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NEW 1948 MODELS  

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Lowest Cost Pleasure and Business Aircraft!!  

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VAGABOND—A beautiful side-by-side Low Cost Aircraft. 65 H.P. Lycoming Cruise at 90 MPH. Landing Speed 45 MPH. Finished in Cub Yellow and Blue.  
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FAMILY CRUISER—FOUR PLACE—New Auto Interior, Spacious Baggage  
Space, Removable Seats, Radio Starter, Navigation Lights,  
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UNDER $4000.00 F.A.F.  
PA-11—With 90 H.P. Continental. Top Speed 115 MPH, Cruise 100 MPH,  
Rate of climb 900 FPM — — ONLY $2572.00  
THE LIGHT PLANE YOU HUNTERS WILL SAY IS A MUST!  

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LOOK TO THE LEADER FOR GOOD SAFE PLANES  
YOU CAN AFFORD TO BUY AND FLY
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"Voice of Dakota Aviation"
The Publication The Dakotas Believe In!

DEDICATED TO THE ADVANCEMENT OF AVIATION
WITHIN THE TWO STATES

UNLIKE MANY PUBLICATIONS WE DO NOT BOOST
Of our circulation being scattered throughout
the United States...

But it does reach 3,000 of the men and women
in the Dakotas with your news, pictures
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It is read by those persons whom every operator in the Dakotas is interested
in contacting—its the OPERATOR'S - PILOT'S - BUSINESSMAN'S
HOUSEWIFE'S - SCHOOL BOYS' MAGAZINE!

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DAKOTA FLYER
Bismarck, N. D.

You are Invited to Visit the Editorial Offices
Any Time at the Bismarck Municipal Airport.
CIVIL AERONAUTICS ADMINISTRATION
AIRMAN BRANCH

March 2 Tuesday Wright Field Written tests, flight

4 Thursday Dayton (Day) Municipal Airport

5 Friday Grand Forks, N. D.

17 Wednesday Dickinson Airport

18 Friday Jamestown, N. D.

19 Friday State School of Science Written Tests, Flight
Air and Aircraft Inspection at Wahpeton, N. D.

Written examinations given at the Fargo office, 200 Walker
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WANTED—One available to take over complete shop. With small
hand team if possible. Also in-struc-tor to take over complete
Flight Department. State qualifi-cations, Dickman Aviators,

THIS IS YOUR NEWS AND PHOTO-GRAPHS

Dakota Flyer
EDITORIAL

A JOB TO DO TOGETHER

At no time in the history of DAKOTA aviation has its opportuni-
tes been so numerous nor its problems so great as now.

With steadily rising public interest within every community—with
strong aviation cooperation, within your state—and state-wide social and
political conditions—every commercial aviation operator must heed his
efforts toward securing its most beneficial effects
to his state for prosperity within the industry. To
these ends the utmost council of statewide leaders
in aviation is vitally necessary. Men with a full
understanding of public responsibility are needed
between the flyer and community to encourage a
steadfast hold of all aviation interests.

I want you to know that we of the Dakota
Flyer, will be glad to participate with you in future aviation
interests. It is what we consider our business too—the private pilot commercial op-
erator and local citizen in aviation and its future
in the Dakotas.

We believe the Dakota Flyer can fit rightfully in this two-state publi-

cation, as we have fashioned our editorial matter which goes into
homes of thousands of persons. We believe the Flyer has been success-
ful in the past year and a half. And, we feel that our media represents
a more powerful Public Relations job for aviation within the plane than
does any other aviation publication—because it brings the same accom-
plishments of our own flyers and operators to the public.

Actually, our problems and yours are about the same. We are con-
fronted with the problems of presenting to the citizens of our two states
the facts and figures about aviation, its advantages and its vital impor-
tance to the development and welfare of mankind. Our answer to that
Public Relations job is stated here clearly. We have established in a
year and a half of publishing in North Dakota an unusual bond with
many of our non-fliers-business men and the, who are doubtful
about the safety of aviation for their families. We have attempted to
maintain a high standard of quality and veracity in the gathering, and
writing and editing of all aerostation information.

