

DAKOTA FLYER

VOL. 2

BISMARCK, NORTH DAKOTA, JANUARY, 1948

NO. 4

Promise Active North Dakota Air Reserve

Meeting To Be Held January 8

A meeting is scheduled to be held January 8, 11.00 a. m., at Bell Airport, Devils Lake, North Dakota, as was announced by J. C. Lippsmeyer, Bismarck, N. D., a member of the recently appointed executive committee.

More than a hundred letters were sent to airport operators asking their decision in the effectiveness and necessity of a continued organization, some 50 letters were returned stating, "I want a good organization and will be at the next meeting."

All commercial airport operators are invited to attend this next meeting, with the intention of becoming members. However, only those who answered the form letter were personally being notified.

The meeting will begin at Bell Airport, east of Devils Lake, at 11:00 a. m., regardless of weather conditions. With a 30-minute recess at noon the meeting will close at 2:00 p. m. sharp.

During the business meeting election of new officers for the fiscal year of 1948 will be held; committees will be appointed to work out a definite and decisive policy for the future welfare of all operators, they will be: a Better Business, Legislative, and a public relations committee appointed.

At the recent meeting on December 5 only a few members were in attendance. Dan Wakefield, manager, Bell Airport, Devils Lake, and treasurer of the N. D. A. A., conducted the meeting and with members present agreed there was an absolute need in our state for a strong commercial operators association. An executive committee comprised of Lyle Benz, Airport Operator, Hazen; J. C. Lippsmeyer, Operator Bismarck Aviation Center, and Daniel Wakefield, Manager Bell Airport, Devils Lake, who acted immediately on the further promotion and arrangements for the forthcoming meeting, January 8.

Based on scientifically-measured public interest in flying, CAA sees a possible 2,700,000 pilots in the U. S. by 1956.

Four North Dakota Airports Receive NAA Certificates

Four airports in North Dakota recently received the National Aeronautic Association's award certificates for good airport operating practices. The NAA award was based on inspection reports which were made on official NAA rating sheets. The NAA 1947 certificates were received by Hector Field, Fargo, North Dakota, Dickinson Municipal Airport, and Worth Field both located in Dickinson, North Dakota and Bell Airport, Devils Lake, North Dakota.

The NAA inspection reports submitted by the above compiled with all the NAA mandatory requirements and the minimum of twenty desirable requirements listed in the NAA official check list.

The NAA 1947 awards certifies that the airport named has fulfilled all conditions required by the advisory council by its safety division and is therefore an approved landing facility. The awards carry the official seal of the National Aeronautic Association given at Washington, D. C., on the seventeenth day of December, 1947, and are co-signed by Arthur I. Boreman, President NAA and Jerome C. Lederer, vice-president, Air Safety Division.

December 20, 1947, Harold G. Vavra, Acting Director of the North Dakota Aeronautics Commission made the official presentation of the NAA certificates to airport and city officials of Dickinson, North Dakota. Both Dickinson Municipal Airport and Worth Field received the award. Attending the presentation ceremony were Harold G. Vavra, Acting Director; J. F. Reilly, Dickinson City Commissioner; Gilbert Saxowsky, General Manager, Sax Aviation Company; Carl Thompson, Manager Dickinson Aviation Company and R. W. L. Hull, Operator, Dickinson Aviation Company. J. F. Reilly received both the Dickinson Municipal Airport and the Worth Field awards on behalf of the city of Dickinson.

December 22, Harold G. Vavra, Acting Director of the N. D. Aeronautics Commission officially presented the NAA 1947 airport good operating practice certificate to the officials at Hector Field, Fargo,

North Dakota. The NAA award was received by F. L. (Bill) Bayley manager of Hector Field in the presence of Col. Irven A. Myhra, member of the Aeronautics Commission and Commander of the North Dakota western Minnesota wing of the Civil Air Patrol.

The Good Operating Practice certificate as one important point, holders of the award will be eligible for lower insurance rates for airport buildings and aircraft operating insurance rates.

