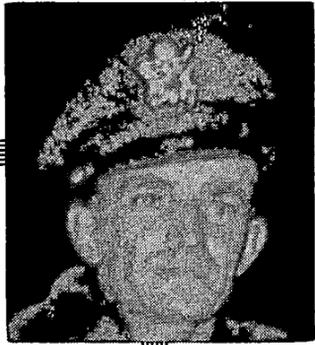


Dakota Flyer

DECEMBER, 1948

20c



Major Richard "Dick" Johnson
Acclaimed by Gov. Fred Aandahl, "The Fastest Man on Earth"
Story on page ten

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"THE VOICE OF DAKOTA AVIATION"

DAKOTA FLYER

DICKINSON, NORTH DAKOTA

Vol. III. December, 1948 No. 2

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Advertising and Circulation.....Ella Thompson
Associate Editor.....Marie Gress

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CIVIL AERONAUTICS ADMINISTRATION

Fifth Region

ITINERARY FOR DECEMBER, 1948

Dec. 7—Tues.....Wright Field,
Williston, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 8—Wed.....Port O' Minot,
Minot, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 9—Thurs.....Municipal Airport,
Devils Lake, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 14—Tues.....Municipal Airport,
Jamestown, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 15—Wed.....Municipal Airport,
Bismarck, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 16—Thurs.....Worth Field,
Dickinson, N. Dak..... Aircraft, Flight and Written Exam.
Dec. 21—Tues.....Municipal Airport,
Grand Forks, N. Dak..... Aircraft, Flight and Written Exam.

Written Examinations may be taken Monday through Friday of any week at 209 Walker Bldg., Fargo, N. Dak. Aircraft Inspections and Flight Tests at Hector Field, Fargo, N. Dak., may be secured by appointment only.

Third Region

AVIATION SAFETY DISTRICT OFFICE No. 8

Dec. 2—Thurs.....Municipal Airport,
Sioux Falls, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 6—Mon.....Municipal Airport,
Huron, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 9—Thurs.....Municipal Airport,
Aberdeen, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 13—Mon.....Municipal Airport,
Huron, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 20—Mon.....Municipal Airport,
Huron, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 22—Wed.....Black Hills Airport,
Spearfish, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 23—Thurs.....Halley Airport,
Rapid City, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 27—Mon.....Municipal Airport,
Huron, S. Dak..... Aircraft, Flight and Written Exam.

Gentlemen's Corner



Jessie Sinclair is a cute little miss that had the fortune of having a sister Mrs. O. R. Aslakson a pilot before her. She started her flying career in the summer of 1947 at her home in New Rockford, North Dakota.

Miss Sinclair's education dates back to College at Jamestown, N. Dak. and after graduation spent the next two years teaching school. Like many a young person she had dreamed of the day she could pilot her own plane. So through the efforts of her brother-in-law she achieved the first goal by soloing at New Rockford, N. Dak. This of course, lead to many more hours in the air. Disregarding the idea of teaching school, Jessie moved to Jamestown to become a telephone operator for Northwestern Bell Telephone Co. She continues to be active with her flying career at the Jamestown Flying Service. As a hobby she enjoys photography but urges a great many of her girl friends to take an active interest in flying.

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STATE AERONAUTICAL NEWS

For North Dakota

1949 Aircraft Registration

NORTH DAKOTA 1949 AIRCRAFT REGISTRATION SIMPLIFIED

The 1949 application for registration of North Dakota aircraft will be in the mail December 1, 1948. According to Harold G. Vavra, Acting Director of the North Dakota Aeronautics Commission, the aircraft application blanks will be mailed to all airports and to the present registered owners of aircraft. 1949 registration will be greatly expedited by the new system effective immediately. The application forms mailed to individual aircraft owners will be completely filled out in accordance with the State Aeronautics Commission records, therefore each owner need only sign the application form and return same with the enclosed registration fee. Only owners of new or used aircraft, not previously registered with the Commission, will have to execute a complete form.

The aircraft registration fees are in lieu of personal property taxes with 75% of the funds being returned to the county of the regis-

trants' residence. The County Treasurer in turn pays out the funds to municipal airports operating within the county. The funds are to be used for airport improvements, maintenance or construction. According to Harold Vavra, in January 1949 the Commission will send the county apportionment checks for the entire 1948 collection year. During 1948 the Commission registered some 848 North Dakota aircraft.

The State aircraft registration law is similar to the motor vehicle laws in respect to the registration deadlines. Every aircraft shall be registered once annually on or before January 1, 1949. If the 1949 registration fee is not paid by May 15, 1949 a penalty is attached amounting to ten cents per day for the first 15 days and \$2.00 for each 30 day period or fraction thereof not to exceed 150 days.

All new or used aircraft not previously registered with the Commission must be registered 30 days after they were first flown within the airspace of the state.

Weather Safety

The North Dakota Aeronautics Commission in a meeting at the State Capitol considered several newly proposed aviation bills to be submitted to the North Dakota Legislative Research Committee and officially set forth the 1948-1949 air safety regulations pertaining to pilots flying aircraft in the hunting, killing and taking of predatory animals. The Aeronautics Commission ruled that "low flying waivers" will be issued to flyers for hunting predatory animals only after the applicant has secured an aerial predatory hunting permit from the State Game and Fish Commissioner. Hunting by aircraft of predatory animals involves flying below the established

500-ft. minimum altitudes set forth by State safety regulations. All pilots undertaking aerial hunting must secure a low flying waiver from the Aeronautics Commission which will be issued to airmen having the proper experience qualifications. In order to help insure the safety of the pilot and for the protection of the general public, the Commission ruled that every pilot desiring to hunt predatory animals by aircraft shall have at least 400 hours of total logged flying time as an airplane pilot of which at least 200 hours shall have been devoted to flying an airplane or airplanes of substantially the same type as the airplane to be used for aerial hunting and at least 30 hours shall have been devoted to flying the airplane within six months immediately preceding the application. According to the

Commission the "low flying waiver" does not constitute authority to the individual flyer to fly below minimum prescribed altitudes over property, the owners of which have not granted permission, nor does a waiver entitle the pilot to endanger the life or property of persons on the ground. During the 1947 predatory hunting season 50 "low flying waivers" were issued.