You will recognize, I believe, that to accomplish this in the two
states, would have been difficult for one man (in this case a woman) to
have properly fulfilled that important task alone. However, beginning
with the March edition and with the able guidance and assistance of
C T. Thompson we are combining our paper to bring you complete cov-
rage in North and South Dakota aviation.

With the co-operation of every airmen, and operator in the Dakotas
we can build for aviation a firm foundation that will not crumble with
the weight of a few years of flying experiences by the flying public. If
so a task which can be accomplished only if we as writers and you as
subscribers for the industry do our PUBLIC RELATIONS JOB WELL.

There as still a great public relations job to be done, and your edi-
tors of the Dakota Flyer stand ready to help you do it.

Commercial Printing Co.

PRINTERS - STATIONERS MIMEGRAPHERS Bismarck Phone 300

FOR MARCH, 1948

PAGE FIVE
CECIL BIRD, owner of an Electric and Machine shop in Martin, South Dakota, is pictured above with Ed Young, Dakota Aviation, Huron, South Dakota, as he pours out his nickels, dimes, and quarters to pay for his recently purchased Stinson.

Cecil isn’t writing a single check for this payment, but has saved every silver dollar, fifty-cent piece, quarter, nickel, dime and penny to buy this new piece, to make up the balance after he traded in his Taylorcraft.

Ed Young, carefully gathers each coin into his palm as he counts five-one-two hundred ten-four hundred-forty hundred twenty-six hundred-six hundred-one-twenty-eight hundred—and $800.00 covers the entire amount of savings accumulated by Mr. Bird.

LOOKING FOR A PLANE YOU CAN AFFORD?
HERE ARE BARGAINS YOU CAN’T AFFORD TO PASS UP!

1947 STINSON STATION WAGON—Aeromac Propeller—Sensitive Altimeter—$1430.00
1946 AERONCA CHAMPION—Just Relicensed. Majored 150 hours back—with all new cylinders installed for $1225.00
FT-38—Lisenced2 Instrumented day and night light starter generator $68.25 cabin heater. Many other extras. Total time 750 hours since factory major. Priced to sell Right Now — $795.00!

CALL OR WRITE
WESTERN FLYING SERVICE
MUNICIPAL AIRPORT WINNER, SOUTH DAKOTA
Frank Root, Mgr. — — Phone 50

PAGE SIX

N. D. A. O. Meet
March 11
North Dakota Aviation Operators Association will hold an important meeting in Bismarck, North Dakota, March 11, according to J. C. Lippensey, president of the organization.

The purpose of this meeting is to get the co-operation of every airport operator who is today conducting a G-1 flight training program. It is of the utmost importance to every operator who is interested in continuing this program to be present at the next meeting.

It was announced by President J. C. Lippensey, “Unless we have the co-operation of every G-1 operator in this, further actions would not be made by the operators association to keep it alive.”

Rushmore Flying Service
RAPID CITY, S. D.

PAGE SIX
Veterans Need Flight Training

By F. J. Proeschke, Editor of Haven Star

The author is stating his reasons why G.I. Flight Training is of definite value to every veteran wishing to continue in aviation.

Learning to fly under the GI Bill—of-rights has become increasingly popular with veterans who for one reason or another have been unable to take advantage of other forms of educational training under the bill. A secondary benefit has also resulted from this program, and that is the benefit received by the aviation industry. As veterans and ex-servicemen begin to take out their pilots' licenses, it is hoped they will find a running start in this community.

The only possible benefit of getting a good airport is the construction of such a project by the villages and cities themselves. For this purpose, a government aid program has been set up, under which the government will match local funds, 50-50. Even so, the ultimate cost to the communities will come to $10,000 at the very least. The government's share of the cost will be the same.

For $10,000 the government can build an airport and pave runways under the GI Bill. The airport operator, who gets this money, will in turn, give the larger share of its back to airport improvements so that his community will, in the long run, have an airport as well as pilots who have used the program should be halted, and some segments of the press and radio have chosen to lump flight training with private dancing lessons in the category of "frivolous aspects."

