

# Dakota Flyer

*June 20  
debut lines*

MAY, 1948

20c



The Ladd Sisters

Minnesota Aviation Trades Association

Presents

Northwest Aviation Exposition

*Voice of  
Dakota Aviation*

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  - ★ FLYING FARMERS
  - ★ NORTH DAKOTA AVIATION OPERATORS
  - ★ SOUTH DAKOTA AVIATION TRADES ASSOCIATION
  - ★ DAKOTA MODEL PLANES BUILDER
  - ★ CIVIL AERONAUTICS ITINERARY
  - ★ TAILWIND TATTLER
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## DAKOTA FLYER

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### A Satisfying Meal

Personalized Service

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Reservation

GRAND PACIFIC HOTEL

And

GRAND PACIFIC  
RESTAURANT

Bismarck, North Dakota

### PILOTS

When in Dickinson, North  
Dakota, you will find

FINE FOODS - - REST

and

THE FAMOUS CORRAL  
BAR

at the

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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.

# DAKOTA FLYER

Vol. II May, 1948 No. 7

Editor . . . . . Geneva E Schow

Business Manager . . . . . Carl T Thompson

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### ITINERARY FOR MONTH OF MAY, 1948

**South Dakota:**  
 May 6 Thursday—Rickenbacker Airport, Stevens, South Dakota; written tests, flight tests and aircraft inspection  
 May 27, Thursday—Superior Airways, Inc., Rapid City, South Dakota, written tests, flight tests and aircraft inspection

The two above schedules will be the only ones other than each Monday, which will be kept open for pilot applications appearing at the District Office located at the W W Howes Municipal Airport, Huron, S D

JOHN "C" SMITH,  
 Aeronautical Inspector

### CIVIL AERONAUTICS ADMINISTRATION

#### Third Region

#### ITINERARY FOR MAY, 1948

4 Tues	Bell Airport Devils Lake, N D	Flight Tests
5 Wed.	Port O' Minot Minot, N D	Flight Tests
6 Thurs	Municipal Airport Williston, N D	Flight Tests
11 Tues	Municipal Airport Grand Forks, N D	Flight Tests
18 Tues	Municipal Airport Jamestown, N D	Flight Tests
19 Wed	Municipal Airport Bismarck, N D	Flight Tests
20 Thurs	Worth Field Dickinson, N D	Flight Tests
27 Thurs	State School of Science Wahpeton, N D	Flight Tests

Written Examinations Monday through Friday at 209 Walker Building, Fargo, North Dakota

Aircraft Inspection (by appointment only) Hector Field, Fargo, N D

Flight Tests (by appointment only) Hector Field, Fargo, N D

FOR MAY, 1948

## Tailwind Tattler

By C T. Thompson

CONGRATULATIONS, DON McFALL, of Newell, South Dakota Don has recently accepted the South Dakota Wing Commandership of the United States Flight Instructors Association Don is doing a fine job in organizing his group He extends an invitation to all Flight Instructors in South Dakota who are interested in becoming members of this National, State Flight Instructors Organization.

CAN WOMEN FLY?—Well Miss Shaw of Southport, Conn., set out with an air of determination and has succeeded well, both as a conventional pilot and a Helicopter pilot She says that the ease with which the helicopter can maneuver makes it an ideal plane for the women to operate

