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

Voice of
Dakota Aviation
YOU ARE ALWAYS WELCOME AT...

WRIGHT FIELD
WILLISTON, NORTH DAKOTA

- PROMPT AND COURTEOUS SERVICE
- CALL US FOR HOTEL RESERVATIONS
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See us first - Years of experience in aviation enables us to take care of your aviation problems with expert care.
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In the shadow of the State Capitol

Grafton Aero Service, Inc.
Flight Instruction and Charter Service

CESSNA SALES AND SERVICE
Ray Koehmstedt, Operator
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YOUR U. S. & CANADA PORT OF ENTRY
55 & 91 OCT. GAS - 24-HOUR SERVICE

FORT PEMBINA AIRPORT
Pembina, North Dakota
CIVIL AERONAUTICS ADMINISTRATION

Fifth Region

ITINERARY FOR DECEMBER, 1947

Dec. 3--Thurs., Municipal Airport, Devils Lake, N. Dak...... Aircraft, Flight and Written Exam.
Dec. 4--Fri., Municipal Airport, Jamestown, N. Dak...... Aircraft, Flight and Written Exam.
Dec. 5--Sat., Municipal Airport, Bismarck, N. Dak....... Aircraft, Flight and Written Exam.
Dec. 6--Sun., Worth Field, Dickinson, N. Dak........ Aircraft, Flight and Written Exam.
Dec. 7--Mon., Municipal Airport, Grand Forks, N. Dak..... Aircraft, Flight and Written Exam.

Written Examinations may be taken Monday through Friday of any week at 300 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. 8--Tues., Municipal Airport, Sioux Falls, S. Dak..... Aircraft, Flight and Written Exam.
Dec. 11--Fri., Municipal Airport, Huron, S. Dak......... Aircraft, Flight and Written Exam.

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 enrolling 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 continued to be active with her flying career at the hometown Flying Service. As a hobby, she enjoys photography but regrets a great many of her girl friends to take an active interest in flying
Official Publication

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 immediately. The application forms mailed to individuals 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 1948 of the funds being returned to the county of the registrant's 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 1948 the Commission will send the county apportionment checks for the entire 1948 collection year. During 1948 the Commission registered some 949 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 1948 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 $0.50 for each 30 day period or fraction thereof not to exceed 100 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

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 temperatures of the Arctic or even of our northern state during winter. Gremlins borealis has nothing to do with these troubles any more than gremlins tropicales cause wasps to fly up on gasoline 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 sub-zero 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. Wintertime Service Changes of Aircraft.
2. Preheating Engines.
3. Engine Priming and Starting.
5. Aircraft Ski Installations and Operation.
6. First Formation in Flight.

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 airplane. They were particularly interested in the camber of the wing, its chord length, the airplane nosecone, 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 darn, hoses."

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 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 education is a broad movement that is affecting the lives of every human in the world. It should therefore effect our whole educational system from Kindergarten through college. The responsibility of this instruction is with our present teacher. It is something to be handled with existing course and can be capitalized on widely and freely with the advancements and developments of the air age.

There is a wealth of instructional materials available in the form of books, magazines, reference, 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 hobby, profit-making machine of business, salesman, store owner, professional men, public service people, farmers and countless others in the business world find flying their airplane a short-cut to greater sales and higher income. For those pilots who recognize the utility of a plane, those businessmen who want to see how it's 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, Personnel, Services, Hotels, Restaurants, Thea's and many other things of interest to pilots. Every pilot in North and South Dakota will be mailed a copy by January 1, 1948.

Floyd 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 with one to: Dakota Flyer, Box 111, Dickinson, North Dakota.

PAGE FIVE
Official
STATE AERONAUTICAL NEWS
For Montana

Cessna 195 Best In Rugged Country

The recent Air Force decision to buy twelve Cessna Model 195 basic planes was based on testimon-
iali by twelve of the leading bush pilots in Alaska, who stated that the 195 was the best lightplane avail-
able for remote work in rugged country, whether on wheels, skis or floats. Cessna still has no firm con-
tract from the Air Force for the 195's but the contract is now in nego-
tiation.