We wouldn't attempt to guess whether the President had flight training in mind when he wrote his message, but we don't like it implied nothing in the press. We're not prepared to say how many men take flight training for amusement; how many hope to get eventual business benefit from the training. But regardless of what men have in mind when they take the training, they have become part of a national pool of trained flyers whose usefulness must be judged from the nation's past experience with lack of preparedness.

Other Nations Outbuilding Air Power

While the U. S. government is studying the pros and cons of promoting aviation's growth, reports from abroad show what action other countries have taken.

Among the countries already embarked on broad programs to develop their air potential are Britain, Canada, France, Russia, Czechoslovakia, Italy, Denmark, Sweden, the Netherlands, Belgium, Uruguay, Argentina, Peru, Brazil, India, China, Australia, the Phillipines, Republic and New Zealand.

On the question of how much emphasis should be given to aviation research—Britain's defense establishment, organized in 1948, appointed Sir Henry Tizard, a leading air authority, in charge of all research. Britain has also taken the initiative toward standardizing her air weapon and munitions to U. S. sizes and patterns.

Russia has announced a five-year research program, aimed primarily at aviation, to cost hundreds of millions of rubles.

On the question of government support for personal flying activity—merely arriving in 1947 show Eastern European states now provide flight training to civilians in South American countries long have subsidized flying clubs.

The U. S. is wondering how to encourage wider introduction of aviation into curricula of United States schools. At the same time the Secretary of Education has been a basic course in Russian elementary schools for years.

Aviation Show

April 17 to 24

The Minnesota Aviation Trade Association will hold its 1946 Northwest Aviation Exposition at the Minneapolis Auditorium April 17 through April 24. E. E. Craft of Groper Aviation, Inc., Rochester, association president, has announceed.

Frank B. Clift, executive director of the MATA, has appointed show director, with officers at 1382 Northwestern National Bank building, Minneapolis.

More than 50,000 persons from all states of commercial and private flying, including airport, construction, airport operation, flight school training and utility and pleasure craft, flying are expected to attend.

Exhibits will include new planes of the executive, sport and business classes, as well as small and amphibian types which will be brought to the center of the spacious auditorium first floor. Both Minnesota and national manufacturers of plane accessories, navigational aids, radio, and airport equipment, will also display their products.

In addition to attendance by the several public organizations associated with the aircraft industry such as the National Association of State Aviation Officials, the Municipal Airport Manager's Institute and Flying Pumas will hold meetings in Minneapolis during the show.

PILOTS

When in
DICKINSON, N. D.,
FINE FOODS—REST
and
The Famous
Carrol Bar

At the
St. Charles
Hotel

Frank Ray, Prop.
Ways Sought to Bolster Air Transport System

America's peacetime commercial air network proved such a vital element in World War II that any policy planners view with great concern the air transport picture today. It is a mass of uncertainties, world-wide in scope.

Government concern stems partly from recent studies showing that national security requires a reserve of 3,000 large-capacity transports. Fleets of all U. S. scheduled carriers don't total 1,200 planes and the majority of them are small-capacity, obsolete, two-engine types.

In addition, with the skyrocketing economic tempo of the world being geared ever closer to the speed of air movement, the stability of our national economy may well depend upon how thoroughly government and business are adapted to air transportation.

From the security standpoint, the question is one of how to maintain an adequate air transport reserve. Closely allied with this, on the economic level, is the problem of how to encourage the maximum growth of a self-sustaining air transport system.

Since a fleet of 3,000 large transports would have little practical utility if operated by the armed forces, perhaps the government can give additional jobs to civil air lines to keep such a fleet busy. At first glance many suggest air domestic fronts would expand, but not to the extent of 3,000 large transports. A special panel report would stimulate merchantmen's use of air transport.

Cargo people point out a tremendous job would still be tapped if the government will revive its design requirements to encourage development of purely cargo craft. They feel present models designed primarily for passengers do not exhibit the economics of movement.

Technical and economic problems threaten growth of our air transport system. Steady increase in air travel—1947 showing an increase over 1946 of several million passengers—has taxed both air and ground facilities. Traffic on United States Airlines was expected to exceed 15,000,000 landings and takeoffs in 1947.