New Operator at Lemmon Airport

Ray Kolb of Date, South Dakota, and formerly with Ernest Sorenson at Bottineau, recently purchased Lemmon Aircraft company, at Lemmon, South Dakota.

Vance Stewart, former airport manager and part owner in the company will remain in Lemmon, and fly his plane for pleasure.

We wish to express our sincerest regards to Mr. Stewart for continued success, and welcome Mr. Kolb as new operator of one of Dakota's finest small-town airports.

SAX AVIATION COMPANY IS APPROVED NON-SCHEDULED AIR CARRIER

On December 17, 1947, Sax Aviation company, owners of Worth Field, Dickinson, received their certificate of approval for non-scheduled air carrier operation.

Mr. Ingbreten, CAA office in Minneapolis, flew out to inspect the airport and its facilities.

The field received approval on four types of aircraft mainly Cessna 195; 140, Twin Cessna, and Stinson 165.

These planes are approved for day and night instrument flights on all airways. Approval was awarded on basis of excellent flight manual, personnel, maintenance, and equipment in planes and on the field.

Bismarck Group Gets 3 AT-6's

In September, 1946, Bismarck, North Dakota was to get funds to complete facilities of an Air Defense Command reserve Air Base. The city officials were notified and it was agreed upon to use the army surplus equipment left on the field. Air Reservists secured all the information the 2nd Air Force needed to complete the air base facilities. A month later Congress seriously slashed appropriations for such Air Bases. The Air Defense Command could only complete 41 of the original 130 planned, two of which were to be in North Dakota.

Officers of Wold-Chamberlain were sent out to organize and meet with N. D. Reservists. It was arranged by officers for a Pick-Up service from Wold-Chamberlain to transport pilots twice a month to keep up their active status. The first pick-up service was in April of 1947. Reservists received their physicals and were to be notified of their first flying, time flight to be made available to them through a pick-up service twice a month.

Months after no pick-up service had been made available after countless phone calls, wires and letters written to officers from Wold-Chamberlain air base who met with reservists on August 13 Flight "D" of the 95th Troop Carrier Command was activated. The only material value in this was that reservists were transferred from an unassigned to an assigned basis, which resulted in still no flying time.

During the summer, three or four reservists paid their expenses to Minneapolis on several trips to make it possible for them to get several weeks of active flying time.

This brought about immediate action of Reserve officers in North Dakota. They wrote and wired the Commanding officers and Congressmen to investigate further the reason why hundreds of Reserve officers in North Dakota were being denied flying facilities.

In a telegram to James N. Ray, second lieutenant, U. S. air reserve, Senator Milton R. Young said: "See no reason why we cannot get improved air reserve training program for N. D. As a member of Senate appropriations committee

(Continued on Page Three)

Aviation News from Our State Capitol Skyway Eleven

OFFICIAL CAPITAL NEWS

★—★—★

Aeronautics Commission Annual Report for 1947

The five statements listed below are made in the official annual report sent to Governor F. G. Aandahl at the end of the Commission's first fiscal year.

They are as follows:

System of Airports and Airways

The Commission has made and prepared a seven-year tentative airport plan when the Federal Airport Act was passed. As an offshoot of the seven-year plan, a three-year plan was formulated and finally from the three-year plan a one-year immediate action plan was drawn. All these plans have been used by the Civil Aeronautics Administration. In follow-up action of the above plan all cities on the plan were mailed questionnaires. All cities listed on the first year's program were visited and made acquainted with its functions facilities and cooperative desires of the Aeronautical engineer.

To Promote Air Safety

An air safety enforcement school was conducted in July and the State Patrol and local peace officers were given brief education on Air Regulations to be enforced.

Safety has been promoted to a great extent by standards established by the Commission for state-approved flight contract with forty-seven schools. In this respect close liason has been maintained with the Board of Higher Education and the Veterans Administration Center at Fargo.

Technical Assistance

Technical, legal and engineering assistance to municipalities, civic groups and persons has constantly emanated from the Commission's office based on either the Director's personal experience or derived from source material available in the office.

