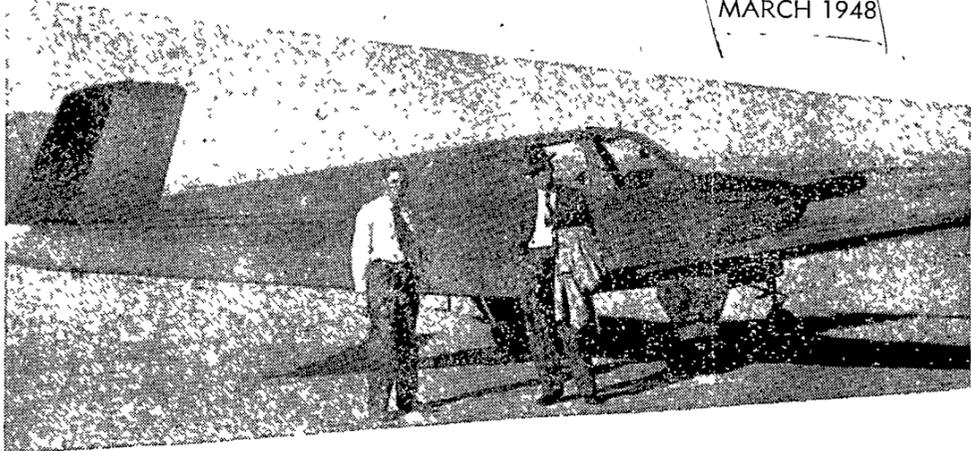


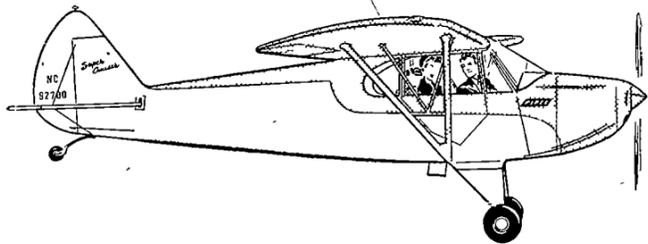
Dakota Flyer

MARCH 1948



*Voice of
Dakota Aviation*

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Dakota Flyer

"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
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**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
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DAKOTA FLYER

Bismarck, N. D.

You are Invited to Visit the Editorial Offices
Any Time at the Bismarck Municipal Airport

"VOICE OF THE
DAKOTA FLYER

Vol. II March, 1948 No. 6

Editor Geneva E. Schow

Business Manager Carl T. Thompson

One Year Subscription—\$2.00

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COVER PICTURE

Left to right. Milton (Rich) Richards, pilot, and Carl Anderson, president of the Rushmore Mutual Life Insurance Company, Rapid City, South Dakota, are pictured on our front page of this issue as they are about ready to take-off on a business trip. Their flights often cover 2 to 4,000 miles in less than a week.

The new aircraft has proven invaluable to the company, and it is one of the few insurance companies who are utilizing their aircraft entirely for their line of business.

Before the company bought their Bonanza the same trips were made by Mr. Anderson in an automobile. These long hours of travel covering thousands of miles were continuous and tiring. Today Mr. Anderson flies on the same trips in less than half the previous time.

Besides saving time for the company, he is taking the place of four executives that would be required to fill the same duties.

**CIVIL AERONAUTICS ADMINISTRATION
AIRMAN BRANCH**

Itinerary for the month of March, 1948

March 2	Tuesday	Wright Field Williston, N. D.	Written tests, flight Tests and Aircraft Insp	
"	4	Thursday	Bell Airport Devils Lake, N. D. Municipal Airport	" " "
"	5	Friday	Grand Forks, N. D. Municipal Airport	" " "
"	17	Wednesday	Dickinson Airport	" " "
"	18	Friday	Municipal Airport Jamestown, N. D.	" " "
"	19	Friday	State School of Science and Aircraft Inspection at Wahpeton, N. D.	" " "

Written examinations given at the Fargo office, 209 Walker Building, Fargo, North, Monday through Friday.
Aircraft Inspections at Fargo by appointment only.
Flight Tests at Fargo by appointment only.
Donald L. Thompson Sr., Aeronautical Inspector

WANTED—One mechanic to take over complete shop. With small hand tools if possible. Also instructor to take over complete flight department. State qualifications. Dickinson Aviation, Dickinson.