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 atmos-
phere in character with the state it portrays. Some of the outstanding features included on this map are:

- sectional chart detail in one world chart scale.
- All Flying Por-
mers fields that were listed with the aeronautics commission are i-
denfied by a Charlie Russell Buf-
falo shall, a number and the own-
ers name.
- Forest Service landing strips are shown, as well as the
lookout towers which are air mark-
ed.
- All radio facilities are complete
and up-to-date and include fre-
quencies and call letters of local
broadcasting stations.

The block 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 direc-
tory; rules for mountain flying; an
operational altitude chart; and pic-
tures by Charlie Russell.

Base operators throughout Mont-
ana, as well as those operators in
bordering states who desire, will be
distributors for this map. The cost
of each chart is 10c. Distributors
will be given wholesale price in
lots of twenty five or more maps.

Maps will also be available from
"DAKOTA FLYER" Box 624, Dick-
inson, N.D. for individual use.
Send the along with your next
year's subscription.

AIRMARKING PROGRAM

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

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 commu-
nity 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 pur-
pose, 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 75 air markers in the
state which meet with State and
Civil Aeronautics Administration
standards. Of this number the CAA
financed 30, the state financed 31,
and 14 local communities financed
their own. Since it is impossible for
the state to finance all the mar-
kers from available funds, the lar-
gest towns are urged to finance
their own markers.

All communities which are inter-
ested in having an air marker kind-
ly contact the Montana Aeronau-
tics Commission, located in Helena,
either by letter or in person.

Seeding by Plane Successful

The Bureau of Land Manage-
ment, Dept. of the Interior, has
been conducting experiments in
seeding crested wheat, grant by
plane, which have demonstrated
that aerial seeding can be accom-
plished for about two dollars per
acre, far less than if the seeding
was accomplished by previous me-
thods.

The spring of 1947 marked the
first widespread experiments, when
29,000 acres were seeded by the
"earth pallet" method (the seeds
were mixed in earth before being
distributed by plane). An addi-
tional 15,000 acres were planted
with untreated seed. About 15,
000 acres are being planted with
untreated seed this fall. The work
is contracted to private airport
operators.

Enjoy The DAKOTA FLYER

For only $2.00 per year

DEALERS - DISTRIBUTORS - OPERATORS
Take advantage of our low advertising rates

Write to

DAKOTA FLYER
Box 624
Dickinson, N.D.

PAGE SIX
"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. Corro-
sion attacks internal surfaces of the motor within a few days time if they are not protected.

For temporary storage, it is re-
commended that a mixture of lub-
ricating oil and a corrosion preven-
tive 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 se-
veral weeks, it is also advisable to
spray the oil and corrosion prevent-
ing mixture into the carburetor as
the switch is cut and the engine
starts. While the plugs are out,
be sure to check through several
revolutions to loosen any sticky spots and to remove excess oil.

Wooden propellers and fabric
surfaces on home-built planes
should be kept away from radiators if stored in a heated
hanger. Propellers should be kept in a box when not in use.

Winter operation requires a spe-
cial technique for those who are flying in cold weather. Most of the smaller airplanes
engines will operate better in winter if the front opening to the cowl ing is closed by a metal-plate of
with flaps, and if the engine is kept warm. Carburator heat must always be used when the air
comes in contact with the engine and is usually advisable when 70 degrees if the
humidity is high. Through warm

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

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

6th Annual Aviation Clinic

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

1. The delegates voted for en-
largement of congressional appro-
apropriation to use up the full amount of
$90,000,000.00 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 de-
velopment 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 Air-marking program
was approved by the group.

4. The delegates of the 6th An-
nual National Aviation Clinic ap-
proved the full development of the
BROTC unit potential in colleges
and universities.

5. A bill endorsing development of
car-trip, cross-country
flights and racing on a broader base
was introduced. The bill is
expected to have large
support. The bill

6. The delegates recommended
the removal of federal taxes of
$5 per cent on transportation of per-
sonal property.

FOR DECEMBER, 1948
We'd Like You... To Meet

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

He started his flying as a hobby in 1931 at Willmar, Minnesota. He continued it as a hobby until he enrolled in the Army Air Corps in 1942. There he was assigned to the GLE Division and later obtained his Commercial and Instructor 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 to expand his operation.

