the conditions under which a ship will be rented to a pilot. It is of the utmost importance to show a printed set of rules and point them out to everyone, as no one is to report them verbally when the pilot is eager to be.

Occasionally a check flight will reveal that the prospective renter is not qualified to fly the ship he wants. Then the operator has an opportunity to sell some instruction. Poor flying pilots are poor business, and profits have a way of following the operators who insist on safe flying.

DAKOTA FLYER
3rd Annual Flying Farmers Meet

Highlighted by the WDAY Hay-loff Jamboree, the Flying Farmers and Ranchers Association held their Third Annual Convention at Fargo, N. Dak., June 24 and 25.

About 75 planes arrived in the early part of the day and a free lunch was served to all the visiting flyers and their guests. An educational program on tillage, haymaking, and weed control demonstrations were conducted by the Wells County Soil Conservation District.

The evening was devoted to an air show and aircraft parade with several new types of aircraft being demonstrated. The WDAY Hayloff Jamboree, broadcasted over WDAY, had approximately 1,000 spectators present.

Completing the entertainment for the first day was a dance at Festi-val Hall.

The second day of the convention began with the election of officers, and was followed by speakers including H. G. Vavara, acting Director, State Aeronautics Commission; Bert A. Hanson, Secretary-Treasurer of the National Flying Farmers Association; Carl Thompson, Editor, DAKOTA FLYER; Ralph Hansen, Editor, DAKOTA FARMER; Everett Welch, Tom Leta-son, andרוד Klassen of Wells, Minn.

H. G. Vavara, who spoke on the subject of State wide Elevator Air Marking, informed the group that the Aeronautics Commission sent lists to 80 Line Elevator companies representing about 650 Ele- vators in North Dakota. He reported that replies to the letters were very gratifying, and that the project was now being seriously considered. He also said that when the project was once underway, from 10 to 12 per cent of the elevators would be marked per year.

Bert A. Hanson, Vernon Center, Secretary-Treasurer of the National

Flying Farmers Association reported and outlined the NFPA Insurance pro- gram, which is now in force.

The Secretary reported that a total of 90 were registered at the con- vention. He also reported that the present membership in the associa-tion stood at 155 with 30 members being delinquent for a period of time from six months to one day. He also reported that if the 130 members, 11 paid had only the National dues and 56 members paid their State dues only.

Resolution adopted by the 1948 convention included: "To extend the rip ofPesendorf and Wells Coun-ty Extension agent a vote of thanks for the excellent program, the fine arrangements and the many courtesies and hospitality." "To support the North Dakota Civil Aeronautics Commission for their consideration and action in the Eleva-tor Air Marking program." "Com-men the North Dakota Radio Sta-tions for their Flying Forecast and that consideration be given to make these forecasts on every day in the week."

"Support an unfunded measure to allow gas money for the use and de-velopment of North Dakota Aeron-au-tics." "That consideration be given by the National Flying Farmers Board of Directors to include as honorary members of the National Association the Governors, Com-missioners of Agriculture and Sec-urities of State Aeronautics Com-mission." "That the outgoing presi-dent be made a member of the di-rec tors for the following year."

Leland Brand extended an invi-tation to Carl Thompson, DAKOTA FLYER, new publisher and owner of the DAKOTA FLYER magazine, to at- tend the Board of Directors meet-ings of the N.F.F.A.

Piper Guest at Beach Barbeque

William Piper, manufacturer of the Piper Cub Airplane, was at Beach Sunday, July 11 for a Beef Barbeque at the airport. After the Barbeque the local and visiting pi-lots reminDED to Wednesday with some westward bounders. Mr. Piper, with a slightly small cowboy hat on, tried his hand at applying the hot 12-iron of the Pat Murphy herd.

Mr. Piper expressed his appreci-ation for the hospitality shown on his second trip to North Dakota. His first trip was only two weeks previous to this one.
FOR SALE—1940 Wall Jacobs Wind Electron Charger Grant extra heavy 10 batteries 35 volt iron, Easy Spindly washer 200 Amp arc welder, one 1/4 horse motor, 50 ft. wood-en tower, and 350 ft. heavy wire Charger, batteries and washer under three years old Richard Day, Motif, N. Dak.

FOR SALE—PT-19 Rawdon batch. Falco won's #3 condition $1,000.00 Cliff Banks, Washburn, N. Dak.

FOR SALE—Two 1946 Aeronca Champions, licensed, May 1948, 250 hours and 200 hours respective Falco and Engines, A-1 condition, always hangared Prayed to sell 193 First Ave N, Jamestown, N. Dak.

FOR SALE—1946 Taylorcraft for sale Excellent condition, privately owned and always hangared Plane and radio. Write for details Howard Tringal, Route 2, Cokato, Minnesota.

THE CESSNA 170—
(Continued from Page 3 down, but there's still no reversal of salesmen The main thing to remem-ber in connection with stalls that you reach from a moderate zoom to-wards the left is that strong ten-dency of the airplane to seek its trim speed. Hammering these with a zooming trim you get down to 50 or slightly below as the nose gets down, so when you ease off for a recovery you are in effect giving the airplane its trim when it's going 45 or 55 m.p.h. and it's trimmed for 120 trim speed, so if you don't watch and hold the necessary back pressure on the wheel you'll get into an unnecessarily prolonged recovery drive which will obviously over-shoot the 120 considerably do keep it once you've eased off a little

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NITE-CLUB AND RESTAURANT ON FIELD
STINSON-CESSNA-AERONCA
Dealers
For the answer to the question of what they think of the 120, many of the purchasers want to see the airplane at least 500 miles away, but you can't satisfy everybody in any business, and the main thing is to be sure you satisfy a majority The 170 is certainly going to have no trouble doing that for if it is smooth, steady, good performing airplane, which it is, and you make it go, you can have a plane that pilots would like to fly, rather than baggage or passenger weight and they figure that just enough people would overload the airplane on hot days and on small fields to injure the reputation of the product.

Most people believe only half of what they hear—the worst half

DAKOTA FLYER
Welcome to Canada

1st. INTERNATIONAL AIR SHOW

WEDNESDAY, AUGUST 11, 1948

We have made special arrangements with the Customs and Immigration Officials to be at airport to give you satisfactory clearance to and from Canada.

A Hearty Welcome to Our American Flying Friends

Royal Canadian Airmen and Equipment
Contests - Spot Landing - Short Take-off, Etc.

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