JUNE, 1948

JUNE 1948

20c

* CAMPAIGN TO PASS GAS TAX AMENDMENT
* S. D. AIR TOUR JUNE 3-4-5-6
* EXPERIMENTAL PILOT COURSE
* ANNUAL AIR FAIR JUNE 27
* ANNUAL N. D. FLYING FARMERS AND RANCHERS CONVENTION JUNE 24-25

Voice of Dakota Aviation
ATTENTION Neighbor and Farmer:

Agriculture is here to stay. However, the profits from agriculture are never assured until the crop is harvested.

Now modern aviation has developed application methods for the positive control of weeds and insects in a cropland and pasture with the use of a proven ester formulation of 2,4-D. Also great strides have been made toward the use of airplanes in seeding acreages.

The THOMPSON SPRAY CO., INC., invites your attention to its complete aerial spray and seeding service with licensed pilots and qualified crop techniques to fulfill your demands. May we invite you to attend one or more of these meetings featuring aerial spraying. Agriculture's full color sound movies on spraying and how it can make a greater yield and profit for every farmer that wishes to apply his farm to this modern service.

Get the facts today on

AGRICULTURAL WEED-NO-MORE
A Proven Ester Formulation of 2,4-D

Cleans weeds out of small grains, corn, flax, and farm pastures

PROVED—on more than 500,000 acres in 1947. Use no more than 1 gallon of oil per acre with only 2/4 to 2 pints of Weed-No-More!

NEW FREE BULLETINS—Before you buy any 2,4-D weed killer, get all the facts on Agricultural Weed-No-More performance on farms like yours. Ask for our new free bulletins.

THOMPSON SPRAY CO.

Dickinson, North Dakota
Municipal Airport

THOMPSON PRODUCT OF SHERWIN-WILLIAMS RESEARCH
THE VOICE OF DAKOTA AVIATION

DAKOTA FLYER

Vol. II June, 1948 No. 8

Editor: Genevieve K. Schow
Business Manager: Carl T. Thompson

One Year Subscription—$2.00

Published Monthly at the Office of the Conrad Publishing Company, Bismarck, North Dakota.

CIVIL AERONAUTICS ADMINISTRATION
Third Region
ITINERARY FOR JUNE, 1948

June 3 Thurs. Municipal Airport Grand Forks, N. D. Written Exams
June 3 Tues. Municipal Airport Jamestown, N. D. Flight Tests
June 9 Wednes. Port O’ Minto Minot, N. D. Flight Tests
June 10 Thurs. Municipal Airport Williston, N. D. Flight Tests
June 15 Tues. Municipal Airport Dickinson, N. D. Flight Tests
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Tailwind Tattler

By C. T. Thompson

A TRIBUTE TO THE AVERAGE FLYING FARMER.—He is 36 years old, has an average of 630 flying hours holds a Private Pilot license and has been flying for about 38 months. He gets more utility from his plane than the city dwellers, using it for everything from plowing fences, carrying school children to shopping trips.

NEW FOUR-PLANE AIRCRAFT.—Arriving at the four place family plane in a lower price range is the PIPER FAMILY four place MODEL 15 the 3 place price field sells for $625—The AERONCA SEDAN with its all metal wing kits at only $275.—The metal fuselage CESSNA 170 family car of the air, has a beautiful interior and sells for $875.

MOUNTAIN PEAK HIGHER THAN MT. EVEREST.—Based at Lanchow, China, American manufacturer Milton Reynolds and U. S. and Chinese scientists were engaged in making a series of flights over Northwest China to find a mountain peak higher than Mount Everest In India, the earth’s highest.

Fargo Air Traffic Hits All-Time High

Hector Field, Fargo, North Dakota has announced its all-time high in air-traffic during the summer of ’47. Traffic Tower reported over 15,000 landings and take-offs, more than when the Army was operating off the field.

Stop at Border Aviation

MUNICIPAL AIRPORT
Langdon, North Dakota

LUSCOMBE - PIPER AIRPLANES

Bob Wells, Operator

For June 1948

Lake Region Flying Service, Inc.

Invites You to Call at

BELL AIRPORT — DEVILS LAKE, N. D.

ROLLA MUNICIPAL, ROLLA N. D.

When Visiting the Dakotas
We Guarantee Courteous, Dependable Service
C.A.A. Approved Flight School, No. 5974
Offering: Flight Training in Private, Commercial
Instructors Courses

Reliable, Dependable Service Available

BELL AIRPORT AND RESTAURANT ON FIELD

STINSON — CESSNA — AERONCA

Dealers

For Sale by-Senior-Aeronautical Lightplane Sprayer

For June 1948
AN AUXILIARY FLYING PROGRAM has been put into effect in North Dakota, with the first official meeting of the 34th Composite Squadron held in Bismarck in May.