**THIS IS YOUR
NEWSPAPER—WE
WELCOME YOUR
NEWS AND PHOTO-
GRAPHS**

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



CARL T. THOMPSON, manager of the Dickinson Municipal Airport, who is combining his intense interest in Dakota aviation, to become co-owner and business manager of the Dakota Flyer.

Carl Thompson, as a youngster lived in Noonan, North Dakota. His parents were wheat farmers. As many other youngsters his age, he dreamed of becoming a pilot. After completing school, Mr. Thompson's flying career began. His first adventure took him to Alaska with the "Star Alaska Airlines," where he encountered many interesting flying experiences during his first years of flying.

Entering the United States Air Force, he served with the Third Bomb Group of the Fifth Air Force for five years. Most of his service was in the Pacific and China Theater, flying A-26 Medium Attack bombers.

Shortly after being released from active duty, Mr. Thompson accepted the position as airport manager, to continue his career in civilian aviation.

He holds commercial, instructor's, single, and multi-engine ratings.

Tailwind Tattler

CAPTAIN BILL ODEM is off on what might be another historic flight, this time he is flying a 4-engine C-87. It is said that Anne Machin mountain peak in China is higher than Mount Everest—Leave it to Bill to prove it one way or another. C. T. Tompson, business manager of the DAKOTA FLYER, had a nice chat with Capt. Odem on his first 'round-the-world flight in Toyko, Japan.

* * *
CHECK WITH your local Civil Air Patrol Squadron for a copy of C.A.P. history, "Flying Minute Men." Its a fine book with interesting reading.

* * *
FOR THE NEW LOOK in aviation, strap a 37 HP engine on your back, ask for a prop. and take off to the blue yonder—tests in Seattle have proven very successful. It is known as the Hoppy Copter. Maybe just what you Farmers and Ranchers have been dreaming about!

* * *
WANT TO VISIT a Museum of Science and Industry in Chicago? Roger Amundson, 19, and Donavan Sandley, 24, parked their Taylorcraft on Lake Michigan two blocks from the museum. Lt. Steinhauser of the city police force thought he had a new wrinkle. "Wadd'ya mean, landing in the city?" Police officers talked to the boys a few minutes and let them go.

NOW THAT ALL—is said and done, English and Americans alike can rest on their laurels. The famous "Kittyhawk" will have its final resting place in a national shrine constructed in the memory of the nation's first men to fly heavier than air machines in AMERICA.

* * *
TELL ME, what happened to our air force? American magazine tells us that we now rate THIRD in AIR POWER. England and Russia have something on the beam!

DO YOU HAVE CONTRIBUTIONS TO MAKE TO THIS COLUMN? ANYTHING OF UNUSUAL INTEREST TO EVERY PILOT WITHIN YOUR STATE, TOWN, AIRPORT, OR NATION.

EDITORIAL

A JOB TO DO TOGETHER

At no time in the history of DAKOTA aviation has its opportunities been so numerous nor its problems so great as now

With steadily rising public interest within every community—with strong aviation competition, within your state—it's state-wide social and political conditions—every commercial aviation operator must bend his efforts toward securing its most beneficial effects to his state for prosperity within the industry. To these ends the wisest counsel of statewide leaders in aviation is vitally necessary. Men with a full understanding of public relationship are needed between the flier 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 operator and local citizen in aviation and its future in the Dakotas.



Geneva Schow

We believe the Dakota Flyer can fit rightfully in this two-state publication, as we have fashioned our editorial matter which goes into homes of thousands of persons. We believe the Flyer has been successful in the past year and a half. And, we feel that our media represents a more powerful Public Relations job for aviation within the state than does any other aviation publication—because it brings the same accomplishments of our own fliers and operators to the public.

Actually, our problems and yours are about the same. We are confronted with the problems of presenting to the citizens of our two states the facts and figures about aviation, its advantages and its vital importance to the development and welfare of mankind. Our answers to this 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 wives, 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 aeronautical 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 this 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 coverage in North and South Dakota aviation.