Jet transports will mean further complications—they don't allow with slower traffic, may need separate rate handling. Even if handle today's traffic, Congress has been asked for $15,405,400 for additional radar and radio aids.

Economic impact of these problems is reflected in a net operating loss of $26,137,575 for 16 domestic airlines during fiscal 1947. In contrast, these carriers showed a net operating income of $12,421,139 for fiscal 1946. Suggestions for alleviating this situation include development of an equipped<br>change system to coordinate with surface motor transport, and merger of smaller lines.

With nearly 30 countries involved, such problems are multiplied on the international level. More than 60 international airlines operate 2,000 craft, employing half a million people, nevertheless flew an air-travel passenger mile of 6,746,000. Among these problems are currency restrictions, freight wars, and flighting dominance, and need for navigational and weather facilities.

N. D. Commission Holds Meeting

Tenure plans have been made by W. F. Keller, chairman of the North Dakota Aeronautics Commission, to hold their annual meeting in the Bismarck State Capitol, February 20.

The purpose of the meeting will be to discuss plans for the coming year's activities of the estimating its legislation in both state and national governments of aviation; and receive applications submitted for the aeronautics director.

PARSHALL APPROVED FOR G. I. TRAINING

The Parshall Aviation Service Flying School, Parshall, North Dakota, has received the joint approval of the Aeronautics Commission and Donald L. Thompson, interim aeronautical inspector, to operate a G.I. flight school from Flamingo Field, Parshall, North Dakota. Adjutant Anderson is the owner and operator.

Refunds Hit All-Time High

From January 1, 1947 through January 31, 1948 the state of North Dakota Gas Tax Division of the state auditor's office, refunded four cents per gallon on 4,740,329 barrels of aviation gas. The tax refund for the period of thirteen months amounted to $10,904,52.

The above figures were secured from Mr. T. B. Sieberg, director of the State Gas Division. According to Mr. Sieberg the above figures would not necessarily indicate total aviation gas consumption last year, as there are always some pilots who fail to apply for a refund.

Aviation gas consumption in 1947 was at an all-time high for North Dakota.
Howard Is New S. D. Engineer

L. D. Howard (Hap) is chief engineer for the South Dakota Aeronautics Commission. His duties with South Dakota aviation will be to work with communities on selection of best sites for airports, and consult on plans, specifications, scope of work, engineering details of construction, and maintenance problems. He will inform communities of federal airport projects, interpreting regulations, assisting in preparation of legal documents, applications, resolutions, and agreements.

Howard, as executive secretary was employed for that purpose. By the end of 1946 the Commission recognized an additional work load would be placed on its office. Thus due to the countless requests for various types of assistance by municipalities, the passage of the Federal Airport Act, the demand for airport zoning, the expanding of Air Marking program, and certain services requested by the flying public, required extra help and talent. With this rapid increase in every state, it became imperative for the federal government to continue with some of the necessary regulation and guidance which today are placed on the hands of the state government of aviation.

During the 16-month period the executive secretary, L. V. Hansen, made 231 visits to various communities in South Dakota. A total of 94 cities and towns were called on, the number of visits to each varying as to the interest shown in airport development or the stage to which airport plans had progressed.


Perry Returns To Air Force

First Lieutenant William Perry, Reserve flying officer, has recently been accepted into the United States Air Force for active duty.

William Perry, whose civilian flying and occupation was co-owner and pilot for Matt Airways, a charter service and clerk in the State House hotel, Motel, N. Dak. As soon as orders are received, William Perry will report to active duty at Dakota-Mohegan Field, Tucson, Arizona.
Flying Sportsmen Hunt in Hudson Bay Region

Clyde Ine, airport operator, Spearfish; Carl Rustad, owner of a used parts and auto service, Sturgis; J. H. Vrooman, rancher Buffalo; and Joe Porter, owner of a lumber company in Deadwood, South Dakota, recently returned from a hunting trip into the western Hudson Bay area.