(Turn to Page 8)

WEATHER SAFETY

Operating airplanes successfully in really cold weather requires knowledge of cold weather facts. All kinds of things can happen to planes in the sub-zero temperature of the Arctic or even of our northern state during winter. *Gremlinis borealis* has nothing to do with these troubles any more than *gremlinis tropicanus* causes wasps to plug up gas tank vents. The troubles are real and generally can be prevented. Records of the State Aeronautics Commission show a great variety of accidents and near-misses during severe cold. According to Harold G. Vavra, Acting Director, Aeronautics Commission, a booklet entitled "Cold Weather Safety" will be mailed to all of the North Dakota airports in order to promote an air safety program for the forthcoming winter months. The cold weather safety booklet covers the many subjects relating to safe operation of aircraft. Included are:

1. Winterization Service Changes of Aircraft.
2. Preheating Engines.
3. Engine Priming and Starting.
4. Fuel Flow Restriction.
5. Aircraft Ski Installations and Operation.
6. Frost Formation in Flight.
7. Cold Weather Use of Carburetor Heat.
8. Instrument Flight in Contact Weather.

Additional copies of these booklets entitled "Cold Weather Safety" may be had by mailing a penny post card to the Aeronautics Commission, Bismarck, North Dakota.

EDITORIAL

Air Education

I am reminded of a little story of several children at a country school who had built a small model aeroplane. They were particularly interested in the camber of the wing, its chord length, the airfield nomenclature, and of greatest interest was if the center of gravity was in the right place. As one of the little boys drew back his arm to launch his model on its maiden flight the school bell rang and very disgusted one of them was overheard to say "Nuts, now we have to go in and string some more of those damn beads."



Carl Thompson

Air education must fit boys and girls for their place in the world with rapidly changing social institutions, economic foundations, and political arrangements. In the early seventeenth century sixty-two days were required to cross the Atlantic. Now the time required has been reduced from sixty-two to a mere ten hours. Any location on earth can be reached from any one place in the United States in sixty hours.

The challenge of youth in our public schools today is indeed a threat to our present educational systems. The revolutionary influence of aviation is now recognized by laymen and has its affects upon local, and national way of life which can be a factor in preparing young people to live intelligently in an ever-changing society.

The study of air age education offers a great many opportunities for vocational and non-vocational student. Students should be informed of the possibilities of the aircraft industry. Many commercial companies are now utilizing the airplane as a part of their business, and as development continues 99 per cent of airplanes in the United States are non-airlines. If we are to assume leadership in the new air age then we must give our leaders of tomorrow an understanding of the principals that make flight possible.

Air educational is a broad movement that is effecting the lives of every human in the world. It should therefor effect our whole educational system from kindergarten through college. The responsibility of this instruction is with our present teacher organization, it is something to be handled with existing courses and can be capitalized on widely and freely with the achievements and developments of the air age.

There is a wealth of instructional materials available in the form of books, magazines, films, pictures, bulletins, and graphs. The Educational Consultant of the Civil Aeronautics Administration has just released a list of over forty air education articles for free distribution to our public schools. The problems of the air age are so urgent that schools should respond promptly and vigorously to take advantage of a rare opportunity to influence, guide, and participate in shaping an emerging era. Young people require a thorough introduction to unusual political, social and ethical issues—local, national and international—which aviation has raised.

New Airport Directory

Each year, the personal plane is becoming increasingly popular as a profit-making machine of business. Salesmen, store owners, professional men, public service people, farmers and countless others in the business world to-day are finding the airplane a short-cut to greater sales and higher income. For those pilots who enjoy the utility of a plane, those businessmen who want to see how it is done, and all those interested the "DAKOTA FLYER" is currently making a new and different type of Airport and City Directory, covering North and South Dakota. As completely as possible this directory will include Airports, Operations, Personal Services, Hotels, Restaurants, Taxi's and many other

Tailwind Tattler

UP IN THE AIR WEDDING was performed at Philip, S. Dakota, as Miss Georgia Hoyt became the bride of Richard F. Jipp. The couple were married by Judge H. L. Brown and witnessed by the brides mother and Pilot Don Burns as the airplane circled over Philip, S. Dak.

Miss Hoyt is a flight instructor at the Hoyt Flying Service, and is a graduate of Spartans School of Aeronautics. Mr. Jipp is an operator at the CAA communications station.

The wedding service was heard over plane-to-ground radio by the wedding party on the ground.

AIR FORCE RESERVE OFFICERS, Airline pilots are offered active duty on the Berlin airlift.

NORTHWEST AIRLINES came to the rescue as Eaton's at St. Paul, Minn., planned their first annual sale. They advertized it heavily, but as the sale day approached their shelves were bare. The Buyers were blocked by a trucker's strike. Then came Northwest Airlines to the rescue. Latest styles were rushed to St. Paul overnite, and continued to keep stocks up during the 10 day sale. Result: Business tripled over any previous event.

