Meeting To Be Held January 8

A meeting is scheduled to be held January 8, 11 a.m., at Bell Airport, Devils Lake, North Dakota, as was announced by J. C. Lippmeier, Bismarck, N. D., a member of the recently appointed executive committee.

More than a hundred letters were sent to airport operators, airline officials, and others, asking them to attend the meeting, and a number of representatives of the committee will be present to answer questions and make all needed arrangements for the meeting.

All commercial airport operators are invited to attend this meeting, with the intention of becoming members. However, only those who answered the form-letter were personally interviewed. The meeting will begin at Bell Airport, east of Devils Lake, at 11:00 a.m., regardless of weather conditions. With a 30-minute res. 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, and committee appointments will be made. The meeting is a definite and decisive policy for the future of all airport 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 Wadfield, manager, Bell Airport, Devils Lake, and treasurer of the N.A.A.A., conducted the meeting and with members present, there was an absolute need in our state for a stronger, more effective organization. An executive committee was formed, composed of Lyle, Dean Airport, Operator; Harold Hull, Operator; Harold G. Veve, Operator; Harold Hull and Manager Bell Airport, Devils Lake, who were present. With them is the further promotion and arrangements for the forthcoming meeting, January 8.

Four North Dakota Airports Receive NAA Certificates

Four airports in North Dakota recently received the National Aeronautics & Navigation 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 World Field, Bismarck, North Dakota; and Bell Airport, Devils Lake, North Dakota.

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

The NAA 1947 awards were presented by Harold G. Veve, Acting Director of the North Dakota Aeronautics Commission, who presented the official sealed presentation of the NAA certificates to airport and city officials of Dickinson, North Dakota. Both Dickinson Municipal Airport and World Field received the award. Attending the presentations were City Manager O. Van, Acting Director; J. F. Bailey, Engineer; G. W. Bowers, General Manager; Carl A. Schoeneman, Manager; and F. C. Dreyer, Manager.

Plans were made for the future of Dickinson, World Field, and Bell Airport to improve the airport and its facilities.

December 23, Harold G. Veve, Acting Director, North Dakota Aeronautics Commission, certified the pilot's license to the following pilots:

Bismarck Group Gets 3 AT-6's

In September, 1948, Bismarck, North Dakota was to get funds to complete facilities of an Air Defense Command reserve 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 3rd Air Force need to complete the air base facilities.

After a complete study of the situation, the Air Reserve Command has now obtained the necessary funds to complete the installation on the base.

The installation of the equipment was made possible through the efforts of the Air Reserve Command. The equipment includes a hangar, offices, and a number of other buildings.

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Ray Kobo of Devils Lake, North Dakota, and formerly with Ernest Sorensen at Bottinville, recently purchased a new aircraft company in Len- mon, South Dakota.

Vance Stewart, former airport manager and part owner in the company will remain in Lemmon, South Dakota.

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

NAA AVIATION COMPANY IS APPROVED NON-SCHEDULED AIR CARRIER

On December 17, 1947, The Aviation Company, owners of World Field, Dickinson, received their certificate of approval for non-scheduled air service operation. Mr. Huffogen, CAA office in Minneapolis, notified them of the approval to operate the airport and its facilities.

The field received approval on four types of aircraft mainly Cessna 195, 196, 197, and 198.

Three planes are approved for day and night flight instrument flights on all routes. Approved was awarded on basis of excellent flight manifest, personnel, maintenance, and equipment in planes and on the field.

New Operator at Lemmon Airport

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Aeronautics Commission
Annual Report for 1947

The annual report listed below is made in the annual aviation report sent to Governor F. G. Ands-
dahl at the end of the Commission's first fiscal year. They are as follows:

**System of Airports and Airways**
The Commission has worked and prepared a seven-year tentative airport plan when the Federal Air-
port Act was passed. As an off-
shoot 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
Authority. In follow-up action of
the above plan all questionnaire
were mailed to nosotros. All
questionnaires of the first year's
program were voided and made ac-
counted with its future facilities
and cooperative devices of the
Aeronautical Engineer.