Pictured above are local reservists and commanding officers of the 40 Reservists and officers who were in attendance, they are, left to right, Lt. Bobbitt, Lt. Dick Barren, Capt. Prasad, Lt. Bob Stahler, Major Brin, Lt. T. Marking, Capt. Van Warmer, and Lt. Ray.

The 34th Composite Squadron was previously known as the Upper Missouri Valley Squadron. This Auxiliary squadron is under the jurisdiction of the 13th AFRS (Red Top) ADC, Wold-Chamberlain Field in Minneapolis, Minnesota.

This program is primarily set up to bring Military flying nearer the USAF Reserve. Two, three, or more AT-6 and AT-11's will be stationed at the Bismarck Municipal Airport for a period of two, three or more days every month, number of days will depend upon the activity of the squadron.

Being the first Reserve set-up in North Dakota reservists feel this is a definite significance to the growing strength of the 2nd United States Air Force.

Aerial Sprayers Hold Meeting

A special meeting was called by Seward and Sorensen on May 7 at Worthington, Minnesota for all men interested in aerial lightplane spraying and dusting.

Men were represented from all parts of North and South Dakota, Minnesota, Nebraska and Iowa. It was considered one of the largest groups of Aerial Sprayers to congregate in the mid-west.

Several chemical companies were represented, Sherwin-Williams, The Borgmiller Co., and Dr. Bahler, contributed a great deal to the success of the gathering.

Of special interest was the full color sound movie, "Agricultural New Compan" representative from the agricultural department was the noted Dr. G. M. Stahler of the U. S. Dept. of Agriculture Bureau of Plant Industry, who spoke on the use of Aerial 2,4-D in weed control in the Upper Missouri Valley region.

Dr. Stahler laid out five major precautions to be strictly observed by the sprayer: (1) PROTECT SENSITIVE PLANTS FROM 2,4-D dust and fumes (2) ONLY MINIMUM AMOUNTS OF CHEMICALS needed for job—DON'T OVERDOSE (3) CHECK LOW-VOLUME EQUIPMENT carefully—futility applications costly (4) Have SEPARATE SPRAYER FOR 2,4-D or cleanness carefully after use (5) USE WEEKLY AND ACCORDING TO DI-SSECTIONS 2,4-D is not a cure-all.

2,4-D has been enthusiastically accepted by farmers since its first introduction as a weed killer since 1944.

Of greatest concern at the gathering was the control of this tremendous industry. The new business in Weed Control is here to stay. There are already many sharers in the business, out of state firms have already entered the market.

(Continued on Page 3)

Changes in Airport Act

Major changes and general simplification of regulations for administering the Federal Airport Act, in accordance with the CAA program of reducing the paper work in connection with the Airport Program, have been announced by J. B. Van, Acting Administrator of Civil Aeronautics.

Exclusive Gasoline Contracts

Significant among the changes, which become effective May 1, is the provision permitting exclusive contracts for the sale of gasoline, oil, repair of aircraft and the sale of aircraft parts and equipment. Allowing exclusive contracts, however, the new regulations provide that companies operating from fields built under Federal Air Airport Program, may repair and furnish parts for their own aircraft.

Furnish Own Gas and Oil

The new regulations permit operators at the field to furnish their own gas and oil, even though an exclusive right has been awarded by the sponsor. The sponsor may require that aviation gasoline and oil purchased off the airport and delivered in the airport, be stored in specific places. The sponsor also may require operators furnishing their own gas to utilize such storage and dispensing and delivery system as the sponsor may prescribe.

Another important change is the provision which permits sponsors to let contracts for construction without competitive bidding, provided approval of the Administrator of Civil Aeronautics is applied for and given in advance of letting the contract.

Eight Forms Eliminated

Simplification of the regulations has been achieved by elimination of eight forms and combining two others. Project application and sponsors' assurance agreement forms have been consolidated into one.

The amended regulations provide that sponsors may use the combined forms for project application and sponsors' assurance agreement until May 1, when the use of the consolidated form becomes mandatory.

DAKOTA FLYER
Models

The boys have been having several disastrous results of model flying. GERRY SPIES of MAYVILLE, N. D. cracked up his original stunt plane trying to fly inverted. He has tried this maneuver several times but never completely got her over.