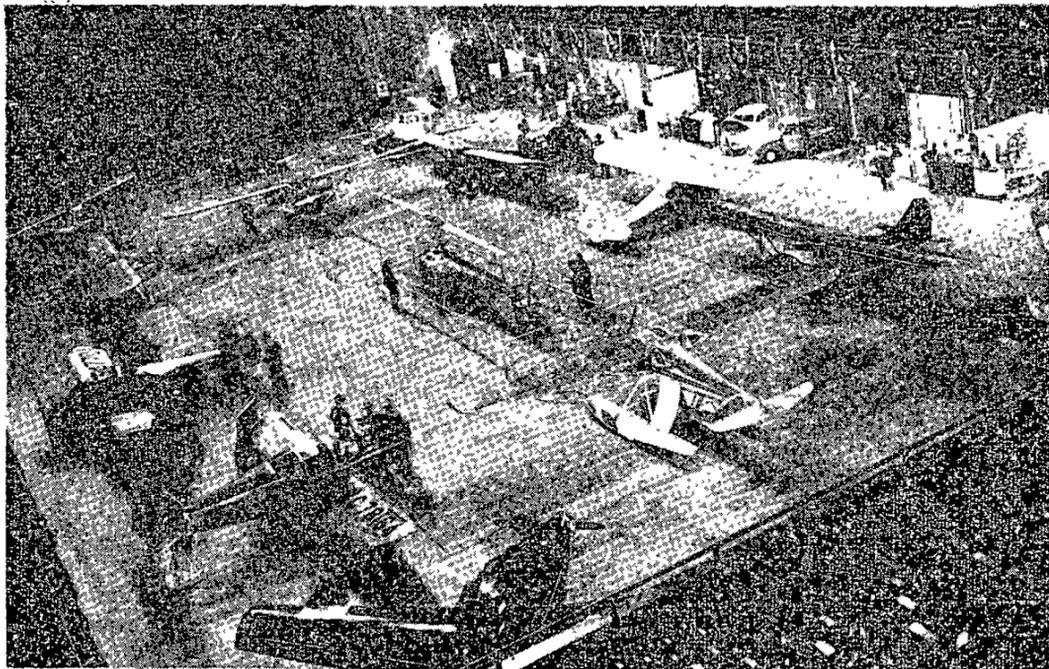
I HAVE ALWAYS WONDERED why I could never afford to buy orchids The other day an attractive airline hostess put some light on the subject They are being flown with regular passenger flights from INDIA, and are arriving in good condition!

LITTLE DID I THINK that blonde lad that used to sit next to me in Aerodynamics would a few years hence, go chasing balloons Congratulations for chasing a big one Vernon Sherwin! The balloon was about 35 feet long and had escaped from the Weather Station at North Battleford, Sask. It was recovered about 35 miles southwest of Rugby, North Dakota

HAVE YOU AND YOU sent in your subscription for the DAKOTA FLYER? Letters are pouring in, and everybody is enjoying it Don't miss a single copy, your interest is essential

MORE PEOPLE ARE LEARNING about the many uses for the aircraft Recently cattle and horses, marooned by frozen flood waters were fed by small bales of hay, dropped from airplanes.

THE PUBLIC WANTS DEPENDABILITY AND CONTROL, NOT THRILLS, IN THE OPERATION OF AIRCRAFT



Above is seen the many aircraft on display in the main arena on the spacious floor of the Minneapolis auditorium (Left) One of the many eye-appealing booths as prepared by the Minnesota Aviation Association (Lower left) L. C. Ladner, aviation representative, and Carl Thompson of Dickinson Aviation Company are found in a jovial mood with a Standard Oil Company background.

## Minnesota Aviation Trades 1948 Northwest Aviation Exposition

By Carl Thompson

Minneapolis City auditorium became the scene of the largest and most complete aviation exposition show ever to be staged in the mid-northwest as thousands swarmed in from several surrounding states to see the new contributions to the aviation industry. Observing it from every critical, educational and promotional angle, we have nothing but praise for the diligent work and co-operation by its sponsors. Although we read about, and see pictures on the screen of the advancement of the helicopter, the city of Minneapolis was astounded when a little Bell Model 47D slowly descended and parked in front of the Municipal auditorium.

The Exposition show was definitely on its way. Inside of the beautiful auditorium we almost hesitate to tell you of all the new models of aircraft and accessories that have been added to this up and coming industry. Of special interest were the new four-place models. Prices are ranging within the grasp of Mr. John Q. Public. The Aeronca and Cessna made their first public appearance.



