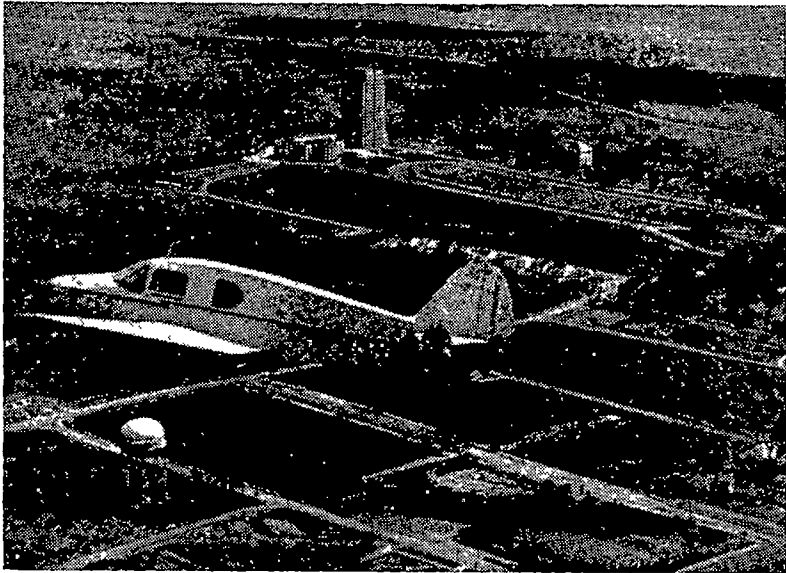


Dakota Flyer

JUNE, 1948

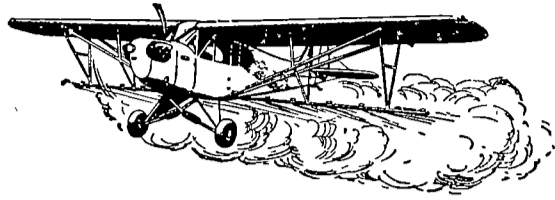
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- ★ CAMPAIGN TO PASS GAS TAX AMENDMENT
- ★ S. D. AIR TOUR JUNE 3-4-5-6
- ★ EXPERIMENTAL PILOT COURSE
- ★ ANNUAL AIR FAIR JUNE 27
- ★ ANNUAL N. D. FLYING FARMERS AND RANCHERS CONVENTION JUNE 24-25

*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 today with 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 following 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 avail his farm to this modern service.

Get the facts today on



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.**

PRODUCT OF **SHERWIN-WILLIAMS** RESEARCH

Dickinson, North Dakota
Municipal Airport



DAKOTA FLYER

Vol. II June, 1948 No. 8

Editor Geneva E. Schow
Business Manager Carl T. Thompson

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CIVIL AERONAUTICS ADMINISTRATION

Third Region

ITINERARY FOR JUNE, 1948

June 3 Thurs.	Municipal Airport Grand Forks, N. D.	Written Exams
June 8 Tues.	Municipal Airport Jamestown, N. D.	Flight Tests
June 9 Wednes.	Port O' Minot Minot, N. D.	Flight Tests
June 10 Thurs.	Municipal Airport Williston, N. D.	Flight Tests
June 15 Tues.	Municipal Airport Bismarck, N. D.	Flight Tests
June 16 Wednes.	Worth Field Dickinson, N. D.	Flight Tests

Lake Region Flying Service, Inc.

Invites You to Call at

BELL AIRPORT - - DEVILS LAKE, N. D.

OR

ROLLA MUNICIPAL, ROLLA N. D.

When Visiting the Dakotas

We Guarantee Courteous, Dependable Service
CAA Approved Flight School, No. 5974
Offering: Flight Training in Private, Commercial
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Dependable Shop Service Available

NITE CLUB AND RESTAURANT ON FIELD

**STINSON - - CESSNA - - AERONCA
Dealers**

Dealers for Sevdv-Sorenson Aerial Lightplane Sprayer
Phone 802-L, Devils Lake

Tailwind Tattler

By C. T. Thompson

A TRIBUTE TO THE AVERAGE FLYING FARMER.—He is 36 years old, has an average of 439 flying hours Holds a Private Pilots license and has been flying for about 29 months He gets more utility from his plane than the city dwellers, using it for everything from riding fences, carrying school children to shopping trips

* * *

NEW FOUR PLANE AIRCRAFT—Aiming at the four place family plane in a lower price range is the PIPER FAMILY four place MODEL in the 2 place price field sells for \$3825—The AERONCA SEDAN with its all metal wing lists at only \$4725—The metal fuselage CESSNA 170 family car of the air, has a beautiful interior and sells for \$5475.