HARVEY LARSON of BISMARCK, N. D. cracked up his "Stunt" plane at the bottom of his second loop. Both planes are being repaired by their owners. FREDDY ROBERTS has completed several loops with his own stunt plane. He has been out at the Bismarck Model Flying Ring every morning at sun-up practicing his maneuvers. ART MAY and BOB WARDING of Bismarck have finished their super "Bobart" stunt ships. After a test flight by Bob it looks like it will be a good performing plane.

AL SCHULZ of Regent got the plane for the "Bobart" and is testing his completed model already.

Pictured above are the Bismarck Model Display, held in their club room. 47 planes were displayed and the club members and more than 500 people viewed the display rooms. Photo taken by Leo LaLand of Mandan. Below are GERRY SPIES, BOB LEIS and BOB ELKEN of Mayville with their models.

THE MISSOURI SLOPE AIRPLANE MODELERS ASSN will hold their ANNUAL U-CONTROL CONTEST at the Municipal airport in Bismarck on JULY 17-18. The local teams, shirts and helmets will be supplied by them.

Bill Dehnendt and Art May will drive their cars to Glatho, Kansas where the winner of the local Annual Contest will enter the National Contest. Bismarck builders will enter the Fargo Civil Air Patrol Contest on July 6. This meet will be the boys first experience away from home fields.

AIRPORTS

Airport landings and take-offs increased nearly 40 per cent last year over the year before, records show.

SPRAYERS MEET

(Continued from Page 4)

state and with 26 ft. equipment have made attempts to cover 100 ft. in one swath.

These men are not responsible for damages done. They are here today and gone tomorrow. The process are absolutely out of that of local custom sprayers. The farmers crops can be severely damaged with such operations. It felt that with harmful effects this chemical can have on farm produce and crops laws and lawsuits would be involved to protect the farmer and the local state airport operators conducting a careful spraying unit will have to be protected and regulated by a state authority.

YOUR INTEREST IN THE "DAKOTA FLYER" WILL BUILD UP INTEREST IN DAKOTA AVIATION!

PILOTS

When in Dickinson, North Dakota, you will find

FINE FOODS -- REST

and

THE FAMOUS CORRAL BAR

at the

St. Charles Hotel

PHANE BAY, Prop.
Kildeer Club Sponsors Flight

Kildeer, North Dakota, has been for the past few years one of North Dakota's most active communities for the flying farmer and rancher. Their airport is located conveniently close to the main street, railroad and central part of the little town. Farmers and ranchers have found it very easy to ship their cream and egg produce, pick up their freight and express at the depot and walk a few blocks for their mail and groceries, and fly it to their country homes.

However, the utility for their aircraft still hasn't handed the enthusiasm for an occasional pleasure flight, the above row of planes and number of pilots who are farmers, ranchers and haysemen verify that conclusion. This recent "PILOTS BREAKFAST" was sponsored by the Kildeer Flying Club and Kildeer Town Criers.

Kildeer citizens and pioneers have witnessed a great change in their community in the last 30 years, where the airport now lies there used to be only prairie where occasional wild cattle and horses would come down out of the hills and graze, often a lone rider would be seen making his few trips into town for mail, groceries, etc. on horseback. Those men often spent months isolated in their farm homes.

G. C. GUNDESON INSURANCE AGENCY
PHONE 624
"WHERE INSURANCE IS NOT A SIDELINE"
"We write all forms of INSURANCE including AVIATION"
DICKINSON, NORTH DAKOTA

PAGE SIX

DAKOTA FLYER
"Aviation Information"

Prepared for you by F. Trumbauer
Associate and Regional Administrator
For Personal Flying Development

SUNBURSTED AIRPLANES—A good coat of wax acts as a sunblock
is similar to a coat of high-grade lacquer. It will last for sev-
eral years if protected from abra-
sion and from sunlight. Sunlight
will break down the doped surface
at temperatures as high as 350°F.

The pilot should know the ser-
vous ceiling and absolute ceiling of
his plane. The absolute ceiling is
the height beyond which his ship
cannot climb, and the service ceil-
ing is the altitude at which the
climb is only 100 feet per minute.
The rate of climb decreases in pro-
portion to the altitude of the plane
in relation to the absolute ceiling.

S. D. J. C. Sponsors
Second Air Tour

Plans are virtually completed to-
ward staging of the gala "Holiday
on Wings," scheduled for June 3-4,
according to Drexton Wightman,
aviation chairman of the South Da-
kota Junior Chamber of Commerce,
sponsoring the Annual Air Tour.