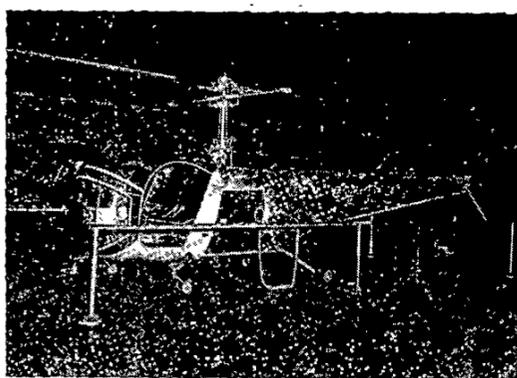
**YE-OL EDITOR**—While making a tour of the Northwest Exposition show found Miss Geneva Schow, editor DAKOTA FLYER, firing the machine-gun in a Grumman airplane turret on display at the Minneapolis Auditorium. The weapon is a .50 caliber machine-gun—(Courtesy of Minneapolis Tribune)

The Aviation Exposition Show was climaxed twice each day by a variety show that was highlighted by the now famous, charming, beautiful, Ladd sisters. The Ladd sisters are of northwest talent of a refined song and dance team that can't help but appeal to the air-minded citizen. Not to be forgotten and given a A-1 rating in the show was Burt Hansen, popular radio tenor, who teamed up with Kay Merrill to give off with a number called "Sweethearts of the Air." Happy Tom and Jerry went into a spin on a roller skating routine. Then came Lee Marx in a juggling act that even your wildest imagination could not do justice to. Gordie Bowen and his band rounded out the musicals to make the show an aviatational success.

Mot on pictures played a prominent part in this air fair as exhibitors and military services used this medium to show their interested public the very latest in aviation accomplishments.

Displaying before this select aviation audience was new aircraft of the executive four-place two-place . trainers . gliders and helicopters. Airport equipment such as GCA, ILS, fire fighting equipment, obstruction lights, beacons, and snow removal equipment. Accessories were of special interest with navigational aids, propellers, batteries, tires, radios, wearing apparel, floats, skis, parachutes and petroleum products.

The complete show lasted eight days, and coordinated with it was the second annual conference of the Civil Aeronautics Authority on April 20th and 21st. A complete report of that conference may be found elsewhere in this issue.



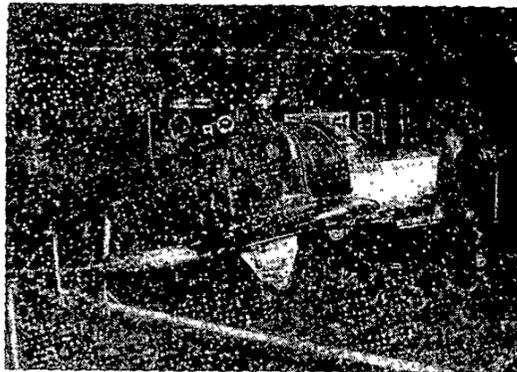
Bell Model 47D that occupied the center of the spacious Minneapolis auditorium in the Northwest Exposition show.

♦ ♦ ♦ ♦



Playing a major part in aircraft accessories display were several exhibitors like the one shown above.

♦ ♦ ♦ ♦



E. A. CROFT, president of the Minnesota Trades Association explains the merits of the new Bonanza. Looking on is Art Hoffman, Gopher Aviation, Rochester, Minnesota.



Left to right: H. C. Pettit, Assistant Sales Manager, Aeronca Factory, Middletown, Ohio; Walter Ball, Sales Manager, Dakota Aviation, Huron, South Dakota; Fred Nepser, Regional Aeronca Representative, Muscatine, Iowa; Harry Schaffer, President, Interstate Aircredit Corp., Minneapolis, Minnesota; and Edw. G. Youngs, President, Dakota Aviation Company, Huron, South Dakota.