LIFE IN THESE AIR MINDED UNITED STATES. In 1948, 111,442 aircraft were registered in the U. S. that is five times as many as 1938. Another interesting key note is the number of people using the airlines. 24,300,000 or ten times as many as 1938.

things of interest to pilots. Every pilot in North and South Dakota will be mailed a copy by January 1, 1948.

Flying Farmers, Airport Managers that have any information that will make this directory more complete are urged to send it in at once. Advertising rates are extremely low. You are urged to send in your advertisements at once to: DAKOTA FLYER, BOX 624, DICKINSON, NORTH DAKOTA.

Official

STATE AERONAUTICAL NEWS

For Montana

Cessna 195 Best In Rugged Country

The recent Air Force decision to buy twelve Cessna Model 195 liaison planes was based on testimonials by twelve of the leading bush pilots in Alaska, who stated that the 195 was the best lightplane available for rescue work in rugged country, whether on wheels, skis or floats. Cessna still has no firm contract from the Air Force for the 195's but the contract is now in negotiation.

Montana Aero Chart

The Montana Aeronautical Chart and Airport Directory, which has been produced by the Montana Aeronautics Commission is now off the press and ready for distribution. The map carries a western atmosphere in character with the state it portrays. Some of the outstanding features included on this map are: Sectional chart detail at one a world chart scale. All Flying Farmers fields that were listed with the aeronautics commission are identified by a Charlie Russell Buffalo skull, a number and the owners name. Forest Service landing strips are shown as well as the lookout towers which are air marked. All radio facilities are complete and up-to-date and include frequencies and call letters of local broadcasting stations.

The back of the map is bordered with mileage scale in such a way that any portion may be folded over to measure distances on the face. Some of the other features to be noted on the reverse side of the chart are, the state airport directory, rules for mountain flying, an operational altitude chart, and picture by Charlie, Russell.

Base operators throughout Montana, as well as those operators in bordering states who desire, will be distributors for this map. The cost of each chart is 75c. Distributors will be given wholesale price in

lots of twenty five or more maps.

Maps will also be available from "DAKOTA FLYER" Box 624, Dickinson, N. Dak. for individual use. Send 75c along with your next year's subscription.

AIRMARKING PROGRAM

The Montana Aeronautics Commission is continuing to promote an air marking program in the state with an ultimate goal of all towns on the map being marked. In order to accomplish this aim, they must depend on the cooperation and assistance of each individual community through a spirit of progressiveness.

With the advent of increasing flying, there is a need for skyway marking to be equally as important as the highway road signs during highway development. No community would think of allowing a high-

way to pass through without having a sign on the road telling the name of the town. By the same token, no community should be without an air marker. It has a two fold purpose, namely, to promote aviation and the local airport as advertisement, and serve as an aid to navigation for civil pilots.

As the program now stands, there are a total of 73 air markers in the state which meet with State and Civil Aeronautics Administration standards. Of this number the CAA financed 19, the state financed 31, and 23 local communities financed their own. Since it is impossible for the state to finance all the markers from available funds, the larger towns are urged to finance their own markers.

All communities which are interested in having an air marker kindly contact the Montana Aeronautics Commission, located in Helena, either by letter or in person.

Seeding by Plane Successful

The Bureau of Land Management, Dept. of the Interior, has been conducting experiments in seeding crested wheat grass by plane, which have demonstrated that aerial seeding can be accomplished for about two dollars per acre, far less than if the seeding was accomplished by previous methods.

The spring of 1947 marked the

first widespread experiments, when 20,000 acres were seeded by the "earth pellet" method. (the seeds are encased in earth before being distributed by plane). An additional 13,000 acres were planted with the untreated seed. About 15,000 acres are being planted with untreated seed this fall. The work is contracted to private airport operators.

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DAKOTA FLYER

"Aviation Information"

Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

"TUNE UP FOR WINTER"

Airplanes which are used less frequently than once a week should be given storage treatment. Corrosion attacks internal surfaces of the motor within a few days time if they are not protected.

For temporary storage, it is recommended that a mixture of lubricating oil and a corrosion preventive compound be sprayed into each cylinder through spark plug openings. This should be spread to all surfaces of the combustion chamber by pulling the propeller through several revolutions by hand.

When it is anticipated that a plane will be out of service for several weeks, it is also advisable to spray the oil and corrosion preventing mixture into the carburetor as the switch is cut and the engine slows to a stop. Exposed metal parts should be covered with corrosion preventive oil. Engine manufacturers can supply detailed directions for the best procedures to protect their engines.

Engines which have been given corrosion prevention treatment must have the spark plugs removed and cleaned before the engine is started. While the plugs are out, the engine should be pulled through several revolutions to loosen any sticky spots and to remove excess oil.

Wooden propellers and fabric surfaces will dry out and crack if they are subjected to excessive heat. They should be kept away from radiators if stored in a heated hangar. Propellers should be left in a horizontal position.

Winter operation requires a special technique for trouble-free flying. Most of the smaller airplane engines will operate better in winter if the front opening in the cowling is closed by a metal plate or with doped fabric.

Carburetor heat must always be used when the air temperature is under 50 degrees, and it is usually advisable under 70 degrees if the humidity is high. Thorough warm

up is essential in the winter time because a cold engine may quit when the throttle is eased back after take off.

"IT'S CARBURETOR ICING TIME AGAIN"

Fourteen out of every hundred accidents to non-air-carrier aircraft result from powered plant failure. Carburetor ice is responsible for many of these crackups, especially on humid days in the fall of the year.