Tickets are requested to meet
in Huron on the evening of June 3 for
briefing and entertainment given
by the Huron Junior Chamber of
Commerce. The tour will begin
THURSDAY, JUNE 3—Start at Hur-
on 7:45 a.m. with stops at Pierre,
Mobridge, Lemmon and Spearfish
overnight.

FRIDAY, JUNE 4—Pilots will
take-off from Spearfish at 7:00 a.m.
landing at Rapid City, for break-
fast; Hot Springs, Martin and Win-
ner overnight SATURDAY, JUNE
5, land at Wagner, Yankton, Ver-
mission, splitting up into two flight
units into Stevens and the other
in Sioux Falls, meeting for lunch at
Mitchell, Flandreau and Watertown
overnight. On SUNDAY, JUNE 6—
planes will land in Milbank, Dak-
ton, Britton by noon. Then on to
Aberdeen, Redfield, with a possible
flight into Clark. The tour will
break up here. The Junior Cham-
ber of Commerce and airport opera-
tors are planning a series of pro-
grames, food and entertainments
at each of these major stops. It is ex-
pected that more than 500 places
will take part in the tour through-
out the entire flight. The stray pilot
and the farm there all are welcomed
to join the flight at any time along
the route, and may drop out at any
time he wishes. The second "Air
Tour" will have state-wide publicity
with radio broadcasts at several
major stops.

Entertainment for this Holiday on
wings is expected to be the best in
the flying season.

Alternate dates of tour will be
June 19, 21, 24, and 25.

Operators Have
Fessenden Meet

FESSENDEN, NORTH DAKOTA. —The North Dakota Aviation Op-
erators Association met on May 12, 1948 to discuss aviation problems
within the state. Major topics of discussion were the present insur-
ance problems, relative to aviation, Flight Training programs of the
Veterans Administration and Control of Aerial Crop Spraying and
Dusting.

Seven major points were discussed
and adopted to be presented to
the State Aeronautics Commission
on control of crop sprayers, for
their consideration and approval. It
is felt that aerial spraying is a
great up and coming industry of
major importance to the aviation
businessman and the farmer, and
that a definite control must be em-
phasized at once.

The Aviation Operators Associa-
tion has gone on record to back
the new Gas Tax Amendment and
four contract men were chosen to
meet with the drive for 20,000 signa-
tures necessary to amend the pres-
ent tax law during the next elec-
tion. At the present aviation gas
tax that it is refundable, automa-
tically goes into the highway de-
partment. Under the proposed a-
mmendment these monies would go
into a fund for airport maintenance
and construction.

Future meetings of the Aviation
Operators Association will be held at
Minot, North Dakota on June 9, and
at Dickinson, July 9. Large num-
bers are anticipated as a program
committee will bring in several
speakers of local and National in-
terest.
Test Experimental Private Flying Course

An experimental private pilot flight curriculum has been developed as a result of several joint Civil Aeronautics Administration and State Aviation Officials meetings held in the Third Region of the Civil Aeronautics Administration. Many operations, flight instructors, and personal pilots have participated in the discussions which took place at the CAA-State Regional Clinic in Chicago, Illinois. As a result of the discussions and investigations concerning the feasibility of a revised training course, the following revisions were adopted by the CAA-State Regional Clinic:

"Whereas, since there is considerable question as to the effectiveness of the present private pilot curriculum and flight test in turning out pilots who are safe and yet can realize the full utility of the airplane, be it therefore resolved that the CAA be requested to re-examine flight training curricula and pilot test requirements influencing such curriculums and that for this purpose they conduct a flight training research program, giving immediate attention to the possible elimination of simulated forced landings, pylons sights, spins, and go-off the runways, and to utilize the time saved in additional extra-curricular training and strange field techniques."

As a direct result of the above thinking, Mr. C. E. Brown, Director of Aeronautics for the State of North Dakota, spearheaded the development of a new private pilot flight training curriculum which would feature additional cross-country flying and which could be incorporated in the present Veteran's Administration G-1 Flight Program.

The factors responsible for the development of a new private flying course are summed up by the following Third Region Clinic resolution:

Most airplane users are interested in the airplane as transportation, not in becoming precision pilots. One objective of the new course is to improve the cross-country ability of the student pilot. In order to emphasize this period, personal pilots stated that the surplus models aged business man or farmer of today would not get in (Continued on Page 8)

Five Point Campaign
To Pass Tax Amendment

The proposed amendment to article 36 of the State Constitution has been drafted with the initial petitions in the hands of the printer. The amendment provides that all the gas tax revenue contributed by the aviation industry must be used for the development of airports and for aviation purposes. The amendment will not change the present four cent per gallon aviation gas tax refund provision. The amendment will prevent any future aviation gas tax being assessed for highways of other purposes foreign to the aviation industry.