## Annual Aeronca Dealers Meeting

By GENEVA SCHOW

The Annual Aeronca Dealers meeting held in Huron, South Dakota, March 31 got under way with opening message from Walter Ball, Sales Manager, for Aeronca Distributors in Huron

H C Pettit, Assistant Sales Manager for Aeronca, Middletown, Ohio, explained the new features of the four place Sedan This aircraft was the first Sedan to receive it's NC number The official notice was wired Huron after arrival of the plane North, South Dakota, Minnesota, Montana and Wyoming dealers present were the first dealers to see and fly the new plane

Ed Youngs, President, Dakota Aviation Company, distributors for Aeronca gave an interesting message "Industry Over Sold" He believes that in teaching everyone to fly, regardless of it's cost, practicalness, time and type of use, can do a great deal of harm In return the Private pilot will criticize the dealer and operator where he bought the airplane He believes their

should be a standard method in selling an aircraft by all salesmen He stressed the lack of proper time spent on minor details in aviation. Example given was the man who learned to fly, bought an airplane equipped with radio When asked how he liked his airplane, his answer was, fine, but he hadn't used his radio The instructor had not taken the time to teach him the radio procedure, the man was too hesitant to ask, thinking he may hear a hum of voices from the hangar pilots, "He's sure a dumb Delbert"

To stay in the airplane sales business, you must take in trade-ins, he said The automobile industry found this practice a necessity, so does the aircraft sales

Mr Youngs, felt two-place model planes were gradually becoming extinct That the family four-place was becoming highlighted in aircraft sales and purchase He is confident that 1948 is going to be the greatest year in selling of aircraft

Agricultural increase he felt has made aviation in the Dakota's a

great prospective year for the operators North Dakota was second largest aircraft sales increase in the United States Mississippi topping aircraft sales, for 1947

The service the operator can give his customer is the greatest asset, the automobile industry found servicing the most important aspect in the ownership of a car, today is rapidly taking it's importance in a successful and prosperous operator

Dealers who have failed to be successful, in many instances he said were found to be lacking in shop facilities, servicing of aircraft, not being financially able to carry new planes as demonstrators

Mr Youngs, closed with his assurance that all dealers and operators would find 1948 a prosperous year

Harry Shaffer, President, Interstate Aircraft Corp in Minneapolis, gave a detailed outline of aircraft financing In Mr Shaffers discussion to dealers he felt they were not witnessing a slump in aircraft sales necessarily but that the post-

(Continued on Page Sixteen)

# EDITORIAL

## Flight Training Threatened

The most malicious attack in aviation history has been made on commercial flight training schools, in an article published in Collier's May 1, 1948, issue by Albert Q. Maisel in "What's Wrong With Veterans Schools." Airport operators can be prepared to hear one of the most merciless and false accusations ever made public when Maisel says:

**Greatest of all opportunities for boondoggles—involving more veterans, more schools, more millions in wasted money and more mismanagement, corruption and fraud than in all other schools combined—is the flight training racket."**

He compares flight training schools with that of Bartenders, Dancing and Chicken Sexing institutions.

All facts and figures given are instances which involve an exceptional case. These schools which were operating illegally were dealt with according to the law. His statements were those of personal opinion not over-all facts. Each instance was highly illustrated in an attempt to make the readers believe that all vocational educational schools were corrupt.

Aviation, is one of the broadest and greatest of vocational and professional fields today. There are countless opportunities for a successful career for those who have the initiative and ability to continue their training. Who is to tell the veteran he is to choose between a liberal arts course or a vocational field which will prepare him for a particular job? How many veterans pursue the field in which he has majored in an approved liberal arts school? How many are actually holding jobs as department store clerks, tobacco salesmen, and truck drivers? The spiteful statements made about vocational schools is to condemn our fundamental principal of our educational system.