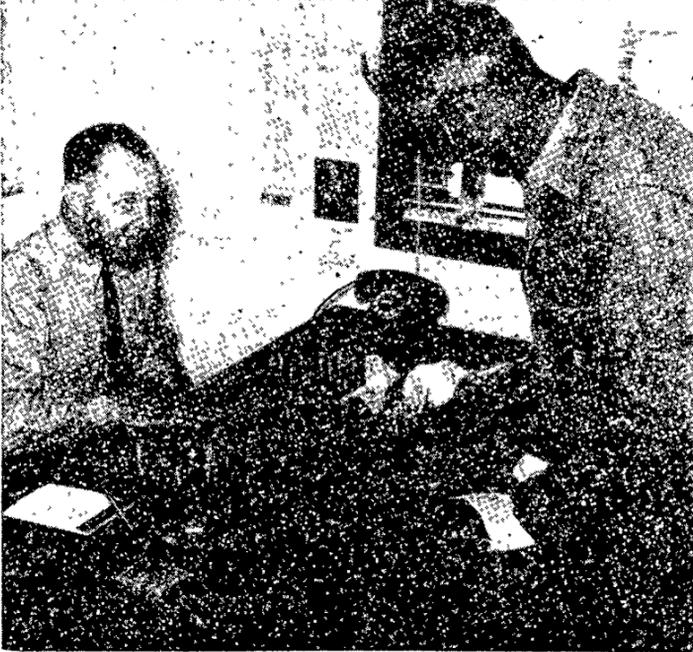
With the co-operation of every airman, and operator in the Dakotas we can build for aviation a firm foundation that will not crumble with the weight of a few years of flying experiences by the flying public. It is a task which can be accomplished only if we as writers and you as spokesmen for the industry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

There is still a great public relations job to be done, and your editors of the Dakota Flyer stand ready to help you do it!

Commercial Printing Co.

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Buys Stinson With Small Change



CECIL BIRD, owner of an Electric and Machine shop in Martin, South Dakota, is pictured above with Ed Youngs, 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 plane, to make up the balance after he traded in his Taylorcraft.

Ed Youngs, carefully gathers each coin into his palm as he counts five-ten-two hundred-two hundred ten-four hundred-four hundred ten-twenty-six hundred-six hundred-ten-twenty-eight hundred—and \$800 00 covers the entire amount of savings accumulated by Mr. Bird.

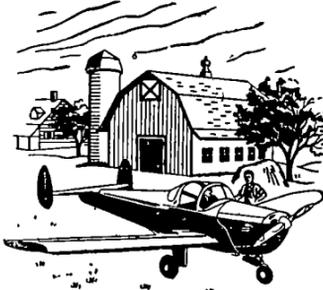
N. D. A. O. Meet March 11

North Dakota Aviation Operators Association will hold an important meeting in Bismarck, North Dakota, March 11, according to J. C. Lippsmeyer, president of the organization.

The purpose of this meeting is to get the co-operation of every airport operator who is today conducting a GI 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. Lippsmeyer, "Unless we have the co-operation of every GI operator in this, further action would not be made by the operators association to keep it alive."



Farm Machinery in the Sky

Follow the example of successful farmers who are using Ercoupe for practical transportation. With this spin-proof safe, personal plane, you can quickly visit distant places to buy seed, feed, equipment, repair parts—or to sell farm products. Modern two-control and all-metal construction make Ercoupe easy to fly and economical to maintain. Lands and takes off easily from your land.

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- 1946 AERONCA CHAMPION—Just Relicensed. Majored 150 hours back—with all new cylinders installed for \$1225.00!
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MUNICIPAL AIRPORT WINNER, SOUTH DAKOTA
Frank Root, Mgr. - - - Phone 95

Veterans Need Flight Training

By F. J. Froeschle, Editor of Hazen Star

The author is stating his reasons why G. I. Flight Training is of a 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 this program, and this benefit may prove this even greater than the primary purpose of teaching men to fly. Here in Hazen, as well as in Beulah and countless other communities, airports have been built privately by ex-servicemen on the strength of this training program. As the program was set up, it enables these men to get a good start in training pilots and assures the operators of enough income at the outset so that aviation can get a running start in these communities.

The only alternate means 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 would come to \$10,000 at the very least. The government's share, of course, would be the same.

For \$10,000 the government can train 23 private pilots under the GI Bill. The airport operator, who gets this money, will in turn plow the larger share of it back into airport improvements so that his community will, in the long run, have an airport as well as pilots who have use for 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 inclusion in the group.

We're not prepared to say how many men take flight training for amusement; how many hope to get eventual business benefits from the training. But regardless of what men have in mind when they take the training, they become part of a

national poll 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 Philippine Republic and New Zealand.