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

Safety has been promoted to a
great extent by standards estab-
lished by the Commission for state-
approved flight contract with forty-
seven aviation schools. An air
safety law has been maintained
on the Board of Higher Educa-
tion and the Veterans Administra-
tion Center of Fargo.

**Technical Assistance**
Technical, legal and engineering
assistance to municipalities, city
groups and persons has been contin-
ually availed from the Commission's
office based upon the Director's
personal experience or derived from
other material available in the of-
fice.

The director has established and
assisted the Attorney General in
promulgating new laws and
issuing legal information relative to
airway ownership and acquisition.

The aeronautical training department has been estab-
lshed under the Commission H.
old G. Vavrin, airport engineer, will
conduct future responsibilities with
communities needing airport plann-
ing assistance.

**Coordination Assistance With CAA**
Coordination, liaison and cooperation has been practiced by the Com-
munity's office with all aviation groups at the State, Regional, and National
levels. Cardinal addresses to form
government and social groups in all
parts of the state and these activi-
ties have comprised a considerable
share of the public relations work of
the Commission. The Office has
sent to the organizing of the

Maintenance of Skyway Eleventh Year
Winnipeg was announced by the Young Men's Section, Winnipeg
Board of Trade. A special commit-
tee 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 regul-
ations which, restrict the establish-
ment and designation of private
Skyways.

The establishment was made
concurrently with that of P. Wright, assistant for the United States
Transport board, hereinafter the
route through the United States between the Canadian and Mexican borders.

The idea of designating and mark-
ning "Skyways" across the length
and breadth of the United States is
completely new; the Skyway
Eleven, between Los Angeles and
Washington, was officially designated
a few weeks ago. Skyway Eleven is the first intercontinental route.

The function of a skyway is to
serve as a sort of "highway" of
air for private and non-sched-
dined aircraft. It is forty miles wide
and is marked with distinctive
designs, fussy, large signs on boulders and
other large installations.

The airport is a network of
recommending that the private
aircraft of the world take the
route.

Skyway Eleven extends 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. An-
nouncement of the Mexican govern-
ment approving its extension to
Mexico City is expected at very
early date.

Following the establishment of
Skyway Eleven between Los Angeles
and Washington in September, very
strong support developed rapidly
among communities between Win-
nipeg and Mexico City to secure
the designation of Skyway Eleven
as the first international marked
route for fliers and non-scheduled
air traffic. This Skyway follows very
closely the 19th East magnetic varia-
tion, the route of the flights
using the route. Larger
communities on the route include
Winnipeg, Canada, Fargo, N. Dak.,
Schenkel Falls, S. Dak.; Omaha and
Lincoln, Neb.; Wichita, Kansas;
Oklahoma City, Oklahoma; Dallas, Fort
Worth, Austin and San Antonio,
Texas, where the route divided
with Skyway Eleven East extend-
ing to Corpus Christi and Brownsville;
and Skyway Eleven West extend-
ing to Corpus Christi and Brownsville,
and Skyway Eleven West extend-
ing to LaFayette, Texas. From these
points two sets 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 by Mexican
Government. On the survey flight
plan for air marking the route will be
determined. The air marking is recog-
ized as a part of the skyway's
function of the designation is the
establishment of a flight route
through which the marking may be
done.
Air Scouts Plan Aviation Program

The Rotary Air Scout group 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 group, who are planning and dreaming about flying, were shown at the party. A beautiful pearl handled rifle was given away. Proceeds are to help the group in the purchase of a Link Trainer next spring.

Dick Farmer, former student; Keith Simmons, flight leader, and Al Schoendorf, Jr. flight leader, have made plans for the specific emphasis on aviation for the boys. The 15** ages from 15 to 18, intend to raise enough funds to purchase an airplane next year.

**KDXI Broadcasts Flying Lessons**

Gilbert Sweeney, General Manager, Bismarck Flying Service, announced the beginning of a 13-week series of flying aviation classes. Educational programs will be broadcast each evening Sunday from 7:30 to 7:45 (MDT), beginning January 11.

Flight Lessons will be recorded by Chief Pilot Al Unruhret actually instructing the student. If possible, the only flight will also be recorded by the student. Other aeronautical terms will be interpreting the pilot and passengers on a flight. The first flight is expected to be a private flight.