* * *

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 loftiest.

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 10,000 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



AN AUXILIARY FLYING PROGRAM has been put into effect in North Dakota, with the first official meeting of the 242nd Composite Squadron held in Bismarck in May

Pictured above are local reservists and commanding officers of the 60 Reservists and officers who were in attendance, they are, back row, left to right, Lt Boehm, Lt Dick Barron, Capt Franstad, Lt. Ell Torrence, Major Britton, Lt T. Marking, Capt VanWormer, and Lt. Ray. Seated, Major Stocker, Col. Tenny, Col. Howard Myster, Col Wilhelm and Major Dick Middaugh.

The 242nd Composite Squadron was previously known as the Upper Missouri Valley Squadron. This Auxiliary squadron is under the jurisdiction of the 137th AFBU (Res Tng) ADC, Wold-Chamberlain Field in Minneapolis, Minnesota.

This program is primarily set up to bring Military flying nearer the USAF Reservist. 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 Sevdy and Sorenson 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 Broyhill Co, and Dr. Salsbury, contributed a great deal to the success of the gathering.

Of special interest was the full color sound movie, "Agriculture New Conquest," representative from the agricultural department was the noted Dr L 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 Mississippi 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 CHEMICAL needed for job—DON'T OVERDOSE (3) CHECK LOW-VOLUME EQUIPMENT carefully—faulty applications costly (4) Have SEPARATE SPRAYER FOR 2,4-D or cleanse carefully after use (5) USE WISELY and ACCORDING to DIRECTIONS 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. This new business in Weed Control is here to stay. There are already many sharks in the business, out of state fliers have already entered the

(Continued on Page 5)

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 F B Lee, 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. In 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 to 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 designate.

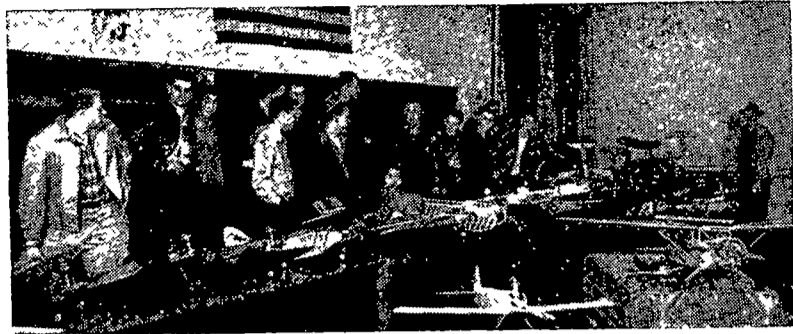
Another important change is the provision which permits sponsors to let contracts for construction without competitive bidding, provided approval of the Administrator of Civil Aeronautics is applied for and given in advance of letting the contract.

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 two forms for project application and sponsors assurance agreement until May 1, when the uses of the consolidated form becomes mandatory.

Models



The boys have been having several disastrous results of model flying. GERRY SPIES, of MAYVILLE, N. D. cracked up his original student 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 design stunt plane. He has been out at the Bismarck Model Flying Ring every morning at sun-up practicing his maneuvers. ART MAY and BOB WARMING also of BISMARCK have finished their super "Bobbart" stunt ships. After a test flight by Bob it looks like it will be a good performing plane.

AL SCHULZ of REGENT got the plans for the "Bobbart" and is testing his completed model already.

Pictured above is the BISMARCK MODEL DISPLAY held in their club room. 47 planes were displayed and the club members said more than 500 people visited the display rooms. (Photo taken by Leo LaLond of Mandan. Below is GERRY SPIES, BOB LIEN and BOB ELKEN of MAYVILLE with their models.

THE MISSOURI SLOPE AIRPLANE MODELERS ASS'N will hold their ANNUAL U-CONTROL CONTEST at the Municipal airport in Bismarck on JULY 17-18. The lo-

local team, shirts and helmets will be supplied by them.

Bill Dribnenki and Art May will drive their cars to Olathe, 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 35 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 prices are absurdly cut off that of local cautious 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 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.



cal chapter of the American Legion will sponsor the contest. Prizes are said to total \$500. Corwin-Churchill Motors will sponsor a

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

FRANK RAY, Prop.