On the question of how much emphasis should be given to aviation research—Britain's defense establishment, reorganized in 1946, put Sir Henry Tizard, a leading air authority, in charge of all research. Britain also has taken the initiative toward standardizing her air weapons 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 activities—movies arriving in 1947 show Eastern European states now provide flight training to civilians. 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 aeronautics has been a basic course in Russian elementary schools for years.

Aviation Show April 17 to 24

The Minnesota Aviation Trades Association will hold its 1948 Northwest Aviation Exposition at the Minneapolis Auditorium April 17 through April 24. E. H. Croft of Gopher Aviation, Inc., Rochester, association president, has announced. Frank B. Cliff, executive director of the MATA, has been appointed show director, with officers at 1382 Northwestern National Bank building, Minneapolis.

More than 60,000 persons from all phases 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, 4-place and 2-place helicopter, roadable and amphibian types which will be grouped in the center of the spacious auditorium first floor. Both Minnesota and national manufacturers of plane accessories, navigational aids, radios, and airport equipment will also display their products.

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

PILOTS

When in
DICKINSON, N. D.
FINE FOODS - - REST

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 air policy planners view with great concern the air transport picture today. It is a maze of uncertainties, world-wide in scope.

Government concern stems partly from recent studies showing that national security requires a reserve of 5,000 large-capacity transports. Fleets of all U. S. scheduled carriers don't total 1,000 planes and the majority of them are small capacity, obsolete, two-engine type.

In addition, with the politico-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-supporting air transport system.

Since a fleet of 5,000 large transports would have little peacetime utility if operated by the armed forces, perhaps the government can give additional jobs to civil airlines to keep such a fleet busy. If all first class mail were sent by air, domestic fleets would expand, but not to the extent of 5,000 huge transports. A special parcel post rate would stimulate merchandisers' use of air transport.

Cargo people point out a tremendous freight potential can be tapped if the government will revise its design requirements to encourage development of purely cargo craft. They feel present models designed primarily to passenger standards, are not economical.

Technical and economic prob-

lems threaten growth of our air transport system. Steady increases 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 take-offs in 1947.

Jet transports will mean further complication—they don't dawdle with slower traffic, may need separate rate handling. Even to handle today's traffic, Congress has been asked for \$13,400,000 for additional radar and radio aids.

Economic impact of these problems is reflected in a net operating loss of \$22,419,575 for 16 domestic airlines during fiscal 1947. In contrast, these carriers showed a net operating income of \$12,675,129 for fiscal 1946. Suggestions for alleviating this situation include: development of an equipment interchange system up coordination with surface motor transport, and merger of smaller lines.

With nearly 50 countries involved, such problems are multiplied on the international level. More than 60 international airlines operating 2,000 craft, employing half a million people, nevertheless flew nine billion passenger miles in 1946. Among their problems are currency restrictions, travel red tape, such as visas, customs and immigration clearances, and need for navigational and weather facilities.

VAVRA ATTENDS MEETING IN CHICAGO

Harold G. Vavra, acting director of North Dakota Aeronautics Commission, will attend the joint meeting of the Civil Aeronautics Administration and N.A.S.A. O.

The purpose of the joint meeting being called is to discuss and review the plans for the future simplified Federal Airport Aid Forms.

Refunds Hit All-Time High

From January 1, 1947 through January 31, 1948 the state of North Dakota Gas Tax Division of the state auditors office, refunded four cents per gallon on 4,748,533 gallons of aviation gas. The tax refund for the period of thirteen months amounted to \$189,941.32.

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

Aviation gas consumption in 1947 was at an all-time high for North Dakota.

N. D. Commission Holds Meeting

Tentative plans have been made by W. E. Keller, chairman of the North Dakota Aeronautics Commission to hold their annual meeting in the Bismarck State Capitol, February 25.

The purpose of the meeting will be to discuss plans for the coming year's activities of the commission; legislation in both state and national governments of aviation; and review 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, senior aeronautical inspector, to operate a G. I. flight school from Hankins field, Parshall, North Dakota. Edwin Anderson is the owner and operator.

Commission Ends 1947 Aviation Activities

The State Legislature of 1935 enacted a uniform aeronautical law. At that time there were only eleven other states that had a similar law. Since that time other states have recognized the necessity of state legislation and at the end of 1947 only one out of the entire 48 states was without the law. California was the 47th to establish state legislation.

From 1935 to 1944 it became apparent that, with the anticipated expansion of all civil aviation activities in the post-war period, many communities would need assistance in aeronautical planning and other phases of aviation. An executive secretary was employed for that purpose.