The first indication of ice in the carburetor is usually a loss of power. By the time the engine slows down to a point where it can be noticed by the pilot, the ice may be so thick that it cannot be melted, even with full carburetor heat. Ice formation must be anticipated and full heated used before any moisture has a chance to accumulate and freeze.

The air expands within a carburetor and produces a cooling action similar to that in a refrigerator. The drop in temperature may be 40 or 50 degrees below the temperature of the outside air. When the air is moist, some of the water is squeezed out by the cooling and collects within the carburetor. If the resultant temperature is below freezing, the water will freeze to the inside of the carburetor and choke off the supply of air and fuel to the motor.

"ICED UP ON THE GROUND"

A pilot wrecked some fence posts and his plane the other day because he did not realize how easy it is to ice up without ever leaving the ground. A warm rain had been pushed on by a fast moving cold front, and the weather suddenly turned clear and bitterly cold. The pilot was eager to be on his way and taxied out for a quick take-off before the puddles had a chance to freeze. The spray from his fast taxiing through the puddles froze instantly and the plane became so loaded with ice that it never did get off the ground.

A coat of frost on the wings reduces lift and changes a plane's

aerodynamic characteristics. Frost must be wiped off carefully or the plane should be moved into a heated hangar long enough for the frost to melt and dry.

Taking off into a rain or drizzle when the temperature is near freezing is another foolhardy procedure unless the plane is equipped with de-icing equipment and the pilot is thoroughly familiar with the performance of his plane, under icing conditions. Ice is one of the most treacherous of all aviation hazards and the pilot must make every effort to avoid it.

6th Annual Aviation Clinic

DETROIT — The 6th Annual Aviation Clinic was held at Detroit, Michigan, October 18th through 21st, 1948. Again as in previous years bills of policy on fundamental national aviation problems were introduced before the Clinic for discussion and action. Some of the more important bills which were considered and acted upon by the members of the Clinic are as follows:

1. The delegates voted for enlargement of congressional appropriation to use up the full amount of \$500,000,000.00 allocated under the original Federal Airport Act within the seven-year period during which the fund is authorized to be spent.
2. Private flying bills of policy were endorsed furthering the development of light aircraft. The bills approved also included development of shoulder harnesses and improved visibility for light private aircraft.
3. A bill providing a \$5,000,000.00 Federal Aid Air-marking program was approved by the group.
4. The delegates of the 6th Annual National Aviation Clinic approved the full development of the air ROTC units potential in colleges and universities.
5. A bill endorsing cross-country type of pilot training was considered with the delegates approving same. The bill generally endorses the newly developed type of cross-country pilot training and urges its general adoption throughout the country.
6. The delegates recommended the removal of the federal taxes of 15 per cent on transportation of per-

(Turn to Page 9)

**We'd Like
You . . .
To Meet**



Al Smith is already known in most parts of North and South Dakota as he operates one of North Dakota's finest flying schools.

He started his flying as a hobby in 1932 at Willmar, Minnesota. He continued it as a hobby until he entered the Army Air Forces in 1942. There he was assigned to the Glider Division and later obtained his Commercial and Instructors ratings. He was then transferred to the Reserves and became an instructor for the War Training Services.

In the spring of 1945 Al started the Jamestown Flying Service at Jamestown, North Dakota. At that time he had only one instructor and one airplane. Slowly he began

"IF ONLY"

It would be fun to fly a plane, if immelmans were banned.
If only when you had your flight, you didn't have to land.
If only slow rolls could be made in straight and level flight
If only you could get your "wings" and yet not fly at night
If only when you made a loop you didn't stall on top
If only under instruments your airspeed didn't drop
If only someone, slightly mad, had not been caused to think
And with distorted humor, made the Aeroplane, the LINK.
If only you could make steep turns without a loss of height
If only in a spin the plane would set itself to right.
If only on cross country trips the plane would keep on course
If only ground school were unknown, and no such thing as Morse
If only all these things could be, I'd make an open bet
If only I could keep her straight, I'd be a pilot yet.

WEATHER SAFETY

(Continued from Page 4)
ers" were issued to North Dakota airmen engaging in aerial hunting.

The Commission endorsed newly proposed legislation which would permit aviation mechanics, aviation operators and aviation dealers to secure a lien for repairs or labor on aircraft. The proposed bill amends the present North Dakota mechanics lien law so as to include aircraft. The Commission approved a bill which would establish a State Airways System in the interest of public safety in air navigation.

Harold G. Vavra, Acting Director of the Aeronautics Commission gave a report to the Commission members on the operational features of the Canadian Air Ambulance System. According to Vavra the Air Ambulance has been pioneered in the province of Saskatchewan, Canada. The Canadian Air Ambulance was originated February, 1946, with

building up his operation and expanded it to its present day status with complete Sales & Service and modern shop facilities.

headquarters located at Regina, Canada. Since its inception the Canadian Air Ambulance has flown a total of more than 1,500 individual emergency cases. The system currently operates with four aircraft, three full time pilots, three registered nurses along with office and ground personnel. The Saskatchewan Air Ambulance charges a flat fee of \$25.00 per patient regardless of the distance flown within the province. Verified charity cases are handled just as efficiently without charge.

The report is a part of a study being conducted by the Aeronautics Commission to determine if such an Air Ambulance is feasible or practical in North Dakota. Wesley E. Keller, Chairman of the Aeronautics Commission originally suggested a Dakota Air Ambulance back in May, 1948. According to Vavra final conclusions of the study have indicated a definite need for a Dakota Air Ambulance; however the Commission believes that private enterprise should be encouraged to foster and develop a similar dependable and well equipped service in this state.