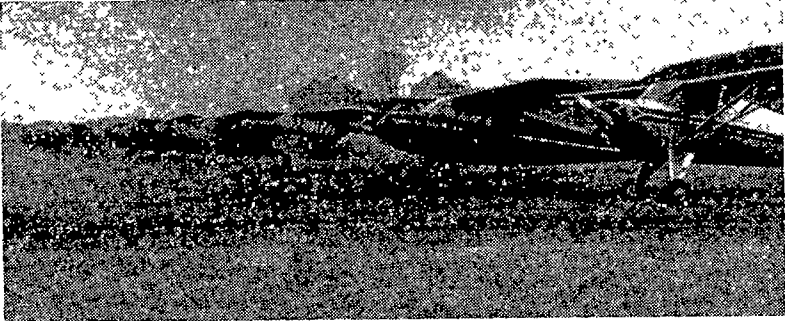
For a Restful Night
A Satisfying Meal
Personalized Service
Write, Wire or Phone Reservation
GRAND PACIFIC HOTEL
And
GRAND PACIFIC RESTAURANT
Bismarck, North Dakota



Photo taken at Killdeer, N. Dak., April 25, 1948, of the Killdeer Flying Club, and the out-of-town pilots that were present at the "Pilots' Breakfast" at Killdeer.—Photo by Leo D. Harris.



Photo shows out-of-town pilots present at the Pilots Breakfast at Killdeer, April 25, 1948. Left to right: R. G. Retterath and Herbert Wallinder, both of Beulah, N. Dak.—Photo by Leo D. Harris.



On April 25th, this orderly row of aeroplanes were checked-in at the Killdeer, N. Dak., airport, for the "Pilots' Breakfast" sponsored by the Killdeer Flying Club.—Photo by Leo D. Harris.

Killdeer Club Sponsors Flight



Photo shows out-of-town pilots present at the Pilots' Breakfast at Killdeer, April 25, 1948. Left to right: Claud W. Hanna, Watford City, N. Dak., and Bob Chitwood, Watford City, N. Dak.—Photo by Leo D. Harris.

Killdeer, 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 hindered the enthusiasm for an occasional pleasure flight, the above row of planes and number of pilots who are farmers, ranchers and businessmen verifies this conclusion. This recent "PILOTS BREAKFAST" was sponsored by the Killdeer Flying Club and Killdeer Town Criers.

Killdeer 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. These men often spent months isolated in their farm homes.

G. C. GUNDERSON INSURANCE AGENCY

PHONE 624

"WHERE INSURANCE IS NOT A SIDELINE"

"We write all forms of INSURANCE including AVIATION"

DICKINSON, NORTH DAKOTA

"Aviation Information"

Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

SUNBURNED AIRPLANES—A good coat of wax acts as a sunburn lotion for doped fabric. A shiny surface on a fabric covered airplane is similar to a coat of high grade lacquer. It will last for several years if protected from abrasion and from sunlight. Summer sun with its high content of ultraviolet light will cause the dope to crack and become powdery.

It is advisable always to store fabric-covered aircraft out of the sun. In these days of crowded hangars, it is frequently impossible to get inside space for planes, and some other means of protection is necessary.

The best protection for the doped or laquered surface is a good coat of wax similar to that used to protect automobile finishes. The fabric should first be washed with a mild soap and warm water, rinsed, and the wax applied with a soft rag.

Airplanes should not be washed with forceful hose streams because they will drive water into the wings, where moisture will cause rotting of the wood frame and rusting of metal parts. When cleaning the ship, it is a good idea to check all the drain holes to see that they are open and have not been closed by dirt or dope.

* * *

THIN AIR REDUCES LIFT—Flying vacations carry pilots to new parts of the country and to new experiences. Sea level pilots have some surprises coming on their first trips over the mountains.

The rarified air at higher altitudes lowers the efficiency of engines and propeller, and lessens a plane's rate of climb. A typical light plane has a maximum rate of climb at sea level of 420 feet per minute.

This plane might be able to clear a 400 foot hill or factory stack located a couple of miles from a sea level airport, but if the pilot tried it at 5,000 feet, he would smack right into the middle of the obstruction. This lower rate of climb also means that the take-off run is

longer for every thousand feet of elevation above sea level.

Every cross country pilot should learn the characteristics of his ship at altitudes at least up to 5,000 feet.