By the end of 1946 the Commission recognized an additional workload would be placed on its office. This, 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 funds. With this rapid increase in every state, it became impossible for the federal government to continue with much of the necessary regulation and guidance which today are placed in the hands of the state government of aviation.

During the 18-month period the executive secretary, L. V. Hanson, made 221 visits to various communities in South Dakota. A total of 84 cities and towns were called on, the number of visits to each varying in accordance to the interest shown in airport development or the stage to which airport plans had progressed.

FLYING ISN'T DANGEROUS,
BUT FOOLS WHO FLY ARE.

LET THE DAKOTA FLYER
BUY OR SELL YOUR
AIRPLANE AND PARTS!

FOR MARCH, 1948

Howard Is New S. D. Engineer

L. D. Howard (Hap) is chief engineer for the South Dakota Aeronautics Commission.

Mr. Howard's 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.

His duties where smaller projects are involved, will be minor land and topographic surveys, preparing of master plans, drawings, and specifications. He will assist his sponsors in contract advertising, awarding and supervising project inspections.

Communities will be advised as to airport zoning. Mr. Howard will assist any community in its preparations for zoning ordinances.

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 Mott Airways, a charter service; and clerk in the Butts House hotel, Mott, N. Dak.

As soon as orders are received, William Perry will report to active duty at Davis-Monthan Field, Tuscon, Arizona.

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'48 G. M. C.—2 TON
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SWIFT---(Temco Built)---Demonstrator, Monrola Avagator two way radio, Aeromatic prop, primary blind flight group, heater, seat covers, approx. 110 hours. New plane guarantee. Present list price as equipped \$4345.00---will sell \$500.00 under distributor cost at \$3125.00.

BELLANCA---Late 47 Model, Aeromatic prop., two way radio, Primary blind flight group, red striped with cream. Cruises 163 MPH at 2400 rpm. List price as equipped over \$7000.00, a steel at \$5250.00.

FAIRCHILD 24, 1940 Model---165 HP Ranger. Less than 500 hours total time on aircraft and engine, approx 80 hours since engine major and complete aircraft recover. Radio and blind flight group. For quick sale at only \$2975.00!

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Municipal Airport

Phone 4421

NEWELL, SOUTH DAKOTA

FLYING

NEWS



FROM THE BLACK HILLS

ATTENTION READERS: In future issues, this column will be devoted to the publication of news items and guest editorials from those airports in the BLACK HILLS region. Send to the Dakota Flyer your news items, comments, pictures, and letters each month. Make this column your own.—Ed.

Flying Sportsmen Hunt in Hudson Bay Region



Clyde Ice, airport operator, Spearfish; Carl Bartlett, owner of a used parts and sales service, Sturgis; J. R. 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 Ice's Waco, the men landed at Prince Albert, where Bush pilots flew them into Reindeer Lake, located on the western point of the Hudson Bay area. Pilots and planes were equipped with every possible means of emergency equipment in case of a forced landing in this desolate country. Clyde Ice said "We were told by authorities not to be without our sleeping bags for an instant if the plane were out of sight." However, one time, the plane landed on another lake about three miles away, and we were without them, it gave us

an isolated feeling knowing if the plane had been forced down we would never have made our way

back to the plane, without meeting certain death in the severe cold and treacherous terrain"

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 pilots of the Noorduyn's circle the herd and corral them on the frozen lake, where the hunters waited

Meanwhile in Spearfish, another huntress was attempting her skill. Ginger Ice, 11 daughter of Clyde Ice, made a cardboard Caribou and with her own rifle, at a distance of 100 yards hit the bullseye—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 trips 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 to carry provisions, 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.

FLYING FARMERS --- Send your PICTURES, NEWS ITEMS and WANT ADS in to the Dakota Flyer Now!



"Flying Red Cross"

Cruising Around Our Airports

RUGBY FLYING SERVICE—Vernon Sherwin, operator at Rugby, North Dakota made a charter trip to Bismarck, N. D., with Al Grunvold, Rugby, and Mr. Drake, Drake, North Dakota, both Ford dealers, attending a meeting in Bismarck.

BENZ AIR SERVICE—Hazen, N. D.—Five business men and students formed a flying club to enable them to continue to build their flying time at an economical rate. The Hazen Flying club bought an Aeronca Champion. Members are: Ervin Auwinger, Leonard Woefhle, Gene Hammock and son, Darrel, 16; and William Metzger.