The director has collaborated and assisted the Attorney General in presenting to municipalities all legal information relative to flight, land ownership and acquisition, taxation, finance, etc. An engineering department has been established within the Commission. Harold G. Vavra, airport engineer, will conduct future responsibilities with communities needing airport planning assistance.

Cooperation, Assistance With CAA

Constant liason and cooperation has been practiced by the Commission's office with all aviation groups at the State, Regional, and National levels. Continual addresses to local government and social groups in all parts of the state and these activities have comprised a considerable share of the public relations work of the Commission. The State office assisted in the organizing of the

Flying Farmers and Ranchers in this State and has taken an active part in the North Dakota Aviation Association which is an association of operators in North Dakota.

Aviation Education

A meeting of educational leaders from the entire state on elementary, secondary and university levels was held in an effort to set up a comprehensive aviation education plan. Aviation education was given assistance when the Civil Air Patrol started a state-wide program of aviation educational subjects in high school. The director of the Aeronautics Commission cooperated and assisted the CAP and also recommended to the Superintendent of Public Instruction of the adoption of the CAP program. It was approved by the Superintendent and is today functioning in many high schools.

The Aeronautics Commission entering its second year will continue to be a constant liason with all associations in aviation; develop Air Safety by assisting the Highway Patrol, CAA and CAB, continue to work on the 1948 Airport Aid Plan; remain in the public relations work in the promoting of activity and interest in all communities in North Dakota.

Skyway Eleven Routed in N. D.

Extension of Skyway Eleven to Winnipeg was announced by the Young Men's Section, Winnipeg Board of Trade. A special committee of Young Men's Section under the Chairmanship of L. C. Rowland conferred with officials of the Air Transport board and were advised that there are no Canadian regulations which restrict the establishment and designation of private skyways.

The announcement was made concurrently with that of T. P. Wright, administrator of Civil Aeronautics for the United States government, approving the route through the United States between the Canadian and Mexican borders.

The idea of designating and marking "Skyways" across the length and breadth of the United States is completely new. The first, Skyway One, between Los Angeles and Washington, was officially designated a few weeks ago. Skyway Eleven is the first international route. The function of a skyway is to serve as a sort of "highway" of the air for private and non-scheduled aircraft. It is forty miles wide and is marked with distinctive, clearly visible, large signs on barns, rinks and other large buildings in and around towns on the route, so that the private aircraft pilot can take his bearings from the ground as he goes along.

Skyway Eleven into Canada will

extend to Winnipeg from a point on the U.S.-Canada border immediately north of Pembina, N. Dak., making it the first international skyway to be established. Announcement of the Mexican government approving its extension to Mexico City is expected at a very early date.

Following the establishment of Skyway One between Los Angeles and Washington in September, very strong support developed rapidly among communities between Winnipeg and Mexico City to secure the designation of Skyway Eleven as the first international marked route for fliers and non-scheduled aviation. This skyway follows very closely the 10° East magnetic variation line—a further convenience to fliers using the route. Larger communities on its route include Winnipeg, Canada, Fargo, N. Dak., Sioux Falls, S. Dak.; Omaha and Lincoln, Nebr.; Wichita, Kansas; Oklahoma City, Okla.; Dallas, Fort Worth, Austin and San Antonio, Texas, where the route divides with Skyway Eleven East extending to Corpus Christi and Brownsville, and Skyway Eleven West extending to Laredo, Texas. From these two points they are expected to converge at Ciudad Victoria, Mexico, and extend to Mexico City.

CAA announced that a survey flight over the entire international route will be made soon after its extension is approved into Mexico City. On the survey flight plans for air marking the route will be developed and recommendations made to the various cities and states as to the establishment of a volunteer organization through which the marking may be done.

MAY YOU ENJOY AN OLD FASHIONED

Merry Christmas

AND A SUCCESSFUL PROSPEROUS

Happy New Year

In appreciation of your past and continued patronage

**DICKINSON AVIATION
COMPANY MUNICIPAL
AIRPORT**



CARL THOMPSON, Manager

Cruising Around Our Airports

BISMARCK AVIATION CENTER—Bismarck window shoppers have an interesting window to stop and inspect. The beautiful and decorative window displaying the new Stinson Station Wagon. Hundreds of persons have stopped in at the Universal Motors building and have been met by a cordial salesman, Vernon Scott, who is ready to answer any question the shopper has to ask.

