

DAKOTA FLYER

VOL. 2

BISMARCK, NORTH DAKOTA, FEBRUARY, 1948

NO 5

N. D. Counties Receive Airport Funds

New Squadron Organized



ORGANIZATION of a new squadron of Civil Air Patrol at Dickinson, N. D., was recently launched by this group which expect to enroll about 60 members, including army reserve pilots and civilians. Temporary officers named are R. L. Hull, commander; Edward O'Hare,

adjutant, and Carl Thompson, public relations. Attending the session were Maj S E Cowan, wing intelligence officer, and Capt. G W McCoy, USAF-CAP liaison officer, from Fargo

Pictured, left to right are: Carl

Thompson, Marie Gress, Charles Blomberg, Andrew Haberlock, Donn Grand Pre, Ed Tschida, Mile Dolajak, Jim Grand Pre, Clarence Walth, George Stephens, Ernest Bailey, Rollin Hull, and Walt Bogner

Appropriations to 51 Counties

The North Dakota Aeronautics Commission will pay 51 county treasurers in North Dakota a total of \$3,817.80 which represents the counties apportionment of the 1947 aircraft registration fees. As provided by the 1947 Session Laws the county treasurer must pay out the money to the municipalities within the county operating municipal or public airports. The funds are to be used by the municipalities to construct, maintain or improve their public airport. Thus the private pilot owning an aircraft will benefit directly from his registration fee through improved municipal airport facilities and maintenance.

Slope and Logan were the only North Dakota counties with no aircraft registered during 1947 therefore they have no refund entitlement for the past year.

The Aeronautics Commission registered 606 aircraft in the state from July 1, 1947 to December 31, 1947, with total collections of \$5,090.31 of which 75 per cent has been apportioned and earmarked for return to the counties. In accordance with the 1947 Session Laws 75 per cent of each aircraft registration fee collected by the Aeronautics Commission shall be returned by the commission to the treasurer of the county of the registrant's residence. The 75 per cent apportionment to counties amounts to \$3,817.80, which is only half the amount of that which will be collected in the complete fiscal year 1948.

Nels G Johnson, attorney general, delivered a written opinion January 21, 1948, to the Aeronautics Commission in which he ruled that the 25 per cent balance of the aircraft registration fund may not be expended by the Aeronautics Commission but shall be paid over monthly to the state treasurer and deposited to the credit of the state general fund.

The money apportioned to the 51 counties in North Dakota will be paid out to the respective county treasurers very shortly after the first of February 1948.

The ten leading counties with statistics giving the total aircraft registration fees collected, the county apportionment and the number of aircraft in each county are listed as: Leading is Ward, registered as: (Continued on Page Two)

NDAO Revamp Elects Officers

J. C. Lippsmeyer, owner, Bismarck Aviation Center, was elected president of the North Dakota Aviation Operators at a special meeting called and held at Bell airport in Devils Lake, January 8. He succeeds Gilbert Saxowsky, president of Sax Aviation company, Dickinson, North Dakota.

Other officers elected were Lyle Benz, Hazen, secretary; Dan Wakefield, Devils Lake, treasurer. Directors were Clifford Beeks, Washburn, and Vernon Sherwin, Rugby.

In an informal address to all operators present, J. C. Lippsmeyer expressed the importance of a strong wholesome N.D.A.O. It is needed to uphold aviation interests among the airport operator, who is commercially interested in aviation.

Committees will be appointed to properly deal with public relations, legislation, letter business policies, as they warrant within the next year.

Within the constitution to be drawn up, operators will dwell upon insurance for flight schools, legislation, business policies, and airplane parts and supplies set-ups.

An annual meeting will be scheduled within the near future, a definite date has not been announced.

Daniel Wakfield, treasurer, will represent NDAO in Chicago at the National N.A.T.O. meeting. The

meeting is being held relative to GI flight training, which is being questioned by our nation's government as a non-worthy cause to use government funds. They stated, "It was being used as a leisure course," Mr Wakfield will represent North Dakota operators

"Thoughts of a Student Flier"

By MRS. M. O. BECK

To fly a plane right is really an art.
Hey there fellow, are you going to start?
You need an instructor, a plane, a book on flying
The ambition to learn and from there just keep trying.
You get in the plane, that instructor's there too
And right from and there starts telling you what to do.
It's "Fasten your safety belt—now check the controls
Now check the motor for—"I don't know—loop holes?
Then your off so quick and up in the sky.
(Some day I'll ask a mechanic just what makes that thing fly!)