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

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

Plans are virtually completed toward staging of the gala "Holiday on Wings," scheduled for June 3-4-5-6, according to Dixon Wightman, aviation chairman of the South Dakota Junior Chamber of Commerce, sponsoring the Annual Air Tour.

Pilots are requested to meet in Huron on the evening of June 2 for briefing and entertainments given by the Huron Junior Chamber of Commerce. The tour will begin **THURSDAY, JUNE 3**—Start at Huron 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 breakfast; Hot Springs, Martin and Winner overnight. **SATURDAY, JUNE 5**, land at Wagner, Yankton, Vermillion, splitting up into two flights one into Stevens and the other to Sioux Falls, meeting for lunch at Mitchell, Flandreau and Watertown overnight. **SUNDAY, JUNE 6**—planes will land in Milbank, Sisseton, Britton by noon. Then on to Aberdeen, Redfield, with a possible flight into Clark. The tour will break up here. The Junior Chamber of Commerce and airport operators are planning a series of programs, food and entertainment at each of these major stops. It is expected that more than 500 planes will take part in the tour through-

out the entire flight. The stray pilot and the farm fliers all are welcome 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 10, 11, 12, and 13.

Operators Have Fessenden Meet

FESSENDEN, NORTH DAKOTA,—The North Dakota Aviation Operators Association met on May 12, 1948 to discuss aviation problems within the state. Major topics of discussion were the present insurance 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 emphasized at once.

The Aviation Operators Association has gone on record to back the new Gas Tax Amendment and four contract men were chosen to assist in the drive for 20,000 signatures, necessary to amend the present tax law during the next election. At the present, aviation gas tax that is not refundable, automatically goes into the highway department. Under the proposed amendment these monies would go into a fund for airport maintenance and construction.

Future meetings of the Aviation Association will be held at Mayville, North Dakota on June 9, and at Dickinson, July 9. Large numbers are anticipated as a program committee will bring in several speakers of local and National interest.

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 operators, 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 resolutions 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-evaluate flight training curriculums 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, pylon eights, spins, and power-off spot landings, and to utilize the time saved in additional cross-country training and strange field techniques."

As a direct result of the above thinking, Mr. C. E. A. Brown, Director of Aeronautics for the State of Ohio, has championed 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. I. 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. During early discussion periods, personal pilots stated that the successful middle aged business man or farmer of today would not get in

(Continued on Page 9)

Five Point Campaign To Pass Tax Amendment

The proposed amendment to article 56 of the State Constitution has been drafted with the initiated petitions in the hands of the printers. The amendment provides that all 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.

20,000 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, 1948.

Five Point Campaign

A five point program geared to secure the needed 20,000 signatures has been organized: (1) Wesley E. Keller will spearhead the drive in the Minot area, Lester O. Jolly in Grand Forks, Irvin A. Myhra, Fargo, J. J. Flannery, Jamestown and Harry W. Potter, Bismarck.

(2) The NDAO (North Dakota Aviation Operators Association), at a meeting held at Fessenden May 12, 1948 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, Lyle Benz, Hazen, N. D. will cover the Northwestern part of the state; Daniel Wakefield, Devils Lake, N. D. the Northeastern area, and Eugene Ellingrud, Mayville, the Eastern part of the state.

(3) A campaign to secure the support and help of some 1,400 North Dakota airmen.

(4) Support of the aircraft owners of North Dakota.

(5) Support of the Flying Farmers and Ranchers in North Dakota.

Aircraft Registrations Delinquent

All Aircraft registrations post-marked after May 15, 1948 are considered delinquent and a penalty will be charged which amounts to TEN CENTS PER DAY, for the first 15 days and \$2.00 for each 30 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 650 registrations have been received in this office as compared to 606 of last year, according to H. G. Vavra, Acting Director of Aeronautics.

**We'd Like
You . . .
To Meet**



J C (JOE) LIPPSMEYER, owner and operator of the Bismarck Aviation Center, Bismarck, North Dakota

Joe began his flying as a hobby, in 1937 and '38. Most of his flying was around St. Cloud, and Minnesota airports. At the time he began flying he was in the Finance Business in St. Cloud. During this time he was an active member of the Airports Commission and was past president of the St. Cloud Junior Chamber of Commerce.

After several years of active aviation enterprises he became interested in the commercial aspects of the growing field, in early 1940 he seized the opportunity to become General Manager and Operator of Dakota Skyways, in Fargo. During this next year considerable activity and flight training took place in Fargo with the C. P. T. and Army and Navy indoctrination schools training young men.