MITCHELL AVIATION, INC.—Mitchell, South Dakota—The airport operation has been changed from Anderson airport to Mitchell Aviation, Inc., with Earl Hoffman, Westley Hoffman, and William Griener, as new owners and operators.

Shop facilities are leased to Harold Willoughby. Flight instructor is E. L. Bocker and Marvin Stickle is ground school instructor.

RUSHMORE FLYING SERVICE Rapid City, S. D.—Irene, our Girl Friday, has been getting a lot of solo practice in the Ercoupe lately. Could be she is getting eager for that private license. Flight Instructor, BILL MESTON has been keeping his appointments in Kadoka, in spite of the wintry weather. On a couple of occasions we have had to pry him loose from the Taylorcraft and move him in by the fire to defrost before we have any details of the days' happenings! Some of the unearthly sounds which we hear emerging from the SHOP have proven to be the attempts of the boys to harmonize on some of the barbershop specialties, and not the setting for Stark Tragedy, as we at first feared. We had not had much trouble with snow around the hangar until GLEN HAMM flew his Aeronca in from the hills, and then shoveled that snow off the wings. He says it lands rather hot

that way. Glen has been handicapped 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, nohow! FAY NAPIER took off in his Luscomb a few days ago, carrying a bucket and an axe, arousing a good deal of speculation among the local fly-boys. We learned later that he landed 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 a convenient means of long-distance travel recently. He flew to Princeton, Minnesota, to bring his father to Bismarck. His father, 78, 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 temperatures jumping from 16 below zero to 65 degrees above in a

week. The only solution seems to be skis on the plane in the morning and wheels in the afternoon.

MAX WATSON, local pilot and rancher has a new idea for hunting coyotes via airplane. He takes two hounds in his Cub, 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 SAMUELSON of Faith, S. Dak., bought a new Aeronca 85 Chief. He will leave 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 AIR-
PORT 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 field.

Instructors Course Will Begin March 1st

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

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Come out for a demonstration in the
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BISMARCK AVIATION CENTER

ALL TYPES OF FLIGHT TRAINING

Hangars North End of Field

Bismarck, N. D.



Airport Taxi Fares Too High

The Dakota Flyer
Editor
Bismarck, North Dakota

Dear Editor:

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

Duke Corning

AIRPORT MANAGER— This might be your airport. Give this your attention, contact your cab company and see that his rates to your airport are reasonable! If they will not co-operate 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 transients biggest 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
Geneva Schow, Editor
Bismarck, North Dakota

Dear Editor:

Enclosed is our check for \$2.00 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

When in Rapid City You Will Always Find a

Welcome
at
Superior Airways, Inc.

1½ Miles East of City on
U. S. Highway 14-16
R. O. (Sandy) Sanderson, Mgr.

Piper Invades Low-Priced Field

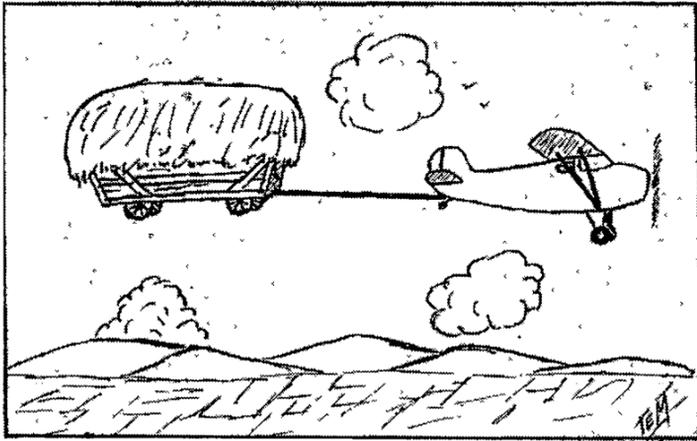
Piper again announces several models recently completed to reach the low-priced aviation market. Here are details concerning the Family Cruiser and the two-place side-by-side Vagabond, currently under rapid production in Lock Haven, Pennsylvania. The four-place family cruiser is to sell for under \$4,000, and the price set on the Vagabond is \$1990.

The Vagabond, an economical aircraft built to accommodate the business man, partnership or club ownership, whose investment must be a minimum of cost, is powered with the 65 h. p. Lycoming. Its cruising speed at 75 per cent power is 90 MPH and a top speed of 102 MPH. The plane lands at 45 MPH and has a rate of climb of 510 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 Vinyl-coated Naugahyde 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 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-band 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 tends 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 items of cargo, the right front seat can be removed also.