Then it's now bank to the left and now to the right.
Now level 'er off for straight and level flight.
Now do a normal climb, not so high with the nose.
Now do a normal glide, "O boy here she goes!
"Now a ninety to the right, no that was a slip,
Hey what's the matter, ride with the ship!"
Brother Oh Brother, would that guy have a fit
If he knew that I'm thinking "the H—— with it!"
Could I be lost? dogonnit I believe it.
Then it's "bank the right way and turn the ship
So you fly parallel to the landing strip."
Now wait a minute guy, stop your commanding,
I can't even find the place where we've been landing!
Oh there the thing is it's right down below,
Oh we're flying right over it, well what do you know!
Then it's glide 'er in for a three-point stop"
Whew what a bounce! Nearly hit the top.
Now we're back where we started, there's nothing to it
Bet anyone who tried would find he could do it.
I'm going up again and I'll try and try
And sooner or later, I'll learn how to fly!

Aviation News from Our State Capitol

OFFICIAL CAPITAL NEWS

By Harold G. Vavra

This is a subject which I am sure all will agree is none too pleasant to discuss. However, the Aeronautics Commission has a duty to perform in addition to others, which is aviation law enforcement. Before I discuss the various phases of North Dakota laws relative to aviation it might be enlightening to know that the commission has adopted rules and regulations which have the effect of law and which are essentially the same as the Civil Air regulations. Our thinking has been that the Civil Air regulations are adequate in most respects, thus their adoption by the commission has resulted in a uniform set of regulations which may be enforced at the state level. Actually the Aeronautics Commission, in enforcing the state regulations, has jurisdiction over only the North Dakota Airmen's registration certificate. The commission obviously does not have jurisdiction over the Federal Airmen's certificate. The federal airman certificate indicates that the airman holding same possesses the skill and knowledge to fly an aircraft under certain conditions and ratings. On the otherhand the North Dakota airman's registration certificate simply authorizes the individual to fly in North Dakota and may be compared to the drivers license required under the Motor Vehicle Laws in this state.

Revocation Proceedings

One of the more common questions asked this department is "Under what conditions may the Aeronautics Commission suspend or revoke a North Dakota airman's registration certificate?" First the commission must receive an affidavit and complaint from the offended party. The complaint simply specifies the alleged violations and names the violator as the defendant in the action. As a result of the sworn complaint the Aeronautics Commission, after a preliminary investigation, may call a hearing which shall be open to the public. At the hearing the defendant and the complainant may both present evidence, under oath, concerning the alleged violation. The defendant has the opportunity of appearing and presenting evidence to refute the proof of violation. The Aeronautics Commission, upon the basis of the evidence presented by both parties of the action, will make appropriate findings of fact and if a violation has been established may recommend a temporary suspension or revocation of the North Dakota airman's registration certificate. The Aeronautics Commission cannot impose a criminal penalty since that is a function reserved for the courts of this state. If the defendant is dissatisfied with the action of the commission, he may appeal to the appropriate courts in the state for a stay of action and review of the evidence.

Court Action

Since the previously mentioned procedure represents a costly activity to both the State Aeronautics Commission and the parties involved, normally upon receipt of a sworn complaint, the local community law enforcement officials, (peace officer, sheriff, state patrol) may deliver the complaint to the local state's attorney and if justified he may issue a warrant for the arrest of the defendant. The defendant may be brought before the local justice court for a preliminary hearing. Inasmuch as violation of the Aeronautics Act or the rules constitutes a misdemeanor with a maximum penalty prescribed by law of \$500.00 fine or one year imprisonment, the justice court cannot levy a fine or penalty but must bind the case over to a higher court, (District Court). Note The Justice court may hear and try cases which carry a maximum penalty prescribed by law not to exceed \$100.00 fine or 30 days imprisonment.