In late 1943 he enlisted in the Air Force to become a flight instructor and later to fly cargo in the Air Transport Command in India.

At present he is active in commercial aviation business. He is

president of the North Dakota Aviation Operators Association which has been devoted to the entire state's welfare in establishing policies and commercial enterprises which will continue to prosper in the future, his valuable business background has given him an understanding of aviation problems.

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 snowbound.

In a state where many communities 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 this last winter and benefited a great many people.

The point was, he indicated, that in some cases ordinary small planes were not equipped to provide the kind of transportation needed. Planes equipped with stretchers and manned by trained personnel are needed in cases of serious personal injuries or serious sickness.

Keller indicated, too, he was concerned about the possible "over expansion" of the small community hospital idea, in the face of the present shortage of physicians and nurses.

"Some of these small communities 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 ill and the injured at home.

EXPERIMENTAL FLIGHT COURSE

(Continued from Page 8)
our uncomfortable, unupholstered, tandem trainers and go through a monotonous 40-50 hours learning to be a pilot.

There would be no slighting of time proven maneuvers that the student must learn, but there is a strong possibility that the new course featuring cross-country flying would actually improve the student's air technique and demonstrate that he is more capable than under the old type of local flying activity. The strange field experiences would increase the student pilot's confidence, spur his interest and improve his power of assimilation.

It is believed that a revised flight training program featuring cross-country activity could be incorporated in the present CAA Manual 50, the provisions still adhering to all necessary requirements.

The North Dakota Aeronautics Commission, through the courtesy of Mr. C. E. A. Brown, Director of Aeronautics for the State of Ohio, has available a limited number of experimental private pilot flight training curriculums which we will 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 Flying Course."

If a pilot has not flown regularly during the winter, he should take a couple of check rides before starting spring 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**

PAGE NINE

Letter From Editor Explains Late Article

The following letter from Walter Davenport, Editor of Collier's has been received by H G Vavra, Acting Aeronautics Director of North Dakota, quote: "I'm sure that flight training under the G. I. Bill of Rights is being most rigidly 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 the articles by Albert Q Maisel and Congressman Homer A Ramey. You objected to Mr Maisel's statement "Greatest of all opportunities for boondoggles." As the training has been set up, under the G I Bill, generally, there have been opportunities for boondoggling, and it was in an effort to clean up some of these rackets that we published the two articles

Please keep in mind that the G. I. Bill of Rights was designated to give veterans the training and job experience that they missed 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. Ramey, it is stated: "would, however, like to point out here that the light of publicity is almost invariably turned onto the mistakes and failures. Many schools operating under the present law are beyond reproach. It is not these with which our subcommittee is concerned, and our faith has been justified in many states," unquote.

SUPERIOR AIRWAYS LUSCOMBE DISTRIBUTOR

Sandy Sanderson, manager of Superior Airways, Inc in Rapid City, South Dakota has announced the firm's appointment by Luscombe factory officials as Luscombe Distributors.

The firm expects new models of the Sedan and Trainer in very shortly.

Superior Airways is a newly formed airport operation since early March. The owners Carl Anderson,

Ed Brazfield and C G Skorvedt 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.

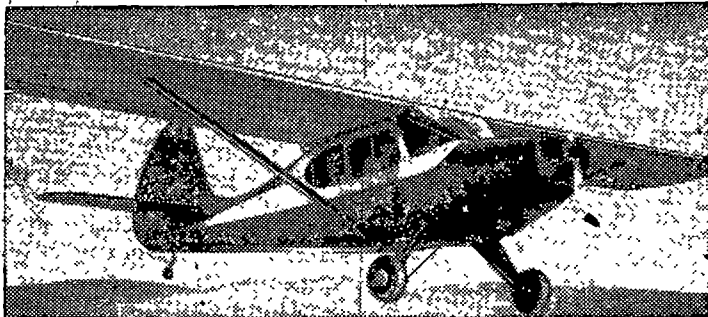
Robert (Sandy) Sanderson, manager is a former Air Force pilot, he became interested in commercial aviation when he was stationed at the Air base at Rapid City.

President of N. D. Group Attends Convention

Lorn Duemeland, president of the North Dakota Flying Farmers and Ranchers Association and Mrs. Duemeland attended the Annual Minnesota flying farmer convention held in Minneapolis the later part of April.