Flying Ine's Wanusk. the most landed at Prince Albert, when bush pilots flew them into Rondmi Lakes, located on the western point of the Hudson Bay area. Planes and planes were equipped with every possible means of interepi' equipment in case of a forced landing in this desolate country. Clyde Ine said “We were told by author. this not to be without our sleeping bags for an instant if the planes were out of sight.” However, one time the plane landed on another lake about three miles away. and we were without them,” he added.

Back to the planes, without meeting captain, death in the severe cold and inclement weather...

The four men shot and killed 12 caribou. The big game was plentiful. Every Caribou gave each sportsman a thrill in killing. It was an exciting experience to watch the skillful plane of the Noorduyn's circle the herd and corral them on the frozen lake, where the hunters waited.

Meanwhile in Spearfish, another hunter was attempting her skill. Ginger Ine, 11 daughter of Clyde Ine, made a cardboard Caribou and with her own rifle, at a distance of 100 yards hit the bachelor—the shoulders of her prey every time. Ginger not only is skillful in her target practice but shot her 'own deer this year. She hopes to accompany her father on his future trip for big game.

On the return trip to Prince Albert before leaving the airport, the Canadian Government's emergency plane, the famous “Red Cross,” landed. This plane is used extensively by the Government for emergency purposes, and medical supplies into the far-north, where inhabitants are isolated for many months.

The sportsmen returned to South Dakota, feeling a great satisfaction in their successful flying trip to the Hudson Bay.

FARMERS: Send your PICTURES, NEWS ITEMS and WANT ADS in to the Dakota Flyer Now!
that way. Glen has been hand-capped since the horses ate holes in the wings and fuselage of his T-Craft. He says he just doesn't have any use for horses, anyhow! FAY NAPIER took off in his Lycoming a few days ago, carrying a bucket and an axe, pursuing a good deal of speculation among the local fly-boys. We learned later that he headed out in his pasture to chop a hole in the ice to water his horses. It's nice to find that people are beginning to find more and more practical use for their airplanes.

BISMARCK MUNICIPAL—Charles Jensen, Bismarck businessman, owner of a new Taylorcraft, found it convenient means of long-distance travel recently. He flew to Princeton, Minnesota, to bring his father to Bismarck. His brother, Th, enjoyed his first ride with his son. He was convinced it was a comfortable means of travel and much faster than the horse-and-buggy days.

HOYT'S FLYING SERVICE, Philip, S. D. — Plane owners have been busy putting on and taking off skis in this vicinity with the temperature jumping from 16 below zero to 43 degrees above in a week. The only solution seems to be sit on the plane in the morning and wheel in the afternoon.

MAX WATSON, local pilot and rancher, has a new idea for hunting coyotes via airplane. He takes two hounds in his Cuh, one fore and one aft. After spotting the coyotes he lands as near as possible and lets the hounds take over from there. So far he has had good luck.

Our snow is nearly all gone on the field. A Stinson circled here on skis. Not finding enough snow to land, it took off for a field further north.

BOB SANEKELSON of Faith, S. Dak., bought a new Aeronca 18 Cub. He will have his plane at Philip while learning to fly. His instructor is Miss Barbara Hoyt.

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

ADVERTISE YOUR AIRPORT AND SERVICES

Instructors Wanted

There is a big demand for properly qualified instructors. If you have had previous selling or business experience the AVIATION INDUSTRY offers YOU an interesting and profitable position.

Instructors Course Will Begin March 1st

Last spring 10 pilots received their instructors ratings at our school on an average of 7 weeks.

Enroll At Once

Comes out for a demonstration in the STINSON STATION WAGON of AERONCA CHIEF

BISMARCK AVIATION CENTER

ALL TYPES OF FLIGHT TRAINING

Hangars North End of Field Bismarck, N. D.
Dear Editor:

On a recent charter flight into the city the taxi charge for four persons from the airport was $4.50. $1.50 would have been more reasonable.