Attends School in Washington

Wesley E Keller, chairman of the North Dakota Aeronautics Commission, represented North Dakota at the Airport Division conference of the ARBA (American Road Builders Association) held at Washington, D C, January 26 through January 28. The NASAO (National Association of State Aviation Officials) also will hold an executive meeting at Washington making it convenient for NASAO members to attend both conferences. The program will cover the federal government's participation in the nation-wide system of public airports.

1948 Directory Completed

The official North Dakota 1948 airport directory has been completed and mailed to all airports, by the State Aeronautics commission. The directory lists 117 active municipal, private and CAA intermediate fields. The seventeen page directory lists all essential information available on each North Dakota airport including town, population, airport manager, description of runways, surfaces, hangars, service and repairs, latitude and longitude, shape of field and commercial operators providing services on the field. The 117 active North Dakota airports embraces the following:

privately-owned airports, 37 municipally-owned airports, and four Civil Aeronautics Administration's intermediate fields. The 1948 airport directory will be mailed to any interested airmen, upon writing to the North Dakota Aeronautics Commission, State Capital, Bismarck, North Dakota, for a free copy.

Appropriation

(Continued from Page One) tion fees from 37 aircraft, amounting to \$331.58, with \$248.69 for Ward county use. Second, Burleigh county, with 35 aircraft registration fees amounting to \$310.22, with \$232.67 in the county. Third, Grand Forks, 31 aircraft registration fees collected amounting to \$249.92, with \$187.44 going to the county. Fourth,

Cass county with 29 planes, whose fees amount to \$263.46, county funds, \$197.60. Fifth is Hettinger county with 26 aircraft registrations in the amount of \$227.50, county receiving \$170.63. Sixth, Bottineau with \$214.57, from 26 registered planes, and \$160.93 going to the county. Seventh, Stutsman has 25 registered planes with \$261.55 collected and \$196.16 received by the county. Eighth, McLean with 21 planes registered \$163.48 collected, \$122.61 to be sent to the county. Ninth place, Mountrail, with 20 planes registered valued at \$154.74 and \$116.06 returned to the county. Tenth, Bowman county, with 20 planes registered amounting to \$142.55 with \$106.91 returned to the county for municipal airport use.

County	Total Fees Collected	75% Total Fees Collected	25% Total Fees Collected	Number of Planes
Adams	72.21	54.16	18.05	9
Barnes	57.20	42.90	14.30	7
Benson	60.96	45.72	15.24	8
Billings	5.63	4.22	1.41	1
Bottineau	214.57	160.93	53.64	26
Bowman	142.55	106.91	35.64	20
Burke	25.32	18.99	6.33	3
Burleigh	310.22	232.67	77.55	35
Cass	263.46	197.60	65.86	29
Cavalier	91.52	68.64	22.88	9
Dickey	15.00	11.25	3.75	1
Divide	127.15	95.36	31.79	15
Dunn	111.61	83.71	27.90	13
Eddy	42.89	32.17	10.72	6
Emmons	8.44	6.33	2.11	1
Foster	80.65	60.49	20.16	11
Golden Valley	75.23	56.42	18.81	9
Grand Forks	249.92	187.44	62.48	31
Grant	17.82	13.37	4.45	2
Griggs	63.78	47.84	15.94	8
Hettinger	227.50	170.63	56.87	26
Kidder	6.23	4.67	1.56	1
LaMoure	59.09	44.32	14.77	7
Logan				
McHenry	47.83	35.87	11.96	7
McIntosh	51.94	38.96	12.98	7
McKenzie	81.34	61.01	20.33	11
McLean	163.48	122.61	40.87	21
Mercer	75.77	56.83	18.94	11
Morton	48.76	36.57	12.19	6
Mountrail	154.74	116.06	38.68	20
Mountrail	72.39	54.29	18.10	8
Nelson	72.39	54.29	18.10	8
Olver	9.38	7.04	2.34	2
Pembina	129.55	97.16	32.39	16
Pierce	106.72	80.04	26.68	13
Ramsey	156.32	117.24	39.08	17
Ransom	33.99	25.49	8.50	4
Renville	43.70	32.78	10.92	5
Richland	99.41	74.56	24.85	13
Rolette	77.27	57.95	19.32	9
Sargent	8.44	6.33	2.11	1
Sheridan	4.69	3.52	1.17	1
Sioux	18.18	13.64	4.54	2
Slope				
Stark	124.54	93.41	31.13	15
Steele	33.76	25.32	8.44	4
Stutsman	261.55	196.16	65.39	25
Towner	152.87	114.65	38.22	19
Trail	89.08	66.81	22.27	9
Walsh	165.58	124.19	41.39	19
Ward	331.58	248.69	82.89	37
Wells	106.90	80.18	26.72	12
Williams	111.60	83.70	27.90	13
TOTAL	\$5,090.31	\$3,817.80	\$1,272.51	606