ROBERT L. FRADET
Parachute Rigger & Salesmen

PIONEER, IRVIN, SWITLIK PARACHUTES

Repacking Only $3.00 Each
Box 155—Columbus, Mont., or c/o Gillis Flying Service, Billings, Mont.

FIND UP AT BILLINGS ONCE A WEEK

Weather Safety
(Continued from Page 4)

"If only"

It would be fun to fly a plane if innumerable 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 hat.

ROBERT L. FRADET
Parachute Rigger & Salesmen

PIONEER, IRVIN, SWITLIK PARACHUTES

Repacking Only $3.00 Each
Box 155—Columbus, Mont., or c/o Gillis Flying Service, Billings, Mont.

FIND UP AT BILLINGS ONCE A WEEK
Dear Editor:

Here's my contribution to the "cause." Possibly your cartoonist can show these two airport posts, "Lew" and "Wings" crying in each other's arms 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 Silvairre with another Luscombe-Silvairre from Rapid City. We attended the ASA meeting there.

G. W. Kunkle
Yankton, S. Dak.

Ed. Note: Nice to hear from Yankton, as soon as we find a suitably lovely 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 advertising displays can not be excelled by any aviation publisher.

Harry S. Fabide
Fargo, N. Dak.

At the start of the year there were 46 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 ad 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 many in his own party deserted him—he kept on selling—selling—selling!

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

According to analysts, experts, etc.—it couldn't be done, but he did 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 explanation 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
Beachcraft Corporation.

STINSON SELLS TO FIFER

Effective December 1, 1948, the Stinson division located at Wayne, Mich., will be taken over by the Fifer 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.

STINSON SELLS TO FIFER

(Continued from Page 7)

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Phil McKnight
Public Relations Director
Beachcraft Corporation.
"Dick Johnson Day"

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 1910 Bruce gave Dick his first flying lesson in an old Travelair. Bruce had built the plane at home, powered it with a 50 HP engine. The night before he sold it. He laughingly remembers the times he had to fly under the wires as they had to fly under them. He humbly adds that he in glad aviation, has progressed to the point where those unsafe practices are no longer necessary.

On Saturday, October 30 Major Johnson was honored at a dinner at the Masonic Temple at Cooper- stown, North Dakota. At each plate was a favor from Major Johnson's picture and the program included a solo by Mrs. Roger Johnson, a piano solo by Mr. Opperman, 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 B. Young, General Edwards, and others from the C. A. F. R.O., F.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 with a pair of diamond studded wings, 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-five airplanes arrived to attend the breakfast and air day celebration. Major Johnson was on hand to greet the visitor, and after carefully inspecting the field decided it was safe for landing a F-51 (Formerly known as North American P-51). H2 and Bruce Wright flew to Fargo and returned with the aircraft, that Dick had flown to North Dakota.

About 11:00 a.m. the North Dakota National Air Guard arrived with eleven F-51's and two B-29'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 aerials and landed the F-51 at the small Cooperstown Field.

A great many prizes were awarded 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 Stevens, Oldest Plane, Joel Thibedone; First Arrival, a Tailgupper Craft from Sheyenne, Youngest Pilot, Karl Blison. First Women Pilot to arrive, Eastern Loomis; Special Landing, Vernon Johnson, Short Field Take-Off, Allen Linderman and Mill LaDue.

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

The South Dakota Aviation Tri-

dees Association meet at Pierre, 

South Dakota on December 8, 1948. 

Attendance at the meeting were 

held by such men as Frank Trum-

bauer, Leonard Jurden and John 

Patterson of the 5th Region of avia-

tion Safety Department of Kansas 

City. Mo. Also by F. W. Lounes-

burg and C. A. Branch's office No. 

8 and Frank Prather. Pedley. Morton, 

First Dacsh Avel State Weed Supervi- 

sor; Mr. Robinson of Acme Manufac-

turing Co. and Eldon Soronen of 

Seydy-Sorenson Aviation Inc. 

Mr. Walt Ball of Dakota Aviation 

and chairman of the SDATA leg-

islative committee gave a detailed 

report on the proposed tax and 

dealer's license law. These laws 

were patterned after the automo-

bile license law, but after some dis-

cussion it was decided to delay ac-

tion until a later date. 