The engine is the ever-reliable Lycoming O-235-C1 rated at 108
(Turn to Page 14)



"Sure, I'll take you to Ladies Aid, Ma, soon as I drop this load off in the west pasture"



1948 Campaign for New Flying Farmer Members

Herb 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 remittances of each member should be sent immediately to your president. President of the North Dakota association is Lorin Duemeland, Bismarck.

In South Dakota, John Deihler, president, Redfield, South Dakota

As the memberships arrive in their perspective offices they be recorded and at the end of each month submitted to the National magazine, where they will publish the high individual in each state. The National Flying Farmers magazine is sponsoring the contest.

A handy membership blank is printed in this edition, for your convenience. Clip it out and mail it to your president.

Rural Fliers Plan Next Meet

Tentative plans are being made according to M. C. Altenberg, 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 Ray Harms, county agent, in Fessenden to have an interesting meeting of all North Dakota rural fliers. You are all invited to attend this meeting.

YOUR N. F. F. A. INSURANCE PLAN

By LORIN DUEMELAND, 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, involving any special risks. Therefore, it was agreed upon by a majority at a recent national convention that the Flying Farmer should be entitled to special air-

craft and pilot aviation insurance rates.

A committee was appointed to study these factors. After thorough study of all types of rural flying, it was found that the rural pilot flew only under fair weather conditions, making his flights well planned to landing fields he would fly to, and that his risks were far below that of the full time commercial operator.

The committee has arranged to provide the members of N. F. F. A. with aviation insurance on a basis that will provide sound coverage and prompt service at a reasonable rate.

The policies will be written by Employers Mutuals of Wausau, Wisconsin, a financially sound, ably-managed organization who have widespread service facilities throughout the nation.

Employers Mutuals are non-assessable mutual insurance companies. This means that savings in operating costs are returned to policyholders by dividends, while the all the advantages of purchasing as

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 respects claims. Claim reports should be (Turn to Page 14)

EXTRA COPIES

Extra copies of the National Flying Farmers magazine may be secured from Lorin Duemeland, at 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 farm fliers are doing, and to telling the story of the utility of aircraft in agriculture.

Farmers

Ranchers

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1946 AERONCA CHIEF--2 way radio. Perfect inside and out! Make me an offer. Will trade for late model car Call, wire, write. J. B. Wilhelm, 612. Raymond St, Bismarck, N. Dak.

FOR SALE

1946 TAYLORCRAFT

110 Hours Total Time..... \$2100.00

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Airplane and Engine in Very Good Condition
Wonderful Buy \$1200.00

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Perfect Condition, 80 hours total,
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Two-way Radio, Four Passenger..... \$1850.00

Write for information about second-hand plane sales today!

DAKOTA FLYERS

WYMAN FIELD, MOTT, NORTH DAKOTA

Piper Invades

(Continued from Page 12)

HP - 115 HP for take-off. A stainless steel muffler is incorporated in the airplane for quietness; ample cabin 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 hydraulic brakes, 25-gallon gas tanks, fixed pitch propeller, two-tone exterior and interior and Raytheon transmitter and two-band receiver.

The now famous PA-11 is available for its same price of \$2495 with a Continental 65 engine. It is also available in a C-90 for \$2572. Performance is increased to a top speed of 115--cruising at 100 MPH, rate of climb 900 fpm. This is the light plane 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 13)
made to the office of Employers Mutuals nearest you.

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

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.

JOIN THE N. D. FLYING FARMERS & RANCHERS ASSOCIATION

Clip this coupon and mail to C. M. Altenburg,

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1940 CUB J-3. Completely recovered two years ago. About 350 hours since engine major—approximately 160 hours since top overhaul. New tires and Heath plexiglass windshield. PRICE . . . \$975

LUSCOMBE 8A. Extra fuel tank, sensitive altimeter, clock, and many other extras. This ship should sell for over \$1200, but to move it quick it's priced at \$995

Deliveries on the new Aeronca all-metal wing four-place will commence in March at the low price of \$4795 F.A.F. The new 85 HP Champion is available now. See your nearest Aeronca dealer for details.

A few dealer franchises are now open on this most popular line of farmer and rancher type airplanes on the market

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HURON, SOUTH DAKOTA

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Bismarck, North Dakota

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DICKINSON, NORTH DAKOTA

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