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

The AERONCA Sedan



- ★ Unexcelled---For Short Fields
- ★ Unexcelled---In Roominess and Visibility
- ★ Stable in High Winds

An Ideal Airplane for the . . .
FARMER AND RANCHER FAMILY

Arrange for Your Demonstration

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**MANUFACTURER,
DEALER COOPER-
ATION 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). To Dr. Bollinger the fliers of the Dakota prairies 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 plain haven't given the matter of flying 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 upholding the tractor was supplied by the manufacturers of the tractor. The local dealers instigated the debates and the result was tractors were talked in every family home. Children are naturally enthusiastic about any new idea. They carry their enthusiasm into

their homes and parents have to listen because children insist on being heard. It was one way of getting the parents to think about tractors. Why wouldn't the same principal work for airplanes, debating "airplanes versus cars for travel?"

Another advertising means still 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 stir up quite an interest in flying in any rural community. Those who fly and read flying magazines know the feats accomplished by the airplane during this past winter but the majority of our rural population neither flies nor reads magazines on flying. In fact many of them do not even have access to a daily paper but they will flock to a free movie.

There must be any number of other ways that big industry can get behind airplane advertising and directly contact their prospective buyers. Without a 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 should not be left entirely to the flying school operators and instructors.

Everyone in the rural areas of the nation there are limited possibilities for sales of airplanes once the population becomes air-minded. Free movies, debates and getting airplanes into key places in the different communities—even if they have to be placed there through contests of some sort are some of the ways to acquaint the rural population with the practical uses of the airplane.

Dr. Bollinger gives the plane in-

dustry 18 months to make or break. We'd hate to see another war permitted so the surplus planes could be used when everyone 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** Washington, D. C.

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 this 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 air armed forces over those of mechanical trained and drilled is that they have initiative. Initiative acquired by doing things without being bossed, and doing it at their own responsibility.

From reading the Dakota Flyer, I note that that is just what you are doing. Congratulations, and with kindest personal regards I am,

Wm. Lemke
Congress of the U. S.
House of Representatives.

**MAIL DOCUMENTS
AT FARGO OFFICE**

The U. S. Department of Commerce Field Service has been designated as sales agents for the Superintendent of Documents. The office will maintain a sales stock of all government publications for which there is a demand in this district.

Previously airport managers and aviation businessmen have experienced unusual delays in securing publications and various other material from the Superintendent of Documents in Washington.

Airport managers and businessmen may write: Robert N. Huey, Commercial Agent-in-Charge at the District office at 212 Walker Building in Fargo, North Dakota.



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 beginning on June 24 the forenoon will be devoted entirely to the registering of all rural fliers and their families. A free luncheon will be served. Immediately after lunch the demonstration and display of Tillage and Haymaking and the important Aerial Weed Control projects.

Following these events will be an Air Show and Aircraft Parade, with a promise of many four place models which are on the new plane market. For evening entertainment they guarantee the best in entertainment with the WDAY Agsco Hayloft Jamboree, broadcast over WDAY. Following will be a dance at Festival Hall, which will conclude the first day.

On June 25, breakfast for all farm and ranch fliers and wives will be at the Conner Hotel. With the meeting of the organization to get under way at the Festival Hall immediately after breakfast. Election of new officers, outline of following years programs and important topics will be discussed and explained to members about the National Flying Insurance Plan.

The Annual Banquet will be held at noon with a continuation of the business meeting, the annual meeting of the Wells County Better Seed and Grain Association will follow. The meeting is to adjourn here and transportation will be

available at all times to and from the airport.

The machinery which the implement dealers will have on display will be on display after the show so that ranchers and farmers interested in a particular new type machine may inquire for further details and later.

Bert Hanson, Secretary of National organization will speak to you on the Insurance Program, which is of great importance to many. Other guest speakers will be on hand and it is expected that representatives and photographers from airplane factories and many rural farm magazines.

The entire cost for meals and banquet coverage is not expected to be more than \$2.00, this covering partial cost of entertainment, with free tickets for members to the Jamboree. Hotel reservations must be

Free Trip to Nat'l Convention

Some Farm Flyer member and his wife will get an all expense paid trip to the 1948 National Flying Farmer Convention at Columbus, Ohio, on September 2, 3, 4. These awards will go to the one who turns in the greatest number of new members from January 1948 to August 1, 1948. With the many North Dakota farm flyers, there is an opportunity for some member of our state to get this award. Why not try? To date there are 104 members in our Association. It is believed that the potential number of those eligible to belong to the North Dakota Flying Farmers and Ranchers Association should be around over 400 members.

made at once. If members are not acquainted with hotels write R. G. Harens, Fessenden.