Duke Corning

Airfield Manager — This might be your airport! Give this year attention, contact your cab company and see that his rates to your airport are reasonable! If they will not cooperate with you, arrange to have a charter car at your field, if traffic is not too heavy. It is to be remembered that taxi fares are part of a tremendous expense today. Each one of you can help — Ed

BE CERTAIN — "I THINK I CAN MAKE IT, BELONGS IN THE LIST OF FAMOUS LAST WORDS."

Williston, N. Dak.

The Dakota Flyer

Editor

Bismarck, North Dakota

Dear Editor:

Enclosed is our check for $3.00 to renew our subscription to the Dakota Flyer, the biggest little newspaper in the Northwest.

I would like a spare copy of the September issue, as I am compiling my papers in book form and for some reason have lost the September issue.

Sincerely,

Bruce Wright

Wright Flying Service

Welcome at

Superior Airways, Inc.

11/2 miles East of City on U. S. Highway 16-16.

R. O. (Sandy) Sanderson, Mgr.

Piper Invades

Low-Priced Field

Piper again announces several models recently completed to reach the low-priced aviation market.

Here are details concerning the Family Cruiser and the two-place side-by-side Vagabond, currently under rapid production in Lock Haven, Pennsylvania. The four-place family cruiser is to sell for under $4,000, and the price set on the Vagabond is $1900.

The Vagabond, an economical aircraft built to accommodate the business man, partnership or club ownership, whose investment must be a minimum of cash, is powered with the 65 h. p. Lycoming. Its cruising speed at 75 per cent power is 90 MPH and a top speed of 100 MPH. The plane lands at 45 MPH and has a rate of climb of 650 fpm.

The exterior is finished in the famous Cub Yellow with a blue interior. The plane is equipped with hydraulic brakes, stainless steel muffler, steerable tail and fixed propeller.

The family four-place Cruiser is finished on the interior with the new material Vynl-coated Nangahyde leather in two-tone tan and gray. Both front spring seats and the full length rear seat are covered with tan at the top and gray at the bottom. The sidewalls of the cabin are covered with the matching material in a two-tone version.

The back plate of the instrument panel is Toledo brown and the coverplate is grain-walnut with provision for extra flight instruments if desired. The instrument panel is lighted by indirect lights Raytheon Transmitter and two-hand receiver are included. The ceiling of the cabin is covered with a head lining material similar to that used by the automobile manufacturers—all of which tend to provide a very comfortable eye-appealing interior.

A large baggage compartment is also featured, easily accessible by raising the rear seat, both the back and the bottom of the rear seat are easily removable to provide a cargo space, for exceptionally long times of cargo, the right front seat can be removed also.

The engine is the ever-reliable Lycoming 0-225-C1 rated at 100 HP (turn to Page 110).
1948 Campaign for New Flying Farmer Members

Heed Graham, executive secretary of the National Flying Farmers Association, has announced that a free trip to the 1948 National convention will be offered to the member in each state who will obtain the most new members into his state association by August 1, 1948, when the contest closes.

Expenses will also be paid for his wife. Names and residences of each member should be sent immediately to your president. President of the North Dakota association is Lorin Duemeland, Bismarck.

YOUR N. F. F. A. INSURANCE PLAN

By LOBIN DUREMELAND, President
N. D. Flying Farmers & Ranchers

As a group of fliers, the Flying Farmer of America regards himself in a special class. The average flying farmer does not engage in any commercial operation such as student training, charter flights, air shows, or any other special activity. Therefore, it was agreed upon by a majority at a recent national convention that the Flying Farmer should be entitled to special airline rates.

EXTRA COPIES

Extra copies of the National Flying Farmers magazine may be secured from Lorin Duemeland, Bismarck, N. D., president of the North Dakota Flying Farmers and Ranchers.

The National Flying Farmers Association, voice of the rural aviator, has its own magazine, THE NATIONAL FLYING FARMER. The slick-paper publication, published monthly, is included in state and national dues.

The magazine is dedicated to advancing rural aviation, to reporting what fliers fliers are doing, and to telling the story of the utility of aircraft in agriculture.

FOR MARCH, 1948

Rural Fliers Plan Next Meet

Tentative plans are being made according to C. Allenberg, secretary of the North Dakota Flying Farmers and Ranchers to hold their next meeting in Fessenden, North Dakota. The exact date has not been set, all members will be notified.