The fee for one airplane is divided as one of the co-owners lives in Cass County and the other co-owner lives in Ransom County

Six North Dakota Airports Receive

N.A.A. has awarded to date 463 "Good Operating Certificates" in the United States. North Dakota is 18th on the list tying Wisconsin, Kentucky and Utah with six awards.

South Dakota has been awarded two certificates and Montana one, Minnesota received none to date



HONORING DICKINSON AIRPORTS—Certificate was awarded to two Dickinson airports Sax Aviation Company and Dickinson Municipal. Left to right—Rollin Hull, president, Dickinson Aviation Company, Commissioner Joseph Reilly, Carl Thompson, manager, Dickinson Aviation Company, H G Vavra, acting director of North Dakota Aeronautics Commission, and Gilbert Saxowsky, president of Sax Aviation Company (Dickinson Press)

Dakota Flyer

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GENEVA SCHOW
Owner-Editor

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\$2 Per Year

At All-American Air Maneuvers

Ell Torrance, manager A. W. Lucas Lunchroom, in Bismarck, and his wife, Margaret, spent a three-week "Flying Holiday" in Florida during the "All American Air Maneuvers"

Flying their Beech 17, they arrived in Memphis, Tennessee the first day out of Bismarck. At Miami, Florida, they attended the "All American Air Maneuvers." Thousands of fliers, and aviation inspired persons gather in Miami each year to witness the greatest group of famous fliers in the world. The men and women participating in these events use the best equipment and their extraordinary skills (Turn to page 5, please)



HECTOR FIELD, Fargo's municipal airport receives National Award. Left to right—H G Vavra, acting director North Dakota Aeronautics Commission, F. L. (Bill) Bayley, center, airport manager, Col Irven A. Myhra, member of the commission and commander of the North Dakota western Minnesota wing of Civil Air Patrol looks on. — (Fargo Forum Photo)



Left to right—Myron Atkinson, city auditor; H. G. Vavra, acting director; William S. Moeller, city airport commissioner, and Harry Potter, airport manager—(Courtesy of The Bismarck Tribune)



HONORING BELL AIRPORT—Left to right, H. G. Vavra, acting director, presenting award to Oscar Kerndt, city airport commissioner, and Dan Wakefield, manager, Bell Airport, Devils Lake.—(Photo by Roxy Caye.)

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J. C. LIPPSMEYER, Pres.

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'The Airplane Is Here to Stay' Are We?

By J. C. LIPPSMEYER, President, N.D.A.O.

The past two years have been hectic years in the private aviation field. It is well for the men commercially interested in the development of the airplane for private use, to take inventory of what we have accomplished and to survey the task that lies before us.

That the aviation industry is not a glamorous toad to easy wealth is attested to by, closed aircraft factories, insurance companies either unable or unwilling to write aviation insurance, flight operations which have ceased to function or are on the verge of bankruptcy. To the un-informed this will sound discouraging. To those of us who have set ourselves to the development of a new industry it is encouraging. After the war the private industry was approached with an unrealistic attitude by manufacturers and distributors alike. Over enthusiasm over the prospect of a sky black with airplanes led manufacturer and dealer alike to over expand. Within six months everybody realized that little had been done to develop a market and all the aviation industry was doing was selling to itself. All this was at a time when the public had become air-minded through attention focused on air power during the last war. Truly, we did not put our house in order before we began.