STANTON, N. D.—Oscar Bohrer, part owner of the Stanton airport, recently purchased a J-3 Cub at 4 Lakes airport, Madison, Wisconsin.

DICKINSON AVIATION COMPANY—Carl Thompson, airport manager, and George Stephenson, mechanic, and their wives flew to San Antonio, Texas, where they will spend the Christmas holidays.

SAX AVIATION CO., Dickinson, N. D.—Two students having finished their private and commercial flight examinations under the G.I. Bill at Worth Field, are now enrolled in the instructors course, they are John V. Helsper, cab owner, and Levine O. Tysver, radio electrician. These men will receive their flight time in the company's PT-19; BT-13 and the Cessna 195.

FRED J. MOHR, banker, Fessenden, North Dakota, recently purchased a Cessna 195 from Sax Aviation company. The plane delivered to Mohr, who has flown it considerably, says, "It's the finest personal plane I have ever owned." His wife and daughter accompany him on many pleasure flights.

WYMAN FIELD, Mott, N. D.—Students taking flying time under the G.I. Bill at Mott are flying into Mott in Wacos, Funks, and Stearsons to take time in an old 40 Aeronca. These students are, Don Olds, Seattle, Washington, well-known west coast auto race driver; and Helmer Rusth, associated with the James N. Ray Insurance company, in Bismarck.

These veterans have nearly completed their private course and since soloing at Wyman Field have flown Stearsons, Wacos, and Funks to Mott several times a week to take dual and solo time in an Aeronca Trainer!

LONG VIEW, TEXAS—Sherman S. Kennedy, piloting the R. J. LeTourneau, Inc.'s Beech Bonanza from Long View, Texas, has made several flights into North Dakota with representatives who are transacting business with engineers and contractors at Garrison dam.

Air Scouts Plan Aviation Program

The Rotary Air Scout troop in Dickinson recently sponsored a public hangar party at Dickinson Municipal airport.

Motion pictures of great value to the future aviators of the Air Scout troop were shown, and later dancing and refreshments were served by scouts. A beautiful pearl handled rifle was given away. Proceeds are to be used toward the buying of a Link Trainer next spring.

Squadron leader, Don GrandPre, former paratrooper, Keith Sirmine, assistant leader and Al Schoenfeld, Jr., flight leader, have made plans for the specific emphasis on aviation for the boys. The boys' ages from 15 to 18, intend to raise enough funds to purchase an airplane next year.

KDIX Broadcasts Flying Lessons

Gilbert Saxowsky, General Manager, Sax Aviation Company, Dickinson, has announced the beginning of a 13-week series of interesting Aviation Flying Lessons and educational programs to be broadcast over KDIX every Sunday at 2:45 (MST) beginning January 11.

Flight Lessons will be recorded by Chief Pilot Al Ungerecht actually instructing the student. If possible, the solo flight will also be recorded by the student. Other interesting series will be interviewing the pilot and passengers on a charter flight in the Cessna 195; a complete tour of the Aircraft shop and its facilities; and a portion of the ground school training a student must go through to become a licensed pilot.

This program will be interesting and exciting to students as well as the pilot and the housewife.

The group would appreciate hearing from you after listening to their program.

1948 REGISTRATION BLANKS MAILED

The Aeronautics Commission has announced the mailing of 2,000 1948 annual aircraft registration forms. Aircraft registration rules and regulations are similar to the motor vehicle law. The annual aircraft registration was due on or before January 1, 1948, or within 30 days after an aircraft is first flown within the air space of this state. The 1948 annual registration fee shall be paid on or before May 15, 1948, and shall be delinquent after May 15, 1948, unless paid.

Registration fees take the place of personal property tax which previously was levied on all aircraft in the state.

The state law requires that this office return 75 per cent of each

aircraft registration fee to the county treasurer of the aircraft owner's residence. The county treasurer in turn can use the funds only for distribution to communities operating municipal airports within the county. The funds can be used only for improvement, construction, or maintenance of public airports in the county where the money was collected.