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PICK UP AT BILLINGS ONCE A WEEK

Over My Desk



Dear Editor;

Here's my contribution to the "cause." Possibly your cartoonist can show these two airport pests, "Lew" and "Wings" crying in each others' beer to prove they are the most abused pilots in the world.

I'm a lawyer-pilot and my latest trip was last month to Seattle in a Luscombe Silvaire with another Luscombe Silvaire with another Legal-aviator from Rapid City. We attended the ABA meeting there.

G. W. Kunkle
Yankton, S. Dak.

Ed. Note. Nice to hear from Yankton, as soon as we find a suitable picture of "Wings" we'll draw that cartoon.

Dear Editor;

I am sorry to inform you that my connection with Dakota Skyways will terminate on Dec. 1, of this year. Believe me, my heart is still in aviation, and even though I will probably be associated with some other business, I shall put forth every effort in the furtherance of flying and its merits relative to safe and comfortable transportation.

Your publication the "DAKOTA FLYER," is I believe, the finest medium of reaching the public in general, and I am quite certain your arrangement of interesting articles and advertizing displays cannot be excelled by any aviation publisher.

Harry S. Faleide
Fargo, N. Dak.

At the start of the year there were 45 government-sponsored flying clubs in Canada.

The following letter was written to Mr. E. L. Graham, President of South Dakota Aviation Association. It carries such an impressive sales message that we reprint it for your general information.

Never underestimate the potential extra sales that can be yours if you'll just: "SEE 'EM AND ASK 'EM."

Whatever you may think of Mr. Truman—it is a fact that he worked harder to sell his product than his competitor. Even with a much smaller sales and advertising appropriation, he gave an example to every salesman in America. He wore out more shoe leather—called on more prospects—traveled more miles—made more presentations—than his competitor. Even when the opinion polls counted him out—when virtually every newspaper acknowledged his defeat—when practically every columnist wrote about "The Dewey Administration"—when many in his own party deserted him—he kept on selling—selling—selling!

The President—and the President-Elect—wanted to win—and he went out to "SEE 'EM and ASK 'EM!"

According to analysts, experts, etc.—it couldn't be done, but he did do it. As a lesson in personal salesmanship, as an example of human relations in action it can be stated safely that Mr. Truman's feat will not be soon forgotten!

Like a seasoned salesman, he talked to those who were not interested and showing them what he

had to offer interested them—he went to those who were not informed and with his own explanations of his proposition informed them—he went to those who were not informed and with his own explanations of his proposition informed them—he looked up those who were in doubt and submitted evidence in order that he might convince them—he called upon all those who were undecided and emphasized what he had to offer—and to those "postponers" who might have remained on the sidelines, he proceeded to dwell on the advantages of "buying now."

To discover the customers' interests, desires, preferences, and then to go and "SEE 'EM and ASK 'EM!"—that's damned important, and while you won't sell 'em all, you'll make sales!

Phil McKnight
Public Relations Director
Beechcraft Corporation.

STINSON SELLS TO PIPER

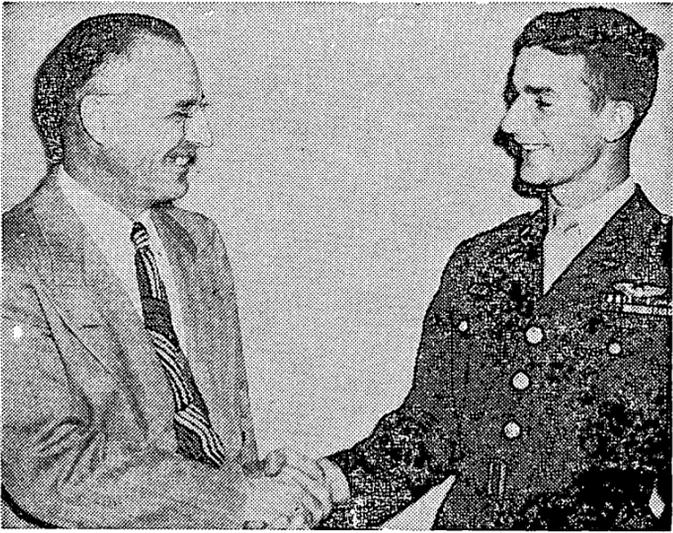
Effective December 1, 1948, the Stinson division located at Wayne, Mich., will be taken over by the Piper Aircraft Corporation. Essentially this means that the two of the oldest and finest names in aviation will be joined. Further, owners of Stinson aircraft will be assured of parts and service, as well as the continued production of Stinson aircraft.

6TH ANNUAL AVIATION CLINIC

(Continued from Page 7)
sons and 3 per cent on transportation of property. The Clinic group recommended the repeal of all transportation taxes since they are a substantial burden on air transportation and conducive to prolonging the present critical financial condition of the airlines.

In conclusion the 6th National Aviation Clinic considered a new Western Hemisphere Aviation Clinic which may be held in a southern city next year with delegates from all north and South American nations, invited to participate. An analysis of the 6th Annual Clinic in retrospect indicates that clinic procedure is ready for a "shot in the arm" such as a major change in international status if, the various branches of U. S. Aviation are to be expected to participate in another such future meeting.

"Dick Johnson Day"



NORTH DAKOTA'S GOV. FRED AANDAHL WELCOMES MAJOR RICHARD "DICK" JOHNSON BACK TO NORTH DAKOTA FOR "DICK JOHNSON DAY."—(Fargo Forum Photo)

Major Dick Johnson returned to Cooperstown on October 29 to spend a few days with relatives and friends. He was welcomed as only a true hero could be, by the people of North Dakota, for representing North Dakota in such an exemplary manner.