Frank Trumbauer, Personal Fly-

ing Representative, reviewed many 

interesting and important sugges-

tions for aviation operations. He 

stated that the cross-county program 

was discussed very favorably at the 

National Aviation Clinic in De-

troit. The CAA is working out a 

program for apprentice flight in-

struction, where-by an instructor 

would present ten qualified trainees 

before he became a full-fledged 

flight instructor. This program if 

used would raise the standard of 

flight instruction. In conclusion, 

Mr. Trumbauer advised that there is a great deal 

of getting ideas from the field. He 

urged all operators to send in sug-

gestions they may have to offer. 

Mr. John Patterson gave a very 

detailed report of the seminar on 

"Air Age Education." His principal 

points were that aviation is chang-

ing the social order, economic or-

der, and international peace all over 

the world. Because the air-

plane is so important in world af-

fairs and medicine and education 

is put out with regards to accidents 

etc., the students need to know of 

the coming years and under-

standings with regards to: aircraft 

and education. Further school stud-

ents should know of the vacuum 

possibilities in the field of Avia-

tion and because of national sec-

urity implications. We must have a 

"strong arm." Mr. Patterson ad-

vised that the schools are ready for 

help from the local aviation opera-

tors. He also stated that the CAA 

has a film library of 150 subjects on 

Air Age Education, available free 

of charge. 

Mr. Doak spoke briefly on the 

use of 2-4D 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 Supervisors 

would hold a "Weed control day" 

at Aberdeen on March 10 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 Fly-

ing Service, Stevens, S. D. was re-

elected President of the South Da-

kota Aviation Trades Assn. Also re-

elected was Ed Yeomans, Dakota 

Aviation. Huron, South Dakota, as 

Secretary-Treasurer. First, Second, 

and Third Vice Presidents offices 

were filled by Don McFall, Ralph 

Letitzer, and Ray Wiles. 

A banquet was served at the Le-

gion building by the American Le-

gion Ladies Auxiliary. After dinner 

speakers included Mr. Frank Pro-

ther, who spoke on Sales and Ser-

vice. He compared the aviation 

business to the automobile indus-

try, and felt that aviation was just 

about twenty-years behind in their 

warranty policies, etc. In compar-

ing the two industries he felt that 

a better customer-dealer relation-

ship and the need for guaranteed 

used airplanes. 

The second speaker of the even-

ing was Mr. Leonard Jurden, who 

spoke on the increasing influence 

of the relationship between the CAA 

and the aviation industry. Mr. Jur-

den 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 STEVENS 

AIRPORT AFTER TWO 

WARM 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 Willi-

ston, after 1st Lt. Wesley C. Sloulin and 3rd Lt. Kermit Sloulin, sons of 

Mr. and Mrs. O. D. 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 to Africa in January, 1943. All of his crew perished with him. 

He was the first in North Dakota to receive the Distinguished 

Flying Cross, and had started his flying career at the local airport. 

Kermit was killed on Guam-

able to November 1942, after he 

had been attached to the Grafton 

group "pinky". "Boji," had been 

members of expert radio teams from 

the 164th before embarkation. 

FOR DECEMBER, 1948
Twelve Graduates at Lake Flying Service

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

Graduates of the Commercial Course included Kenneth Freeman of Devils Lake, and Ernest Rupke of Mayward, Wisconsin.


Daniel L. Wakefield, manager of Lake Region Flying Service, Inc., stated that applicants for flight training are being accepted for Private, Commercial and Instructor courses. He further urged that applicants under the G. 1 Bill of Rights make application immediately if interested.

PUSHING CROSS COUNTRY FLYING

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

This temptation is particularly dangerous to pilots who have recently received 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 pilot is in 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 ever-increasing 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 catch 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 fly at least 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.

MAC Service Letter,

DAKOTA FLYER
School of Engineering Reactivated

The School of Engineering, a department of the North Dakota Agriculture College, has been reactivated according to Robert E. Wattson, Jr., who has been appointed to succeed Professor Paul Wazen, 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.

FOR SALE

Sherwin Williams WEED-NO-MORE

in 5-gal. Barrels to be sold at a great saving to you.

Plan to rid your crops of weeds this next summer.

BUY NOW AT 40% OFF

Thompson Spray Company

Box 624 - Dickinson, N. D.