Annual reports are expected to be out by January 1, to indicate the amount of money to be sent to each county in North Dakota.

Promise Active

(Continued from Page One)

will exert every influence to get adequate program. Impossible for me to understand why in one instance army is requesting compulsory program when areas of voluntary program of extreme importance which is not being fully utilized. This is a most vital voluntary program that could be of tremendous importance in over-all national defense.

It was assured in a letter from Lt. General George Stratmeyer that "we are most anxious for Air Reserve officers in North Dakota to be provided flying facilities." He also said he was wiring the Commanding General immediately and requesting a study of the situation, and making available an "Air-Lift" system.

At a recent meeting of officers, Capt. Gerald McCoy made it possible to enroll Reserve officers in the CAP and make available to them three AT-6's, three times a month. The city commissioners of Bismarck made arrangements to have two men three times a month for fire protection. A building was made available by the city for the CAP equipment and meetings.

This group will be limited to only those of the Assigned Flight "4" group of Reserve officers, said 2nd Lt. J. N. Ray.

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Poor Policy

Poor salesmanship and poor business policies are too often found among our airport operators. The treatment given the prospective buyer and spectators is pitiful.

It is amazing to see just what length the operator will go to stand in a competitor's way when it comes to selling.

The prospective buyer coming out to an airport, a total stranger, will find the only person having anything good to say about an airplane is the person who is selling that particular type. In inquiring about another type they remark: "Sure, that's a good plane, but they have been having trouble with landing gears falling off." "Yes, it's a good plane, but are you a pursuit pilot?" "It's an oil drinker—Look boys, here's a man thinking of buying that headache!"



Geneva Schow

The spectator or prospect will find very little boasting of aviation on the airports, and finds he doesn't have to talk to very many people before listening to unfavorable comments on airplanes in general.

Anyone visiting some airports knows this from his own experience. We can name operators and service men who tell us "the private owner is a nuisance—I don't like to see him come in for gas—can't afford the time for what I make on it." "Why should we maintain an airport for him? He has his own servicing facilities at home." Who stops the farmer, using his own fuel in his auto, from traveling on public highways?

There is the operator who condemns every plane that lands—every pilot's flying—every school from which a student arrives on cross-country—every effort made by a competitor to promote public aviation acceptance, he is in our minds a serious block in present aviation interest.

There is the operator who talks of writing the manufacturer of that freak—the wings come off—only safe for a pilot with 6,000 hours of flying in day times! etc.

We have today a variety of planes on the market; if not offering all post-war visions, they are GOOD PLANES!

Like automobiles or any other type of machinery there are some better suited for different types of flying. It is up to the salesman to realize this factor and honestly sell the prospect a plane suited for him. Anyone with any foresight knows what this man will need in line of an aircraft; it's the thoughtless salesman who will sell a farmer a plane that will not withstand constant rough field landings, and short take-off and landing space. That good salesmanship policy does not end with the fact you didn't knock your competitor, selling a man the wrong plane is in our minds considered just as wrongful.

Say a good word for the competitor's product — admit it's good. Then proceed to show where, or why, you believe your product is better suited to the prospective buyer's need.

If you cannot do that, then either the other product is better, or the competitor is a better salesman.

It's time to stop knocking the other fellow and his product and his flying, and start selling your own.

If you cannot do this with clean business methods, its time to get out of the aviation business and make room for a booster who will help develop the industry.



The Killdeer Herald
The Dakota Flyer
Municipal Airport
Bismarck, N. D.

Dear Miss Schow:

Enclosed is our check for a year's subscription to your fine little newspaper.

Two recent articles in the Flyer have, of course, been of considerable interest to me. However, I appreciate your explanation in your December copy.

I find it necessary to bring one important point to your attention: You request the cooperation of all flyers with the State Aeronautics Commission. That's fine. Then comes the point of contention. You say, "Until it's proven to us it is as harmful to the flier and prospective pilots as we are being led to believe."