Dick was glad to be back, glad to see his many friends, but probably above all others he was glad to see Bruce Wright. Bruce Wright was the man that started this man on the road to aviation glory. Way back as early as 1935 Bruce gave Dick his first flying lessons in an old Travelair Biplane powered with an OX5-90HP engine. After he had built up some time solo, he and two other Cooperstown boys bought a home-made high wing monoplane that was powered with a model "T" Ford engine. Dick flew this aircraft for about thirty-five hours before they sold it. He laughingly remembers the times the home-made aircraft couldn't gain enough altitude to go over telephone wires so they had to fly under them. He hurriedly adds that he is glad aviation has progressed to the point where these unsafe practices are no longer necessary.

On Saturday, October 30 Major Johnson was honored at a dinner at the Masonic Temple at Cooperstown, North Dakota. At each plate

and proclaimed him the world's fastest man.

Skyways, Inc. sent invitations to all surrounding pilots to attend a breakfast flight to Cooperstown on October 30. Eighty-six airplanes arrived to attend the breakfast and air day celebration. Major Johnson was on hand to greet the visitors, and after carefully inspecting the field decided it was safe for landing a F-51 (Formerly known as North American P-51). He and Bruce Wright flew to Fargo and returned with the aircraft that Dick had flown to North Dakota.

At about 11:00 A. M. the North Dakota National Air Guard arrived with eleven F-51's and two B-26's. They flew in close formation over Cooperstown honoring the local speed record breaker. These airplanes are stationed at Hector Field, Fargo, N. Dak.

Dick Johnson then thrilled the crowds with a regal display of acrobatics and landed the F-51 at the small Cooperstown Field.

A great many prizes were donated by the local business firms for the many events of the day. These prizes were awarded to Bruce Wright, Williston, greatest Distance; Oldest Pilot, Thorval Stavens; Oldest Plane, Juel Thibedeau; First Arrival, a Talyor Craft from Sheyenne; Youngest Pilot, Earl Bloom; First Women Pilot to arrive, Barbara Loomis; Spot Landing, Vernon Johnson; Short Field Take-Off, Allen Linderman and Milt LaDue.

Major Richard Johnson is a test pilot for the Air Force. He returned to Wright Field at Dayton, Ohio on October 31.

was a favour with Major Johnson's picture and date. The program included a solo by Mrs. Roger Johnson, a piano solo by Mr. Oppergard, and Mrs. Quam lead the audience in a song "Welcome Home Dick Johnson." Tables were served by the ladies of the Eastern Star.

State dignitaries included Gov. Fred G. Aandahl, Lt. Gov. C. P. Dahl, Sen. William Langer, Sen. Milton R. Young, General Edwards, and officers from the C. A. P., R. O. T. C., Camp Grafton, and the University of North Dakota.

After the banquet was a public meeting where Gov. Fred G. Aandahl presented Major Dick Johnson a pair of diamond studded wings,



Teacher becomes student as Major Dick Johnson tells Bruce Wright about the intricate operation of the North American F-51.—(Photo by Norman Hoel)

Graham and Youngs Re-elected

The South Dakota Aviation Trades Association meet at Pierre, South Dakota on December 8, 1948.

Attendance at the meeting were led by such men as, Frank Trumbauer, Leonard Jurden and John Patterson of the 5th Region of aviation Safety Department of Kansas City, Mo. Also by F. W. Lunenburg and Chas. Haesacker of C. A. A. Branche office No. 8 and Frank Prather, Prather Motors; Fred Dosch Asst. State Weed Supervisor; Mr. Robinson of Armco Manufacturing Co; and Eldon Sornsen of Sevdv-Sorenson Aviation Inc.

Mr. Walt Ball of Dakota Aviation and chairman of the SDATA legislative committee gave a detailed report on the proposed tax and dealer's license law. These laws were patterned after the automobile license law, but after some discussion it was decided to delay action until a latter date.

Frank Trumbauer, Personal Flying Representative, reviewed many interesting and important suggestions for aviation operators. He stated that the cross-country program was discussed very favorable at the National Aviation Clinic in Detroit. The CAA is working out a program for apprentice flight instructors, where-by an instructor would present ten qualified trainees before he becomes a full-fledged flight instructor. This program if used would raise the standard of flight instructors in general. In conclusion, Mr. Trumbauer advised that his office is very desirous of getting ideas from the field. He urged all operators to send in suggestions they may have to offer.

Mr. John Patterson gave a very dynamic and interesting lecture on "Air Age Education." His principal points were that aviation is changing the social order, economic order, and international picture all over the world. Because the airplane is so important in world affairs and so much mis-information is put out with regards to accidents, etc., the students need to know of the common learnings and understandings with regards to aircraft and education. Further school students should know of the vocational possibilities in the field of Avia-

tion, and because of national security implications. We must have a "strong air arm." Mr. Patterson advised that the schools are ready for help from the local aviation operators. He also stated that the CAA has a film library of 250 subjects on Air Age Education, available free of charge.

Mr. Dosch spoke briefly on the use of 2-4-D and other chemicals in weed control, both by aerial and ground spraying. He advised this office is very interested in helping with aerial weed control as much as possible. He further announced that the State Weed Supervisor would hold a "Weed control day" at Aberdeen on March 15 and 16, and that shortly after the first of the year there would be a school conducted at Brookings, S. D. on weed and insect control. He urged all aerial spray operators to attend this school. It would last about one week.