30,600 signatures of qualified electors of the State of North Dakota are required to place the initiated petition on the ballot in the November 2nd general election. The required number of signatures must be secured and filed with the Secretary of State, Thomas Hall 120 days prior to the general election or by July 3, 1961.

Five Point Campaign
A five point program geared to secure the needed 30,000 signatures has been organized: (1) Wesley B. Keller will spearhead the drive in the Minot area, Lester O. Joby in Grand Forks, Irv A. Myers in Fargo, J. J. Tannery, Jamestown and Harry W. Petter, Bismarck.

1. The NDAO (North Dakota Aviation Operators Association), at a meeting held at Fessenden May 12, 1961 passed a resolution endorsing the amendment of the state gas tax constitutional provision. The NDAO went on record as favoring the present refund provisions. The organization appointed four committee members to head the drive for petition signatures. Carl Thompson, Dickinson, will head the NDAO drive for Western North Dakota, Kyle Bens, Hazen, N D will cover the Northwestern part of the state; Daniel Wakefield, Devils Lake, ND the Northeastern area, and Eugene Ellingsrud, Mayville, the Eastern part of the state.

2. A campaign to secure the support and help of some 1,400 North Dakota farmers.

3. Support of the aircraft owners of North Dakota.

4. Support of the Flying Farmers and Ranchers in North Dakota.

Aircraft Registrations Delinquent

All aircraft registrations post-dated after May 13, 1961 are considered delinquent and a penalty will be charged which amounts to TEN CENTS PER DAY, for the first 15 days and $1.00 for each 20 day period. Exception to the penalty will be registration of new aircraft which must be registered within 30 days after the aircraft was first operated within the state. To date 420 registrations have been received in this office as compared to 465 of last year, according to W. G. Vavra, Acting Director of Aeronautics.
Keller Proposes Air Ambulance

A proposal by W. E. Keller, of Minot, chairman of the state aeronautics commission, that the state of North Dakota should operate one or two state-owned ambulances, has received favorable reception in discussions by members of the commission, it was learned today from Harold G. Vavra, Acting Director of the Aeronautics Commission.

He said the need for such service was pointed up in situations developing during the winter months when many rural areas without hospital service were mowed.

In a state where many communities, urban and rural neighborhoods are, of necessity, distant from hospital facilities, air ambulance service would be of great public benefit, Keller suggested.

In his discussions with the commission he did not minimize the value of service given by privately operated small planes in getting sick people to hospitals. He said such plane service undoubtedly saved lives that last winter and benefited a great many people.

The point was, he contended, that in some cases ordinary small planes were not equipped to provide the kind of transportation needed.

He indicated, too, he was concerned about the possible “over exposure” of the small community hospital idea, in the face of the present shortage of physicians and nurses.

“Some of these small community planning hospital projects and applying for aid in their construction,” he said, “may find that they cannot obtain doctors and nurses to man their establishments.”

Facing this condition of shortage of doctors, technicians and nurses, said Keller, the state of North Dakota may find it is more practical to carry some classes of sick persons by plane to existing medical centers than to try to provide for the sick and the injured at home.

EXPERIMENTAL FLIGHT COURSE

(Continued from Page 8)

our uncomfortable, unembellished, timid trainees and go through a monotonous 40-50 hour learning to be a pilot.

There would be no sightseeing of time proven maneuvers that the student would face in the present FAA Experimental Private Pilot Flight Training Courses and in the future.

It is believed that a revised flight training program featuring cross-country activity could be incorporated in the present FAA Experimental Private Pilot Flight Training Courses and would be happy to supply to aviation operators in the state of North Dakota free of charge. At the May 12, 1948, meeting of the North Dakota Aviation Operators Association the Aeronautics Commission offered to supply the members with a copy of the new “Experimental Private Pilot Flight Training Course.”

If a pilot has flown regularly during the winter, he should take couple of check rides before starting flying. Timing and coordination are essential to good piloting and this is a good time to make sure that flying habits are good.