When we pay taxes, be it a regis-

tration fee or in the form of a mill levy, we pay for the GOOD we expect to derive NOT for the amount of harm the taxes WON'T do. In other words, we want something CONSTRUCTIVE done by the groups that spend our money. We don't measure their value by the amount of harm they DON'T do. That seems to be your attitude toward the State Aeronautics Commission.—They aren't harming us.

Yours very truly,
E. W. DOHERTY

NOTE:—The constructive developments outlined by the State Aeronautics during the fiscal year of 1947 are outlined on page four under the "Aeronautics Commission's Annual Report."

Conclusions may be derived from the article of the CONSTRUCTIVE work being carried out by the State Office.

SAX AVIATION COMPANY

Dickinson, N. D.

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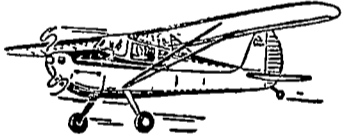
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WACO-YKC-UC- 78 Engine installation Sacrifice \$4,250 Bud Ray, 413 Bdwy, Bismarck, N Dak

WANTED--1932 Curtiss-Wright Pusher airplane, Szekley engine preferred Eldo Condon. Falkirk, North Dakota

FOR SALE -- 1947 Taylorcraft, in excellent condition only \$2,100 Write Clarence Kroegh, Regent, North Dakota

WANTED--Young man or woman interested in aviation, for aviation news reporting, advertising and circulation position! Interesting work and good commission. Write today The Dakota Flyer; Bismarck Municipal Airport, Bismarck, N. Dak.

1943 TAYLORCRAFT L2M--Owner has larger airplane. Excellent, economical Student Trainer, for flight school, for building up flying time, for the Flying Farmer's needs. Ship is equipped with skins, and in A-1 condition. Will trade for late model automobile, or the best offer over \$995 flies it away. Write: Gene Helmsworth, Connolly Chevrolet Garage, Mandan, North Dakota

FOR SALE--Cub coupe 1940 Model, 65 hp Two-way radio and 25-gal gasoline capacity, reasonable Write Denver G Rosberg, Washburn, North Dakota

During 1946, personal fliers and non-scheduled commercial pilots in the U.S. flew 9,800,000 hours.

During the first six months of 1947 U.S. scheduled airlines used \$23,301,560 worth of gas and oil.

AIR PROGRESS

1922

AIRLINE AD

A lot of them have been acquired since some have but don't know how to

5c FOR AIR MILE 5c

BAKERSFIELD TO SAN FRANCISCO

Fare \$102 Time 4 hrs. 15 min.

STOCKTON TO SAN FRANCISCO

Fare \$26 Time 1 hr. 5 min.

WALTER VARNEY

Aeroplanes

prone safety will not begin with the safe

1947

AIRLINE AD

BAKERSFIELD TO SAN FRANCISCO

FARE | \$11.85
TIME | 1 HR. 15 MIN.

STOCKTON TO SAN FRANCISCO

FARE | \$3.10
TIME | 45 MIN.

officials at

PLANES QUIZ

A 70 per cent score on this quiz is excellent. Sixty per cent is good.

1. When was the first flight by a regularly scheduled U. S. international airline? (a) 1923; (b) 1927; (c)

2. Although the first helicopter license was issued in March 1946, basic design for this type aircraft goes back (a) 72 years; (b) 600 years; (c) about 400 years.



3. The world's international scheduled airlines are operating over a route network totaling (a) 94,000 miles; (b) 500,000 miles; (c) 158,000 miles.

4. First year that five cent air mail was in effect, approximately (a) 900,000 lbs.; (b) 78,000,000 lbs.; (c) 2,600,000 lbs. of it were dispatched.

5. True. False. The following are all products turned out since VJ Day by U.S. aircraft manufacturers: canoes, washing machines, artificial limbs, motor scooters, and caskets.

6. Aviation's apparent impact on human society has convinced how

many states of the need for state-wide aviation education programs? (a) 45; (b) 48; (c) 23.