Every one has suffered because of poor planning, poor business methods and a general lack of understanding of what was needed. Many manufacturers have already been forced out of business or will not survive the winter. The dealer who would sell anything that flew to anyone he could induce to buy is hard out to find more prospects. The flight operator who was going to skim the cream of the crop found his G.I. program drying up. His airplanes are now idle and he is blaming everybody but himself and is crying for the government to subsidize flight training.

We needn't be discouraged. We have before us an ever increasing field. With little promotional effort, there are more people finding that they have an ever increasing need for an airplane in their activities. It is for us to help make that airplane useful to them.

Sound business practices must be set up within all phases of aviation. We must do away with the myth that as pilots, we are super-men. When we boast of the large number of hours we have or the length of time we have been flying we are setting ourselves up as "Tin gods." The pilot who has only his flying ability to offer will soon find himself an aerial truck driver. In fact, much of our confusion has resulted from pilots with no business experience attempting to handle complex problems of distribution and airport management. The small monopolies which many operators are trying to set up must be done away with, and legitimate competition will force us to do our best.

To merely sell the novice an airplane and leave him to his own devices will only help to increase the accident ratio. We must sell to those who can afford our product, and help to develop a better product at less cost and eventually we can sell to all.

There must be reasonable legislation. As flying becomes more popular, regulations must be enforced as necessary. In North Dakota we are particularly fortunate, in that those who are entrusted with the enforcement of our aviation laws have shown that they have the interest of the industry at heart, and that they are interested in developing the industry and not in hamstringing it.

With the State Patrol enforcing and discouraging the reckless pilot is being improved in as much as since their organizing only two fatalities occurred since last August. There were five fatalities in the four months preceding it.

We have learned much in the past two years, if we are wise we will not repeat our errors. "The Airplane Is Here To Stay," and it remains to be seen whether you and I, who are commercially interested in its development, are qualified to dispense it to the public, or if we will take a place with the dreamer, the shyder, and the chisler, and fall by the wayside, and somebody better fitted than we take our place.

To the novice, operator, manager, student, or wife, this is your opportunity to express your opinion on any one subject you may choose. It will be published in the Dakota Flyer and read by all who are interested in just what you are writing. The editors of this paper will have the right to revise or eliminate any parts not suitable to type.

You all have your views, your problems, your likes or dislikes for aviation and this is your paper. Send all material to: The Dakota Flyer, Bismarck Municipal Airport, Bismarck, North Dakota.

Cruising Around Our Airports

WASHBURN FLYING NOTES—

Oscar Carlson soloed his new Aerona Chief, under the supervision of Jim Smith, instructor. Bismarck Aviation Center His daughter, Lorraine, recently completed her solo Cross-Country flight.

Students recently soloing under the supervision of airport operator, Cliff Beeks, are Myron Hanson and Llewellyn Payne. Congratulations!

WYMAN FIELD, MOTT, N. D.—Currently enrolled students are Edwin Wieland, Robert Uhler, Robert Larson and Ed Rohr, all of Regent, Vernon and Victor Lemke, Bentley; Maurice and Donald Miller, Mott.

Harold Bohnemann recently accepted the position as A and E mechanic on the field. He succeeds Walt Bjornstad, Cando, N. D. Bohnemann is a graduate of the Pittsburgh Institute of Aeronautics. His English wife and daughter will join him soon. Also filling the secretarial position is Miss Bernice Burwick, Mott, North Dakota.

Roger Wolfe Kahn, one time big-time band leader, now is test pilot and service manager for an aircraft manufacturer.

Bus Pilker, former Aircraft and Engine Mechanic for Capital Aviation Corporation, Bismarck, will leave for Washington, D. C., the latter part of this month.

He will attend a special school in Washington, D. C., which when completed will qualify him to become a Federal Civil Aeronautics Aircraft Inspector.

Pilker has a host of friends with whom he has had business contacts. They wish him the utmost of success in his new position.