THIS IS YOUR NEWSPAPER—WE WELCOME YOUR NEWS AND PHOTO-GRAPHS
Letter From Editor
Explains Late Article

The following letter from Walter Davogepoy, Editor of Collier's has been received by R. G. Vavas, Acting Aeronautics Director of North Dakota, quote: "I'm sure that flight training under the G. I. Bill of Rights is being most rapidly regulated and honestly conducted in North Dakota where your Aeronautics Commission has charge. This is not true everywhere and because of that we felt we were doing a public service by publishing these articles by Albert O. Mastro and Congressman Homer A. Runney. You objected to Mr. Mastro's statement 'Greatest of all opportunities for boondoggling.' At the time that has been set up, under the G. I. Bill, generally, there have been opportunities for boondoggling, and it was in an effort to clear up some of these matters that we published the two articles.

Please keep in mind that the G. I. Bill of Rights was designed to give veterans the training and experience that they needed by virtue of their service to the nation during the emergency. You will perhaps recall that during the debates in Congress, when the bill was under consideration in 1944, many Congressmen were afraid they might be creating a program given to boondoggling. We believe that, to a certain extent, those fears have been proven to have been well-founded, and we felt it our duty to bring them to public attention with every means at our command.

It is not possible, in writing a story of this sort, to list every school in the country as to its excellence of operation or the degree to which it has erred. In each article we were careful not to give the impression that the whole program was at fault. The veterans' education program, generally, has been one of the greatest pieces of social legislation enacted in recent history. In fact, in article No. One, we stated: "We have not done enough for the more than a million veterans who, under the G. I. Bill of Rights, are pursuing educational objectives that are worth while to themselves and to the nation."

And in the second article, by Congressman Homer A. Runney, it is stated: "One would, however, like to point out here that the light of publicity is almost invariably turned on the mistakes and failures. Many schools operating under the present law are beyond reproach. It is not those with which our subcommittee is concerned, and our faith has been justified in many cases," opposite...

Superior Airways
Luscombe Distributor

Bandy Stenderson, manager of Superior Airways, Inc in Rapid City, South Dakota has announced the same appointment by Luscombe factory officials in Luscombe, Distributors. The firm expects new models of the Sedan and a Trainer in very shortly.

Superior Airways is a newly formed airport operation here early March. The owners Carl Anderson, Ed Brandfeld and C. G. Skorvold have taken an interest in developing this field and operation mainly for pleasure. A Link Trainer is being installed, and the new airport office and lounge overlooks the landing field.

Bobert (Bandy) Stenderson, manager as a former Air Force pilot, he became interested in commercial aviation when he was stationed at the Air base at Rapid City.

President of N. D. Group Attends Convention

Loren Dunsland, president of the North Dakota Flying Farmers and Ranchers Association and Mrs. Dunsland attended the Annual Minnesota Flying Farmers conventions held in Minneapolis the later part of April.

He reported: "The convention held at the University of Minnesota, Twin Cities, was very interesting." After the business sessions they attended the Northwest Aviation Exposition.

The Aeronca Sedan

- Unexcelled—for short fields
- Unexcelled—for roominess and visibility
- Stable in high winds
- An Ideal Airplane for the...

Farmer and Rancher Family

Arrange for your Demonstration

Bismarck Aviation Center

Phone 818

Hangar North End of Field...Bismarck, N. D.

Dakota Flyer
MANUFACTURERS, DEALERS, DISTRIBUTION ASKED

Dear Editor:

Dr. Lynn Bollinger, researcher for the Harvard school of business recently said: "You must make the airplane a good neighbor and useful vehicle—the personal aircraft industry is up against a complete and immediate crisis. The next 18 months will tell whether much of it can survive." (May Flying.) Dr. Bollinger the donor of the Dakota prairie might say: "The airplane is a good neighbor and useful vehicle but too few of our farmers and ranchers know it." The airplane for practical use is here. But the public still must be sold on the idea of its practicability.

There is no better place to prove the advantages of air travel than in the Dakotas with their sparsely settled areas, their few large cities, poor country roads and long severe winters. Why then, with an airplane available to anyone and everything in favor of its use, do we still have so few planes owned by people in the rural areas? Is it because they just haven't given the matter of buying a serious thought? If this guess is right then what is wrong with the airplane industry? Why aren't they doing a better job of advertising?

The manufacturers of the tractors didn't leave the selling of their product to the local dealer. Twenty years ago debating teams throughout the schools of the farming areas of the nation were debating "tractors versus horses for farming." The material for the students' outlining came from the manufacturers of the tractor. The local dealers instigated the debates and the result was tractors were talked about in every family home. Children were naturally enthusiastic about any new idea. They carried their enthusiasm into their homes and parents had to listen because children must be being heard. It was one way of getting the parents to think about tractors. Why wouldn't the same principal work for airplanes, developing "airplanes versus cars for travel"?