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

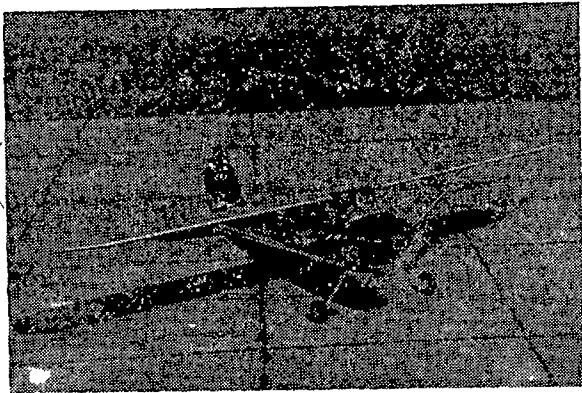
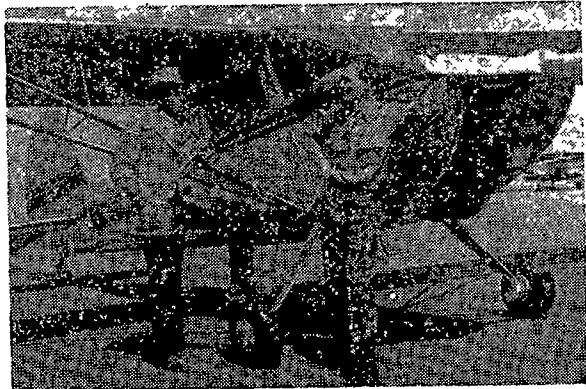
Honorary awards will be made to the county having the most representation in aircraft and rural aviators. It is suggested that you call your flying neighbors and arrange to take-off from your home fields with the same hour arriving in Fessenden with all the rural aircraft from your county within the same 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 tie down 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 Relle, of Amarillo, Texas has perhaps the farthest distances to travel between his ranches than any other individual. So Relle transports his hired men from Texas to his South Dakota ranches every year. Besides making numerous business trips to his Dakota Ranches.

Without his Stinson So Relle's constant commuting between Texas and South Dakota would be impossible. Flying his personal plane he finds his estates easily accessible by reaching them directly by plane.



The New Cessna 170

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

Deliveries are expected to begin at once, with the factory building a total of 350 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 over 120 mph, 690 feet per minute climb, and excellent visibility. Its

simplicity of instrument panel and controls 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 Merry 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 145 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 its 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 Sanderson 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 coming the farthest distance, the oldest and youngest flier, as well as contest prizes for short-field take-off's, Spot landings, and the hilarious Pant's Race.

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

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

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

FOR JUNE, 1948

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WE'LL BE SEEING YOU



Annual Convention
Fessenden, N. D. . . . June 24-25

PAGE THIRTEEN

Classified Ads

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

AIRPLANES!! Send for free list. All Makes & models--World's largest stock and lowest prices--It's easy to buy from us--we do everything for you except pay for the airplane--**VEST AIRCRAFT CO. 4600 DAHLIA, DENVER, COLORADO.**

39' AERONCA CHIEF-65 hp. Cont Lights, Auxiliary Gas Tank, \$800 00 42' AERONCA TAL-65 hp Lycoming-Excellent Covering--only \$800 00 **FREE SOLO COURSE** to buyer with either plane. **DUANE LARSON, MOTT, NORTH DAKOTA.**

FOR SALE: 1946 AERONCA CHAMPION, total time 210 hours relicensed until April 29, 1949 price \$1595. Fessenden Flying Service, Fessenden, North Dakota

WANTED AT ONCE FLIGHT INSTRUCTOR and Charter Pilot. Good Salary and permanent position for the right man. Call or wire Sax Aviation Company, Dickinson, North Dakota.

FOR SALE: PIPER SUPER CRUISER, only 240 hours, Aeromatic Prop, Radio, Starter, a beautiful airplane, for a beautiful price, save \$1300, now only \$2700. Carl Thompson, Phone 140-J, Dickinson, North Dakota. Terms Available.