He quotes Budget Director Webb, "Avocational flight training has no appreciable value for national defense purposes." This statement is undermining the principal purpose of the Act itself which is "To provide educational training to the veteran." If it were to have been set up as a military defense program they would have drafted it as such.

He goes on to say, "The Army and Navy refused to recognize the civilian flight training as being of any real value in the military field." Recalling a very recent war you will find the greater percentage of Army and Navy flight instructors were civilian pilots. The group over-age civilian pilots with many hours became Air Transport Pilots, Naval Air Transport Service Pilots, and older private pilots carried on an extensive patrol through the Civil Air Patrol. It was the civilian pilot whose vast experience and ability to quickly become adapted to military aviation who surpassed all other trained men in the crisis.

In our minds someone is being misinformed, not only BOMBS are carried by planes—not only COMBAT TACTICS is essential—it's the civilian air power which is the foundation upon which all other aviation activities will be built—and carried out.

FOR MAY, 1948

## ND Requirements For Private Fields

All airfields except "Personal Use" airfields are shown in these publications. All "Private" fields which do not meet the minimums are classed as "Personal Use" airfields and are not shown. All municipal and commercial airfields regardless of size are shown. These airfields must meet minimum standards so that all airfields are reasonably safe landing areas for transient planes. In the general case a "Private" airfield is a small airfield owned and used by an individual flyer. Listed below are the minimum requirements for Private Airfields in North Dakota before they will be shown in the publications.

- 1 Length One landing strip should be of sufficient length to meet the minimum length of the CAA Class I airfield. At present this would be 1,800 feet plus a length equal to one-fourth of the elevation.
- 2 Wind Indicator There should be some type of wind indicator at or near the airfield. This may be a windmill, windcharger, or wind cone.
- 3 Marking There should be some type of marker to designate an airfield. This may be elevated boundary markers, or segmented circle marker, or other standard markers indicating landing facilities.

These minimums were established to protect transient pilots. These requirements will aid the transient pilot to find the airfield, judge the wind and be certain that the field is large enough for his aircraft. In certain cases pilots might find themselves in dangerous situations, though the local pilot who is familiar with the airfield and surrounding terrain would have no difficulty.

Similar work is being carried out in all the other states by the Airports Branch of the CAA. This, of course, is but part of the work of the Airports Branch of the CAA. More information is forthcoming in future articles.

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We'd Like  
You . . .  
To Meet



Walter F. Ball, Vice President and Sales Manager of Dakota Aviation, Huron, South Dakota

Walt began his flying for a hobby in 1937 while employed as sales manager for a garage in Rapid City, South Dakota. He spent 12 years with the firm, selling automobiles, trucks, tractors and airplanes.

He enlisted in the Air Corps Reserve in 1941 and taught Army Glider, Primary, Basic and Instrument flight training in Texas and California.

In 1945 he took over the sales management and became vice president for Dakota Aviation Company in Huron.

His valuable experience has been an excellent background in his successful aviation field. He is an active member of the South Dakota Aviation Trades Association, of which he is present chairman of the legislative committee.

PAGE EIGHT

## Flying Farmers Invited to Brookings

Cap E. Miller, Secretary of Northwest Farm Managers Association extends an invitation to the members of the North Dakota Flying Farmers and Ranchers to join his association on their 23rd annual tour for the stop to take place at Brookings, South Dakota, Sunday, June 27. At this stop those present will see the results of 15 years of research work on "No Tails Sheep Research Project," as well as many other practical research results.

Mr. Miller suggests that Flying Farmers can fly down there in time for the afternoon program

which will get under way at 2:30 p. m. and return home the same day or stay over night if they wish.

## N. D. Operators Meet May 12

Aviation operators in the state of North Dakota are invited to attend the next meeting of the North Dakota Aviation Operators association, May 12, at Fessenden, North Dakota.

The meeting is scheduled to begin at 10:00 a. m. Topics of discussion will be the Amendment of the present Gas Tax law which will result in a serious curtailment of funds in airport finances should it remain as it is.