Plans are being made by Roy Bares, county agent, in Fessenden to have an interesting meeting of all North Dakota rural fliers. You are all invited to attend this meet-

policyholder pays only the stated premium.

The plan is so flexible that you may purchase your insurance to fit your specific need—while enjoying a group.

All details will be handled at the Stillwater, Oklahoma, office of NAFFA and inquiries concerning insurance should be addressed to that office, except as regards claims. Claim reports should be

Farmers and Ranchers
Attend the Great Livestock Auction Sales

Every Thursday

Dickinson Livestock Sales Company

PAGE THIRTEEN


FOR SALE

1946 TAYLORCRAFT

110 Hours Total Time

$2100.00

1941 AERONCA CHIEF

Attractive and Engine in Very Good Condition

$1200.00

1947 CALLAIR

Perfect Condition, 56 hours total.

Always Hanged

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STINSON JR.

Two-way Radio. Four Passengers

Write for information about second-hand plane sales today!

DAKOTA FLYERS

WYMAN FIELD, MOTT, NORTH DAKOTA

Piper Invades

(Continued from Page 12)

HP - 113 HP for take-off. A balance steel muffler is incorporated in the engine for quietness; ample shum and carburetor heat are furnished, as well as cold air for summer ventilation. Automotive type electric starter, generator. 12-volt battery and navigation lights are standard equipment, as are hydraulics brakes. 26-gallon gas tanks, 'used pitch propeller; two-tone exterior and interior; and Raytheon transmittor and two-hand receiver.

The now famous PA-11 is available for its same price of $2900 with a Continental 75 engine. It is also available in a C-99 for $2700. Performance is increased to a top speed of 135—climbing at 1000 feet per minute. Each as the flight plans equipped with the extra power to enable efficient and safe flying for duties which require a high performance, at low cost.

N.F.F. Insurance -

(Continued from Page 12)

made to the office of Employers Mutuals nearest you.

It is hoped that as a class we can develop with an excellent experience that further rate reductions may be explored.

Let's do our part to insure success and help to reduce one of the major costs in operating an aircraft insurance.

It is to be remembered this plan is only available to pilots who belong to the Flying Farmers organization.

ANDERSON AIRPORT

Under New Management

Now Mitchell Aviation, Inc.

Restaurant - Shop - Flight Instruction - Storage

Courtesy Car on Request.
Airplane Bargains

1940 TAYLORCRAFT SIDE-BY-SIDE. Dual ignition, 65 HP Looming engine which has just had new rings and bearings installed. This ship was recovered and refurbished in October, 1947. PRICE . $1250

1940 CUB J-3. Completely recovered two years ago. About 300 hours since engine major—approximately 100 hours since top overhaul. New tires and Heath plexiglass windshield. PRICE . $750

LYCOMING A-3. Extra fuel tank, sensitive altimeter, clock, and many other extras. This ship should sell for over $1200, but in move it quick it's priced at $995

Dakota Aviation Company
Huron, South Dakota

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AIRCRAFT HANGARS

Neat In Appearance . . Flexible In Arrangement
Easy to Erect!

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COMPLETE PLANE PROTECTION
STEEL CONSTRUCTION WITH RIBBED SHEETS.
FLEXIBILITY FOR AIRPORT PLANNING.
LOW INITIAL COST—LOW MAINTENANCE COST.
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CONVENIENCE FOR EVERY PLANE OWNER.
For your Farm—Implement Shops—Machine Shops—Burns
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BUILD—QUONSET—QUONSET—QUONSET.

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Bismarck, North Dakota

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If So...

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WILL HELP YOU SELL THEM!
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Modern Transportation
START FLYING TODAY

Flying your own airplane saves time and money, when roads are blocked from winter snows and mud. Go to your nearest airport. If the operator is a member of the North Dakota Aviation Operators you can be assured he is progressive and competent to help you with your flying problems.

North Dakota Aviation Operators
An organization devoted to the development of Aviation in North Dakota

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