Another advertising means said employed by the manufacturer of farm implements is the free movie. A local airplane dealer could put on a free movie at a very low cost if the builders of the private planes would furnish the advertising movie. A moving picture showing the practical uses to which the airplane was put in the Dakotas during the past year would air up quite an interest in flying in any rural community. Those who fly and read flying magazines know the facts are compiled by the airplane during this past winter but the majority of our rural population, neither fly nor read magazines on flying is not many of them 'do not even have access to a daily paper but they will flock to a free movie.'

There must be no number of other ways that big industry can get behind airplane advertising and directly contact their prospective buyers. Without doubt the day will come when an airplane will be as much a part of a well-equipped farm as any other modern convenience. But selling the farmer on the idea will not be left entirely to the flying school operators and instructors.

Everyone in the rural areas of the nation there are, limited possibilities for sale of airplanes once the population becomes aware of the true commercial use of airplanes, debates and articles in magazines into every house in the different communities—even if they have to be placed there through contacts of some sort are some of the ways to acquaint the rural population with the practical use of the airplane.

Dr. Bollinger gives the plane in industry 18 months to make or break. Word has to, see another war permitted to the surplus planes could be used when every one of them could be used to make life in rural areas more enjoyable and convenient.

Mrs. M. O. Beck
McClusky, North Dakota.

VOLUNTEERS ARE STRONG

Dear Editor:

Just received a copy of the "Dakota Flyer," and wish to thank you and assure you that I appreciated getting it.

I am very happy to note that the North Dakota people are thoroughly air-minded. The future defense of the Nation and all other nations will be in the air. In order to have a proper defense when an emergency arises, it is of the utmost importance that there be trained personnel.

The superiority of our armed forces over those of meormed trained and drilled is that they have initiative. Initiative is acquired by doing things without being bossed, and doing it at their own responsibility. From reading the Dakota Flyer, I note that is just what you are doing. Congratulations, and with kindlest personal regards I am,

Win. Lemke
Congress of the U. S.
House of Representatives.
Rural Fliers Invited to Annual Convention

Plans for the 1948 Annual North Dakota Flying Farmers and Ranchers convention to be held in Fessenden on June 24 and 25 have been announced by officials arranging the program.

It is expected to be one of the best events of the year, with shows and entertainment with educational value. The program to date began

The meeting is to adjourn at 10 a.m. if members are not accompanied with balls written R. G. Harre, Fessenden.

County agents from every county in the state will be invited. Their growing interest in the rural aviator and his use for an airplane and the future of aerial spraying on the modern farm are the greatest interest.

Honorary awards will be made to the county having the most representation in aircraft and rural aviation. It is suggested that you call your flying neighbors and arrange to take-off from your home field with the same hour arriving in Fessenden with all the rural aircraft from your county within the next hour Counties are growing in number of rural fliers, it will be state wide interest to know which county is leading in rural aviation.

Plane owners must bring their own equipment. Invitations are being extended to businessmen in elevators, grain, and cattle buyers, who are fliers, they can become associated members of association, and are invited to attend the 1948 annual convention.

Texan Commutes to Dakota Ranch

A. W. So Balle, of Amarillo, Texas, has perhaps the farthest distance to travel between his ranches than any other individual. So Balle transports his hired men from Texas to his South Dakota ranches every year driving numerous business trips to his Dakota Ranches.

Without his Dear Onis So Balle’s constant commuting between Texas and South Dakota would be impossible. Flying his personal plane he finds his estate easily accessible by reaching them directly by plane.
The New Cessna 170

Six Aviation Company, distributors for Cessna aircraft have their first new 170 four-place personal plane demonstrator, Jack Thomas of Six Aviation Company, in Dickinson, is shown here demonstrating the new plane to their dealer, Jack Watta, of Capital Aviation Corp., in Bismarck.

Deliveries are expected to begin at once, with the factory building a total of 300 of this particular model before July 1.

The four-place 170 features all the items of greatest importance in aircraft utility, it has exceptional roominess, even with four large persons, with ample baggage space. Cruising speed is 130 mph, 200 feet per minute climb, and excellent visibility its simplicity of instrument panel and control make flying it as simple as the two-place.

Another important feature, not to be overlooked is the yard-wide door, making it as simple as entering your car; this is of particular interest to the ladies. Shown above is Mary Loring, society editor of the Bismarck Tribune, a private pilot and an ardent admirer of the new 170. Miss Loring says, "The plane is very easy to fly."