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Dear Miss Schow:
We enjoy your paper. The enclosed poem is an outgrowth of a few hours of very interesting flying lessons

Sincerely yours,
M. O. Beck,
McClusky, N. Dak

Editor's Note — The above-mentioned poem is printed elsewhere in this issue.

At Maneuvers

(Continued from Page Three)

have made each one famous throughout the world

On their return flight to North Dakota, the Torrance's toured the entire coast of Florida, Louisiana, and several stops in Texas, before heading North to the Dakota's

Service and hospitality was excellent they said; however, it was a confused weather bureau at Grand Island after giving a favorable weather forecast on the last leg of their journey, to find the Torrance's, a few minutes later, back in their office! Demanding an explanation, they informed the weather bureau of the severe sleet and snowstorm only 80 miles out of Grand Island, the astonished weather bureau admitted they knew of the approaching storm, but had forgotten to forecast weather that close to the field

Aeronca Four Place Sedan

Aeronca Manufacturing company is announcing it's new four-place sedan. With the combined features of roominess, visibility, small field performance, range, simple easy operation, it is a promise of a practical family plane for the future private plane owner

It will be equipped with the new 6-cylinder 145 HP Continental, 40-gallon gas capacity, with 20-gallon tanks in each wing. The new sedan is a high wing, conventional gear and control model. The prototype cruises well over 100 MPH with a rate of climb of 650 feet a minute

The first deliveries are expected to be in March, 1948, with every dealer and distributor to have a demonstrator by April 15

The plane is quoted to be sold for less than \$5,000

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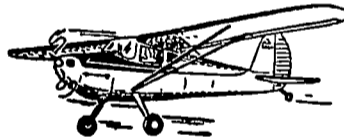
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Civil Air Patrol Squadron Organized



AT THE ANNUAL MEETING held in Fargo December 13, squadron representatives, wing staff members and guests of the North Dakota-northwestern Minnesota wing of CAP are shown above. Front row, left to right, Lt R E Waterman, commander, Minot, Donald J Lomen, Crookston, Capt G W McCoy USAF-CAP liaison officer, Lt W G Hohn, Crookston commander, Lt Edward R Moore, Fargo, wing operations officer, Lt Howard Henry, Westhope commander; Lt Richard L King, Grand Forks commander, Fred O Berg, Grand Forks, Capt F L Bayley, Fargo, wing finance officer, and Capt L J Letness, Grand Forks, wing liaison officer. Second row, Capt Floyd Plath, Davenport, wing executive officer, Col. Irven A Myrhra, Fargo, wing commander; Capt E J Barzen, Thief River Falls, commander, Lee M Hall, Fargo, Capt. Julius Hetland, Fargo, wing communications officer, Miss Merry Loring, Bismarck, M F Peterson, Bismarck, deputy state superintendent of public instruction; John Lind, Crookston, and Lt Eugene H. Lindberg, Fargo. Back row: M/Sgt. B K. Myhra, Fargo, assistant USAF-CAP liaison officer, Morris M Jorgenson, Lisbon commander, Maj Stanley E. Cowan, wing intelligence officer; Maj. C. E Branick, Fargo, former executive officer.

—(Courtesy of the Fargo Forum)

CIVIL AERONAUTICS ADMINISTRATION THIRD REGION — AIRMEN BRANCH

Proposed Itinerary for the Month of February, 1948

Feb 4, Wed., Port O' Minot Minot, N. Dak.	Written Tests, Flight Tests and Aircraft Inspection.
Feb 5, Thurs, Municipal Airport, Devils Lake, N. Dak.	Written Tests, Flight Tests and Aircraft Inspection.
Feb 6, Fri., Municipal Air- port, Grand Forks, N. Dak.	Written Tests, Flight Tests and Aircraft Inspection
Feb 17, Tues., Worth Field, Dickinson, N. Dak.	Written Tests, Flight Tests and Aircraft Inspection.
Feb. 19, Thurs., Municipal Airport, Bismarck, N. Dak.	Written Tests, Flight Tests and Aircraft Inspection
Feb. 20, Fri., Municipal Air- port, Jamestown, N. Dak	Written Tests, Flight Tests and Aircraft Inspection

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Flight Tests at Fargo by appointment only

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