WIND-DAMAGED 1948 AERONCA SUPER-CHIEF Total time 40 hours \$1,000 00 **BOX 65, PHILIP, SOUTH DAKOTA.**

FOR SALE: 1940 LUSCOMBE 350 hours A-1 condition, \$900 00 **C E BRANICK, FARGO, N. D.**

Cruising Around Our Airports

KOPPINGER AIR SERVICE New England, North Dakota has employed a new instructor Murr, Gallaher, comes from Idaho.

The Slope Grain Kings are doing very little flying of late, they are busy driving their tractors. Meral Stafford,--has been missing from the local airport--could it be he is burning tractor gas? I've tried it and almost got hung-up on a fence Earl Rundle, publisher of our local newspaper, get a big kick out of flying the Ecoupe.

HOYT'S FLYING SERVICE, Philip S D, reports a great amount of interest in Midland, S. D, with many air-minded citizens this spring The community of Midland has approved their airport site Midland fliers taking their initial training at Philip, are: Henry Koch, Donald Elrod, and George

Stoppel 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 Cadets 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 to conduct their future charter flights.

Robert Sampelson, Faith, 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

CARSON FLYING CLUB, Carson, North Dakota after owning an airplane several months are boasting of five solo members They are Arthur Rascke, Emil Giese, Freddie Stoller, John Schaff and Tony Herms.

Carson's businessmen and farmers are interested in air transportation of their products and families

The airport site is owned by Leanoth Broadhead, farmer, located four miles south of town The airport is used by all pilots, has one hangar for the Cessna 140 which Broadhead and Arnolf Hafner own.

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.

Spoke 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

Let Down Your Wheels and Make Yourself At Home

Hoyt's Flying Service

Philip, South Dakota

Get

Service With A Smile

Aeronca Sales

Charter Service

Government Approved School

WE FEEL SORRY FOR ALL YOU PILOTS

-- Because --
You would rather fly than eat
-- So --

We want to show you what you are really missing.

NEXT TIME YOU ARE IN BISMARCK
COME TO NORTH DAKOTA'S FINEST LUNCHROOM
And see the reason why our customers would rather eat than fly

THE LUCAS COMPANY LUNCHROOM

PILOTS & OPERATORS

Amendment To Article 56 of the State Constitution Will Assure You That Any
Tax Collected From Aviation Gas Will Be Used for Aviation Development
only. This Will Make No Change in Present Gas Taxes and Refunds

Everyone Should Support This Amendment

North Dakota Aviation Operators

Committee members

Carl Thompson - Dan Wakefield - Lyle Benz - Eugene Ellingrud

ANNOUNCING TO OUR FLYING PUBLIC THAT



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 will amaze you at a price 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.

Drop us a line and let us show you these new planes.
We want to help you solve your flying problems.

P. O. BOX 971 PHONE 2320
1½ MILES EAST ON U. S. HIGHWAY 16
Rapid City, South Dakota

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FOR SALE

STEARMAN--- An extra clean Stearman, just relicensed Engine and fabric excellent Instruments and sensitive altimeter, new tires We will also throw in a hatch with this ship if you want it enclosed---**PRICE..... \$995**

AERONCA MODEL TC. Wings were recovered and new metal ribs installed in 1946 Has a brand new 65 Continental engine with a total of 262 hours on it One of the cleanest used airplanes we have ever offered at anywhere near this price. **PRICE..... \$825**

1946 AERONCA CHAMPION. Clean, nice appearance, recently relicensed You can't beat it for..... **\$1385**

1947 AERONCA CHAMPION. Extra fuel tank, mufflers, sensitive altimeter. Clean low hours **PRICE..... \$1620**

1946 AERONCA CHIEF. Privately owned Just relicensed Clean airplane with low hours. **PRICE..... \$1645**

1946 LUSCOMBE. You have never seen anything like this airplane Privately owned---it was its owner's pet 147 hours total time on aircraft and engine. Spotless inside and out **PRICE \$1675**

1942 TAYLORCRAFT TANDEM, Licens-ed, ready to go You can't beat it for.... **\$615**

The Above Ships All Carry a Written Guarantee

**DAKOTA AVIATION
Company**

HURON, SOUTH DAKOTA

Suggestions

We'd Like Yours

The Dakota Flyer is published for YOU, the businessman in aviation. It is published to serve your needs - - - In getting non-airminded persons interested in knowing what you at home are doing.

Any suggestions which you may have at any time will be welcome, any criticisms will be appreciated The editors try to select for publication articles which they think you'll find valuable If there is some subject we have missed, please drop us a line and let us know Or tell us when we visit your airport.

The
**Dakota
Flyer**