This program will be interesting and exciting to students as well as the pilot and the student will be able to learn the airplane and its control. Each lesson will be heard.

**1938 REGISTRATION**

The Aeronauts Commission has announced the mailing of 2,000 1938 annual aircraft registration forms. Aircraft registration rates and regulations are similar to the motor vehicle law. The annual aircraft registration was due on or before January 1, 1938, or within 30 days after an aircraft is first flown within the air space of this state. The 1938 annual registration fee for a single engine, single seat, single occupancy aircraft is $15, and shall be delinquent after May 15, 1938, unless paid. Registration fees for the plane's personal property tax which was levied on all aircraft in the state.

In the state law requires that the state office return 10 per cent of each aircraft registration tax to the county treasurer of the county where the aircraft is registered. The county treasurer in turn can use the funds only for donations to community aviation enterprises of 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.

Aerial reports are expected to continue the winter program where any aircraft can be heard and located by each county of the state.

**Promise Active**

(Continued from Page One)

will exert every influence to get the most favorable program. Impossible for me to understand why in one instance a group of community people to get their program such as volunteer program of extreme importance which is not being fully utilized. This is a most vital voluntary program that could be of tremendous importance in overall national defense.

It was issued in a letter from Lt. General George B. Mason that "we are most interested in Air Reserve Officers in North Dakota to be provided flying facilities." He also told him to the commanding General immediately and requesting a study of this problem and making available an "Airt-Lat" system.

As a result of this meeting, Capt. Gerald McIlvain made it possible to enable reserve officers in Dickinson to use the three old A-4's, three times a week. The city commanders of Bismarck made arrangements to have three loans, one to get fire protection. A building was made available by the aid of the local C.A.P. equipment and meetings and activities were limited to only those of the assigned flight "F" of reserve officers and paid Lt. J. N. Ray.
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 sell his plane. In a competitor's shop when it comes to selling a plane, a total stranger, will find the operator having anything good to say about an airplane in the person who is selling that particular type. 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 see that perfect pilot?" "It's an old drinker—look here, boys, here's a man thinking of buying that headache!

The operator or prospect will find very little real boosting 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.

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

There is the operator who condemns every plane that lands every plane's flying—every school from which a student serves 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 interests.

There is the operator who talks of writing the manufacturer of that fine—"the things come off—only safe for a pilot with 500 hours of flying in day time etc."

We have today a variety of planes on the market, if not offering all post-war varsies, they are GOOD PLANES. Lack of airplanes or any other type of machinery there are some better suited for different types of flying. It is up to the salesman to realize the buyer and honestly sell the prospect a plane suited for him. Anyone with any foresight knows this man will need in line of an operator to the thoughtful airplane who will sell a farmer a plane that will withstand constant rough field landings, and short takeoff and landing space. That good salesmanship policy does not end with the fact you didn't knock your competition, 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 this, 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, it's time to get out of the aviation business and make room for a booster who will help develop the industry.

Capital Aviation Corporation
CESSNA = T-CRAFT = BELLANCA

Sales - Service Relicence
Repairs Service

NEW AND USED AIRCRAFT
Bismarck, N. D.

Phone 337 P. O. Box 71

LETTERS TO THE EDITOR

The Kildare 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 paper.

Your recent articles in the Flyer have 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 proved to us it is as harmful to the flyer and prospective pilots as we are being led to believe." When we pay taxes, be it a regulation 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 WOULD do. In other words, we want something CONSTRUCTIVE done by the group that spend our money. We don't measure their value by the amount of harm they DON'T do. That's the same principle toward the State Aeronautics Commission. They aren't harming us! Yours very truly,

R. W. DOEBERT

NOTE: The constructive developments outlined by the State Aeronautics Commission during the fiscal year of 1947 are outlined on page four under the "Aeronautics Commission's Annual Report." Conclusions may be drawn from the article of the CONSTRUCTIVE work being carried out by the State Office.

SAX AVIATION COMPANY
Dickinson, N. D.