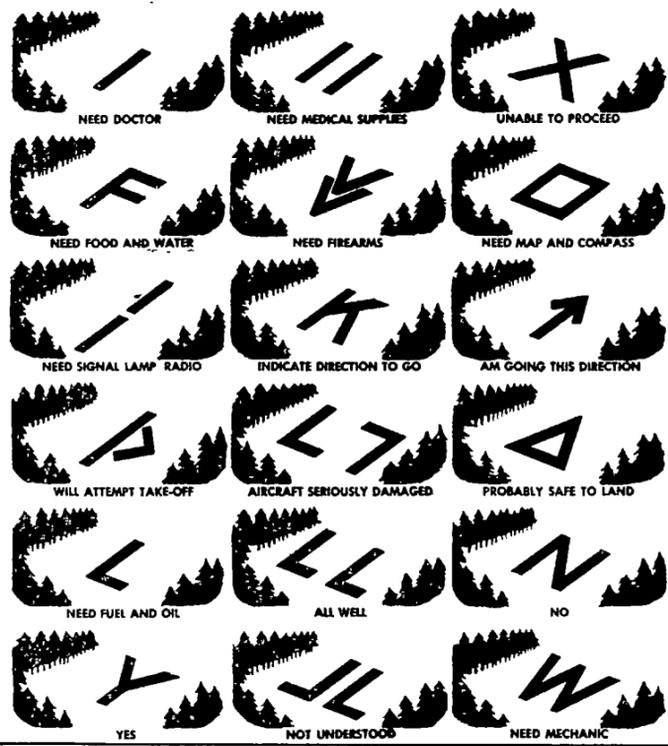
Reports will be given on the Third Region Clinic held in Minneapolis April 20 and 21.



## How to Talk to An Airplane

Basic signal is still time-tried SOS. All symbols should be at least 10 feet high, and can be supplemented by flares, or smoke to attract notice. Pilot acknowledges by rocking wings.

DOWNED airmen, snowbound trappers, isolated communities—anyone in distress can use these 19 symbols to ask a passing plane for help. They are the official ground-to-air emergency code recently adopted by the Civil Aeronautics Administration. Used in wartime signaling the symbols can be trampled in snow or laid out with cloth, wood, stones, or anything else that gives a clearly visible color contrast.



DAKOTA FLYER



**VERNON SCOTT**, Dakota Skyways, and **Robert W. Mitchell**, Sales Manager and Power Plant Engineer, Grand Forks, are pictured above before loading their cargo into the company's Navion. The cargo on the wing is thousands of Freeman Headbolt Heaters which were distributed to jobbers and dealers throughout the United States during the three weeks' flight. The entire trip covered over 13,000 miles. 4,000 jobbers and dealers were set up.

## Representatives Tour the States

Walter Ball and Ralph Amsden have completed the final tour of western Dakota's and eastern Montana and Wyoming. The next tour will cover the eastern Dakotas, western Minnesota and Iowa.

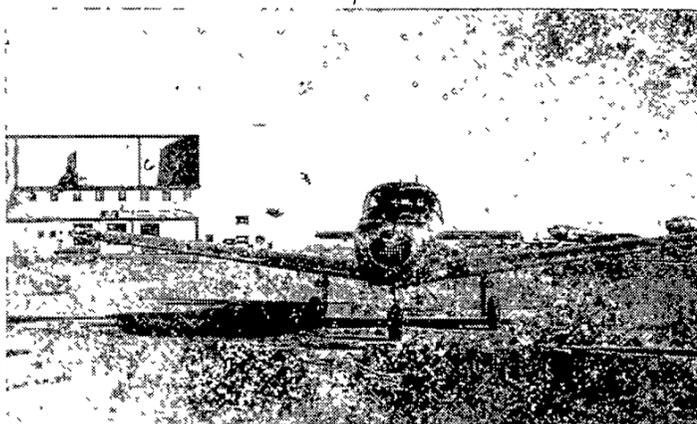
Walter Ball, sales manager and vice president, Dakota Aviation, is demonstrating their new four-place model Amsden, parts and service representative, is making his first visit to airports servicing and selling the Aeronca aircraft. He is contacting the service departments setting up systems in stocking parts and supplies, ordering supplies and the actual servicing problems of the aircraft. His information is derived from a vast amount of experience in aviation mechanics, which have been mainly Aeronca line. He is a commercial pilot and his visits to dealers will be made on a scheduled tour this year.