7. At sea level the speed of sound is 761 mph. At 40,000 feet it is (a) greater by 62 mph; (b) less by 98 mph; (c) increased in direct ratio to drop in temperature.

8. Figuring 40 letters to a pound, postage for a ton of air mail letters sent from New York to Paris would cost (a) \$3,700; (b) \$4,100; (c) \$12,000.

9. The National Aviation Clinic is (a) a non-profit foundation for study of aero medicine; (b) a home for retired pilots; (c) an annual meeting of experts from all branches of aviation to exchange views and develop unity of action in promoting U.S. aviation.

10. There are (a) between 7,000 and 8,000; (b) approximately 900; (c) nearly 1,400 shops in the U.S. devoted to maintenance and repair of aircraft.



"PLANES"

Civil Aeronautics Administration

THIRD REGION

AIRMEN BRANCH

Proposed Itinerary for the Month of January, 1948

5	Mon	—Municipal Airport Grand Forks, N D	Aircraft Inspection and Written Tests
7	Wed	—Port O' Minot Minot, N D	Aircraft Inspection and Written Tests
8	Thurs.	—Municipal Airport Williston, N D	Aircraft Inspection and Written Tests
13	Tues	—Bell Airport Devils Lake, N D	Flight Tests
15	Thurs	—Municipal Airport Jamestown, N D	Flight Tests
20	Tues	—Worth Field Dickinson, N D	Aircraft Inspection and Written Tests
22	Thurs	—Municipal Airport Bismarck, N D	Aircraft Inspection and Written Tests
27	Tues.	—Municipal Airport Crookston, Minn	Flight Tests
28	Wed	—Municipal Airport Detroit Lakes, Minn	Flight Tests

Written examinations at the Fargo office, 209 Walker Building on Mondays through Fridays

Aircraft Inspections at Fargo by appointment only
Flight Tests at Fargo by appointment only

Donald L. Thompson, Sr, Aeronautical Inspector

Answers to Planes Quiz

- (b) First flight by a U.S. flag airline, Pan American Airways, was from Key West, Fla. to Havana, Cuba October 28, 1927.
- (c) Design of rotary wing aircraft traces back to Leonardo da Vinci more than 400 years ago.
- (b) International Air Transport Association, representing 63 airlines in 40 countries, reports 2,000 planes flying this route network.
- (b) It was inaugurated October 1, 1946.
- True. Awaiting government decision on the requirements for national security, manufacturers have turned to such products to keep productive facilities intact.
- As of August, 1947, CAA's aviation education division reported 23 states had published programs covering elementary, secondary and higher institutions.
- (b).
- (c). At 1947 rates, an airline would receive \$2,738 for carrying this ton of letters.
- (c) The 1947 meeting was scheduled for the Illinois Senate Chamber, Springfield, November 19-22.
- (a).

Dakota Flyer

Published monthly at the office of the Capital Publishing Co., Bismarck, N. D.

GENEVA SCHOW
Owner-Editor

SUBSCRIPTION RATES
\$2 Per Year

NEW ENGLAND AIRPORT—Taking over the new management of New England airport is D. M. Rehder, formerly of Minneapolis. Rehder and his wife will make their home at the airport.

No matter of conjecture, if the U. S. were thrust into war the production of aircraft would have to expand 100 per cent literally over night.

THE DAKOTA FLYER

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of Your Airport

IN ITS SECOND YEAR OF PUBLICATION

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Also included is lease franchise on choice area of airport, for 10 years plus 10 years option.

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At last a plane that can rival an auto or truck. Original - Entirely New Airplane Design. 18-ft. wide Flies - 66 lbs per H. P. Patent U. S. Patent office. Lands 15 miles per hour, take-off run 25 to 50 feet. First full size model already has undergone and completed many tests and flights. This plane can land and take off on destroyer deck without special equipment. Ten partners ranging from \$2,000.00 to \$10,000.00 are needed to finance building second production model to obtain U. S. and Foreign Navy contracts. Plane also opens unlimited possibilities in low-cost (under \$3,000), 5-6 passenger civilian planes.

E. G. BARNET, M. D., Pres.

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Wisconsin Rapids, Wis.

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