Mail Your Classified Ads to:

DAKOTA FLYER... "Voice of Dakota Aviation"

MUNICIPAL AIRPORT

DICKINSON, NORTH DAKOTA

Please insert the following words in your next issue.

Includc find $... words in your next issue.

(Classified ads 6c per word, $1.00 minimum, Blind Ads $1.00 extra) Closing date 20th each month.

FOR DECEMBER 1948

Stolen Aircraft

N EM71

1946 Aeronca Champion

Blue Paneling, silver wings, stolen from Fair Haven Airport, Fair Haven, Vermont, October 31, 1948 still unreported. All airports are requested to be on the lookout for aircraft bearing above identification.

Vermont Aeronautics Commission


NEW AIRPORT AT COLLINS

A new airport in 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 Inc., local commercial and flight instructor. Landing facilities are now available. and Standard 60 oct. gas. A service car will be available at all times...

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

A superpower plane needs the pre-refrigeration of more than 60 family size ice boxes to cool the cockpit air from heat.

SUBSCRIPTION ORDER BLANK

THE DAKOTA FLYER
Dickinson, North Dakota

Box 224

60 H.P. Lycoming, 4-place plane in good condition.


AIRPLANE CO. 1941-5 W. Wolfram St., Dept. DF, Chicago, Ill.


FOR SALE—LUSCOMBE SPECIAL 1940 Model 80 H.P. 23 hrs. total time. Always hangared, metal prop. $2250. GOLDEN VALLEY FLYING SERVICE, Beach, N. Dak.

CIVIL AIR PATROL T-shirt, beautifully designed in red, white and blue. $1.95. CUT-RATE MILITARY STORE, Fayetteville, North Carolina.
When Landing at Hector Airport Call a
KONEN CAB
IN FARGO
SAFETY - ALL NEW CARS - COMFORT
Insured Cabs Parcel Delivery
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WHEN IN
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IT'S THE MUNICIPAL AIRPORT

Lake Region Flying Service, Inc.
Invites You to Call at
BELL AIRPORT - - DEVILS LAKE, N. D.
OR
ROLLA MUNICIPAL, ROLLA, N. D.
When Visiting the Dakotas
We Guarantee Courteous, Dependable Service
CAA Approved Flight School, No. 8774
Offering: Flight Training in Private, Commercial Instructors Courses
Dependable Shop Service Available
NITE CLUB AND RESTAURANT ON FIELD

STINSON - - CESSNA - - AERONCA
Dealers

When in Dakota, We Guarantee Courteous, Dependable Service

You're Welcome at
COLLINS AIRPORT, MILLER, S. D.
1 Mile East of Miller
Limited Storage, The Davenport, W. C. Standard
Courtesy Car, Magneto Hotel
Bernard Collins, Owner-Manager

May You Enjoy An Old Fashioned

Merry Christmas
and a Successful, Prosperous Happy New Year

In Appreciation of Your Past and Continued Patronage

Dakota Skyways
Dial 23224
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PARK RIVER NORTH DAKOTA
BEST BARGAINS OF THE YEAR

NEW 90 HP CUB. Just a few hours more than forty time. Never damaged. No engine bulletins to worry about. A perfect airplane. Have $750. Better call or write.

It won't last long at $1975

LEAGUE DELUXE 150 HP. Completely equipped. 117 hours total time. Has Motor- olit Aviator radio with loop and trigger control on stick for transmitter. Starter, generator, landing lights. New metal prop, new cowl, new cowl lights, cabin heater and ventilator. Never cracked or damaged. Outside baggage compartment. $2450

1960 15 HP. Cut. Rent reto. You can't beat it for $525

1967 STINSON VOYAGER. Aeromatic propeller, heavy duty Macle tailwheel. Two-way radio outside baggage compartment. 400 hours total time. So clean in appearance, your neighbors will think you have a brand new ship. $3485

1947 CESSNA. 100 hours total aircraft time. metal propeller. We defy anyone to distinguish this ship from a new one. $2485

1966 AERONCA CHIEF. Engine has 120 hours on it since complete overhaul. Total time on aircraft 164 hours. Has lights. A clean used airplane which has been well cared for. $1380

Soon to Go Into Production

1949 SEYDT-SORENSEN CROP SPRAYER

The best sprayer made better. 21 improvements on new model
Write us for more information

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