FEDERAL SKILLS DISTRIBUTOR

Large Stock for Immediate Shipment

REGULAR DISCOUNT TO DEALERS

We Have Received Our Approval as a Non-Scheduled Air Carrier

- We Have New and Improved Equipment Available
- At All Times

Cessna 195 - 5 Place - With Airline Comfort, Speed, and Rates

Listen to KDIX 2:45 (MST) for Interesting Flying Lessons on the Air Every Sunday Beginning Jan. 11
Classified Ads

The Closing Date for All Ads—20th of Each Month
Rate: $1.00 Minimum Over 15 Words—4 Cents Per Word

Dakota Flyer

January, 1948

Page 5

68 cp Tom Type 448 has 505-915 of delivered gross Contour Ban
Bay, 418 Redway, Bismarck, N. Dak.
WACO-YUK-UC- 58 engine in
Marine, Bismarck, ND, 512 Redway, Bismarck, N. Dak.
WANTED—1932 Curtiss-Wright
Tower, Bismarck, ND, 512 Redway, Bismarck, N. Dak.
FOR SALE—1947 Taylorcraft, in
excellent condition only $3,000
Write Clarence Krohn, Bismarck, North Dakota

WANTED—Young man or woman
interested in aviation, for avia-
tion news reporting, for aviation
and commercial positions: Interscience, Chicago. Write today: The Dakota Flyer, Bismarck

Dakota Municipal Airport, Bismarck, N. Dak.

FOR SALE: 1942 Taylorcraft, owner/oper-
er, has larger airplane. Excellent, economical Student Trainer, for flight school, for building up FLY-
ing time, for the Flying Farmer's needs. Schiff is equipped with small, and in A-1 condition. Will trade for local model automobile, or the best offer over $800. Write: Gene Helmsworth, Century Chevrolet Garage, Mandan, North Dakota

Answers to Planes Quiz
1. [b] First flight by a U. S. reg-
   ular military airplane, was from Key West, Fl, to Havana, Cuba, October 28, 1927.

2. [c] Design of rotary wing alt-
   ernative to helicopter, by Leonardo da
   Vinci more than 400 years ago.

3. [b] International Air Transport
   Association, representing 62 air-
   lines in 40 countries, reports 2,000 planes flying this world-
   network.

4. [b] It was inaugurated October
   20, 1947.

5. True. Analyzing or imminent dan-
   gers is the requirement for national security; manufacturers have turned to such products to keep productive facilities intact.

6. As of August, 1947, FAA's educa-
   tion divisions reported 22 states had published pro-
   grams covering elementary, sec-
   ondary and higher education.

7. [a] At 1947 sales, an airplane
   could cost between $3,750 and $12,750 for carrying this ton of letter.

8. [c] The 1947 selling was sched-
   uled for the Illinois State
   Commerce, Springfield, November 19-22.

9. [a] "It's easy to fly a C-1."
GRAFTON AERO SERVICE

To Close An Estate, We Must Sell G. I. Approved Flying School

Equipment Includes:

STINSON 165 STATION WAGON
CESSNA 120 & 140
TAYLORCRAFT L-2M-1942 MODEL

HANGARS INCLUDE:

50 x 100 (space for 12 aircraft)
Plus One BUTLER METAL T-HANGAR
Also included is lease franchise on choice area of airport, for 10 years plus 10 years option. Located close to city of 5,000.

Dealers For:

STINSON-CESSNA

"Most Prosperous Part of Red River Valley"
Interested Parties Contact:

W. T. DEPUY

Grafton, North Dakota

UNLIMITED FINANCIAL POSSIBILITIES

At last a plane that can rival in cost or knack. Original - Entirely New Airplane Design. 35-45, wide 7.5 feet per M. P. Patent U. S. Patent Office. Lends 50 miles per hour, take-off run 35 to 50 feet. First full size model already has undergone and completed many tests and flights. This plane can make off on destroyer deck without special equipment. Two partners ranging from $1,000.00 to $10,000.00 are needed to finance building second production model to obtain U. S. and Foreign Navy contracts. Flies also opens unlimited possibilities in low-cost (under $3,000), 2-8 passenger civilian planes.

K. Q. BARNETT, M. D., Free.

WIS., MINN., DAK. AIRWAYS, INC.

Wisconsin Rapids, Wis.