Mr. Ed Graham of Graham Flying Service, Stevens, S. D. was re-elected President of the South Dakota Aviation Trades Asso. Also re-elected was Ed Youngs, Dakota Aviation, Huron, South Dakota, as Secretary-Treasurer. First, Second, and Third Vice Presidents offices were filled by Don McFall, Ralph Letellier, and Ray Wiles.

A banquet was served at the Legion building by the American Legion Ladies Auxiliary. After dinner speakers included Mr. Frank Prather, who spoke on Sales and Service. He compared the aviation business to the automobile industry, and felt that aviation was just about twenty years behind in their warranty policies, etc. In comparing the two industries he felt that a better customer-dealer relationship and the need for guaranteed used airplanes.

The second speaker of the evening was Mr. Leonard Jurden, who spoke on the increasing closeness of the relationship between the CAA and the aviation industry. Mr. Jurden also described some ways in which the CAA is trying to help the aviation industry, and some of the equipment which is being worked on for this purpose.

FLIGHT BREAKFAST AT EVERETT STEVEN'S FARM HOME

Chance passers-by who may have passed the Everett Stevens farm last Sunday morning might well have gasped and wondered if their eyes were playing tricks on them. There in the pasture were twenty nine airplanes of assorted sizes and color.

The occasion was a flight breakfast at which the Host and Hostess, Mr. and Mrs. Everett Stephens had 53 guests for breakfast who had arrived in twenty-nine planes.

These flight-breakfasts have become quite a hobby among the great number of increasing plane owners throughout the country, and is an indication of the growing interest in the light airplane as a valuable means of transportation for business and pleasure. When the various towns realize the need for and establish suitable landing strips and fields the light-plane will be a source of increased activity and profit to them.

TO NAME WILLISTON AIRPORT AFTER TWO WAR DEAD

Williston, N. D.—A municipal airport soon to be constructed for Williston, with the aid of federal funds, will be named after two Williston soldiers who were killed in World War II.

It will be known as "Sloulin field" municipal airport of Williston, after 1st Lt. Wesley C. Sloulin and 2nd Lt. Kermit Sloulin, sons of Mr. and Mrs. O. S. Sloulin, long-time residents here. Both had been members of Co. E, 164th infantry, North Dakota national guard.

Wesley Sloulin, of the U. S. air force, was killed when his plane went down as he was starting on a secret mission in Africa in January, 1943. All of his crew perished with him.

He was the first flier in North Dakota to receive the Distinguished Flying Cross, and had started his flying career at the local airport.

Kermit was killed on Guadalcanal in November, 1942, after he had been attached to the Grafton guard company. Both had been members of expert rifle teams from the 164th before enlistment.

Twelve Graduates at Lake Flying Service

Lake Region Flying Service at Devils Lake had a very busy month as ten pilots received their Private License and two Commercial Licenses.

Graduates of the Commercial Course included Kenneth Freeman of Devils Lake, and Ernest Hutson of Hayward, Wisconsin.

Graduates of the Private Course included Wilbert Waleria and Connie Sorvick of Devils Lake, John Watson and Vernon Lofton of Lakota, N. Dak., Harold Kulakowski of

Mandan, N. Dak.; Wendel Hanson of Bartlett, N. Dak.; Ralph Smeby of Oberon, N. D.; and Robert Ruppelilius, Virgil Slunker, Ernest Sarkilakti of Rolla, N. Dak.

Daniel L. Wakefield, manager of Lake Region Flying Service, Inc. stated that applicants for flight training are being accepted for Private, Commercial and Instructors courses. He further urged that applicants under the G. I. Bill of Rights make application immediately if interested.

PUSHING CROSS COUNTRY FLYING

A dangerous temptation for the crosscountry pilot is the urge to continue flying into increasingly bad weather. Every week or two the newspapers tell of some pilot who took off on a crosscountry flight and lost his way as the weather closed in.

This temptation is particularly treacherous to pilots who have recently secured their private pilot's license, and who are inexperienced at cross-country flying. Every student who is away from home wants to fly back at the first opportunity and show the folks what a good pilot he is. If the girl friend is a couple of hundred miles away, a cross-country flight seems to be an easy way to travel for a week-end visit.

The newly licensed pilot should follow the example of young birds, and make his cross-country trips in everincreasing circles. Weather can be forecast with reasonable accuracy for a fifty or one hundred mile flight, but a two or three hundred mile trip is almost certain to cross some change in the weather. Flying the weather should not be attempted until a pilot has had experience in locating land marks in limited visibility.

Scattered clouds need not stop a cross-country flight as long as it is possible to fly under them, or to maintain visual contact with the ground while flying between the clouds. The pilot must keep alert for any tendency of the clouds to fuse together and become a solid overcast. When that happens it is necessary to get down under the overcast, and the pilot must not get caught in the clouds as they close in.

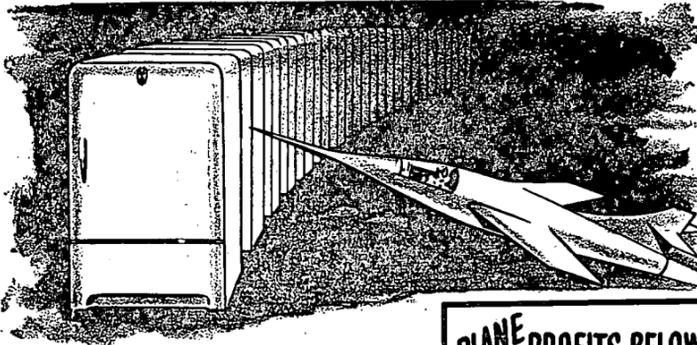
A lowering ceiling may bring with it a gradual restriction in horizontal visibility. Low ceilings and haze go together because they are both related to the amount of moisture in the air.