The new plane is powered with a 150 hp Continental engine with excellent performance, the reliable plane is practical for either a deluxe passenger plane or as a utility farm truck. The rear seats can easily be removed to the carrying of heavy, bulky cargo, or produce.

The Cessna offers the flier and future flying public many advantages in it class at $5,475." F.A.F.

Rapid City Sponsors Second Annual Air Fair

Plans are being made for the 2nd Annual Air Fair which is sponsored by the Rapid City Aircraft and Mechanics Association to be held at Rushmore Field this year, June 27, was announced by Sandy Rendsevitch of Superior Airways.

Bill Hackett, president of the association is planning a program of similar events which will be of interest to every pilot. Prizes will be given to the pilot running the farthest distance, the oldest and youngest flier, as well as contest prizes for short-field take-off's, float landings, and the hilarious "Pint's Race".

A display of new four place aircraft is expected to be interesting to the prospective new plane owner. A ham and cheese luncheon will be served at the field.

Rushmore field is making preparations to meet the participants and to welcoming every guest, his family and his friends to take part.

It is advisable for each plane owner to bring his own tie-down equipment.

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Annual Convention

Fessenden, N. D. . . . June 24-25
**THE PRICELESS AIRCRAFT**

In the city of Stockholm lived Marcus, the Wise One, and many people went to him for counsel, which he gave freely to all, asking nothing in return.

There came to him a young man who had bought many airplanes and said: "Tell me Wise One, how may I buy the best aircraft for which I spend?"

Marcus answered: "An aircraft that is bought or sold has no value unless it contains that which cannot be bought or sold. Look for the Priceless Aircraft!"

"But which is the Priceless Aircraft?" asked the young man.

"Spike the Wise One: "My son, the Priceless Aircraft on the market today is the Honor and Integrity of him who makes or sells it. Consider his name before you buy.""

**Dickinson Aviation Company**

**DICKINSON, NORTH DAKOTA**

Municipal Airport

4 Miles South of Town

**Broppel Koch has purchased a new Aeronca Chief.**

The Civil Air Patrol is organizing a Squadron under the direction of Walter Koehler, Ground School classes are held each week for Colorado.

Two junior members, Joe Boyd and Norbert Johnson, are taking flight lessons. Laurel Williams plans to start this summer.

The local flying service has available a new Stinson Station Wagon for their future charter flights.

Robert Sampelson, Papst, S D, has purchased another Aeronca Chief. His first one was damaged in a windstorm. He is building a beautiful tile hangar at his ranch for his plane.

Hayes, S D is organizing a group of interested persons in flying, an instructor from Hoyt's will go out and train these men.

**Cruising Around Our Airports**

**LYCOMING-EXCELLENT**

WIND-DAMAGED 1948 AERONCA SUPER-CHIEF Total time 11,000 hours $1,000.00 BOX 48, PHILIP, SOUTH DAKOTA.

FOR SALE: 1948 LUCASOME 800 hours A-1 condition, $800.00 C S BRANICK, FARGO, N. D.

FOR SALE: 1949 AERONCA CHAMPION, total time 250 hours returned until April 30, 1949 price $1300.00, Fessenden Flying Service, Fessenden, North Dakota.


FOR SALE: FABER SUPER CRUISER, only 140 hours. Automatic Prop. Radio. Starter, a beautiful airplane, for a beautiful price, save $300, now only $700. Carl Thompson, Phone 140-D, Dickinson, North Dakota. Terms Available.

**Lycoming-Excellent**

FOR SALE: 1949 AERONCA TAL-65 hp Lycoming-Excellent. Covering—only $650.00. FREE SOLO COURSE to buyer with either plane. DIGNE LARSON, MOTT, NORTH DAKOTA.

**Starting Your Own Business**

Wanting to start your own business. Call or write: Aeronca, North Dakota.

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North Dakota Aviation Operators
Committee members
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Let us show you the newest low-priced, complete ALL-METAL personal plane on the market. We are proud to announce that the Silvaire Sedan received its NC on May 18. For performance and flight characteristics that are as much as a plane you can afford, see us about the new ALL-METAL SILVAIRE.
Are you ranchers looking for a plane to use on the ranch? Are you airport operators in the market for a new all-metal tandem trainer? Let us show you the 90 H.P. LUSCOMBE OBSERVER.
Here is an airplane that gives you visibility plus roominess coming to you complete with starter, generator, navigation lights and landing lights.
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The Dakota Flyer