It is wise for the pilot to stay away from large bodies of water when ceilings are low and visibility is limited. A water horizon has a way of melting into the haze, and the pilot may find himself unable to tell which end is up.

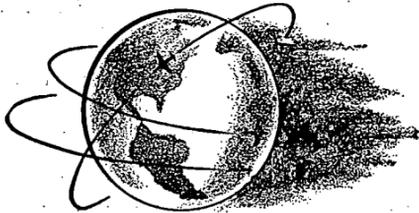
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PLANE VIEWS

from A.I.A.



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School of Engineering Reactivated

The School of Engineering, a department of the North Dakota Agriculture College has been reactivated according to Robert K. Wattson, Jr. who has been appointed to succeed Professor Paul Warsett, who had resigned, as head of the activity.

Mr. Wattson is very desirous to cooperate with aviation activities in the state of North Dakota to the maximum possible extent through consulting and promotional work.

The School of Engineering will in the future cooperate with the "DAKOTA FLYER" in bringing to its readers the latest in development and specific contributions to the advancement of aviation in the Dakota's.

Sprayers and Dusters You Are Welcome

To attend a short course in aerial crop dusting & spraying at the University Farm School, St. Paul, Minn.
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factor by a slight movement of the elevator control. In extremely rough air the safest procedure is to reduce the speed to the 'maneuvering' speed, as it is then unlikely for gusts to produce dangerous load factors.

"In conclusion, the good pilot al- mind:

1. Never exceed the placard, never exceed speed.
2. Violent use of controls should be limited to speeds below the maneuvering speed.
3. Controls should be used with caution for speeds above the maneuvering speed.
4. The maneuvering speed is the speed at which the maximum operational limits of the aircraft controls can be safely operated.
5. Slow down in rough air.
6. Don't make banks over 70°.
7. Never attempt inverted maneuvers such as snap rolls, slow rolls, etc., unless the airplane has been designed for acrobatics.
8. Always refer to the Approved Airplane Flight Manual for the operations limitations on the airplane (required for CAR 03 airplanes).

Air Force weathermen at White Sands, N. M., have sent a meteorology balloon to a record for such devices—120,000 ft.

In the summer of 1910 Army aviation included two officers, nine enlisted men, one airplane, one airship and three balloons.

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FOR SALE—LUSCOMBE SPECIAL 1949. Model 90 HP. 53 hrs. total Time. Always Hangered, metal Prop. \$2450. **GOLDEN VALLEY FLYING SERVICE,** Beach, N. Dak.

CHOICE GRAIN AND sock farm for sale in Clark, South Dakota. Terms. A. O. Nordseth, Box 295, Clark, S. Dak.

FOR SALE—Stinson 150 Voyager—460 hrs. Always hangered, 1947 model, good shape \$3750. **Golden Valley Flying Service,** Beach, N. D.

WORKING DRAWINGS Callair Snow Car, Use any aircraft engine, 65-125 Hp. \$5.00 Callair, Afton, Wyoming.

FOR SALE—1946 Luscombe. 150 hrs. on aircraft, 50 hrs. on engine. **KENMARE FLYING SERVICE.** Kenmare, North Dakota.

1947 LUSCOMBE 8E deluxe 85 H.P.; two-way radio, landing lights, starter and generator, seat covers, cigarette lighter, ash tray and wheel pants, total time 142 hrs. 1949 Ford F1 pickup with radio, heater, spot light, grill guard, overload springs, 6.50x16, 6-ply tires, V-8 motor. Purchased August, 1948, driven 2,000 miles. Price both \$4,675. **Arthur Dittmer,** Durbin, North Dakota.

FOR SALE—65 HP. Cont. engine, newly majored complete with Carb. & Mags. **USED AIRPLANE PARTS.** Wings for Taylorcraft BC-12D, 1946. Aeronca Chief, Aeronca TAL, Piper J3. **FAIRCHILD PT-19** 20 hrs. since relicensed in Sept., make us an offer or trade for light ship. **BISMARCK AVIATION CENTER,** North side Bismarck Airport, Bismarck, N. Dak.

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FOR SALE—One 4-place Stinson JRS with late model 240 HP Lyc. engine. Just re-licensed, Extra instruments & 2-way radio. Good upholstery & Covering. Extra Engine & Parts. ONE place Waco UPF-7 in good condition. Licensed until next May. Will sell the above aircraft reasonable or trade on four plow tractor, four bottom plow and press drill. **DUANE S. LARSON,** Fort Clark, North Dakota.

FOR SALE—Aeronca Champion, extra prop, and skis. All Bulettins complied with. Licensed to December '48. 75 Cont. Engine. Priced to sell. **A. P. Zeron,** New England, North Dakota.

FOR SALE—1947 Funk, 2 place airplane, 150 hrs, perfect shape. Price \$2750. Box 517, Bismarck, N. Dak.

NEW AIRPORT AT COLLINS

A new airport is under construction at Collins, S. Dak. It is located one mile east of Miller, and is owned and operated by Berrell Collins. Six multiple T-Hangers are also under construction. Mr. Collins is assisted by George Ice, local commercial and flight instructor. Landing facilities are now available and Standard 80 oct. gas. A service car will be available at all times.

First airways beacons in the United States were made from automobile headlights mounted in sets of four on wooden poles.

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1946 AERONCA CHIEF. Engine has 100 hours on it since complete overhaul. Total time on aircraft 590 hours. Has lights. A clean used airplane which has been well cared for..... **\$1380**

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