## Crippled Children Week May 13-20

The DAKOTA FLYER has proclaimed May 13 through the 20th as CRIPPLED CHILDREN WEEK and sends an appeal to all pilots and operators to support it within the realms of everything possible to bring a ray of sunshine into the lives for those more unfortunate than ourselves. It is suggested that every operator contact a local women's club to arrange a picnic for all crippled children in their area. The place of the picnic should be 10 or 20 miles away from the local airport. It is further suggested that all pilots avail themselves and their aircraft to the complete success of giving free air transportation to and from the place of the picnic. We will be looking forward to dozens of letters telling about the success of each picnic, and especially from the children themselves that had the opportunity of an airplane ride and successful picnic. Don't forget to send in pictures, and best of luck to all of you.

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

FOR MAY, 1948



The Navion with loaded cargo, is ready for take-off from the Great Falls airport. The men found that over 60 percent of the eastern airports had been closed during the severe winter months. The Navion has proven its utility in carrying cargo. The amount carried and the time saved on the three weeks' flight is the envy of salesmen who spend months covering a territory, and a limited supply of their product.

### HORN LEAVES HURON

Ralph Horn, Senior Aeronautical Inspector, Huron, South Dakota, has been recently transferred to Romulus, Michigan. Horn will become District Co-ordinator for Safety Regulation in the District office at Romulus.

Taking his place in Huron is F. W. Lueneburg, from St. Louis, Missouri.

One of the major airlines last year served 1,828,000 meals at no cost to the passengers.

**AIRPLANE BRAKES ARE NOT BUILT FOR THE CONSTANT SERVICE EXPECTED OF AUTOMOBILE BRAKES**

**CRIPPLED CHILDREN WEEK  
MAY 13 THRU 20, 1948**

PAGE NINE

Official Publication  
**STATE AERONAUTICAL NEWS**

For  
**North Dakota**

### Commission Is for Amendment

The North Dakota Aeronautics Commission went on record as favoring an amendment of Article 56 of the North Dakota State Constitution which currently provides that all revenue from gasoline and motor fuel tax shall be used solely for public highways.

The proposed amendment would provide that any revenue raised from the aviation industry would be utilized only for the development and expansion of aviation within the state.

The proposal would establish aviation in North Dakota on an equal footing with the automobile and prevent any possible diversion of aviation revenue into highway systems.

An initiated petition is being prepared by local attorneys and will require a total of 20,000 signatures in order to be placed on the November 2 ballot for the next general election.

### Waivers Issued By the State

The North Dakota Aeronautics Commission has established a system of issuing low flying waivers for the following specific purposes: (1) **Hunting** from the air for wolves, coyotes and red or gray foxes (Provided applicant holds a State Game and Fish Department permit) (2) For **Agricultural flying**, crop dusting and insect control (Provided that a capable and experienced pilot holding at least a commercial license will be utilized) When a low-flying waiver is issued for this purpose written permission of the Mayor, Chief of Police or any other duly constituted municipal authority should be obtained. The applicant should also request the municipal official involved to publicize the impending operation so

(Continued on Page Twelve)

### Registration Due May 15

Second notice has been made by the North Dakota Aeronautics Commission that your 1948 registration of Aircraft is due on May 15.

To date there are 360 Aircraft Registered for 1948 out of an estimated total of 700.

During 1947 a total of 606 aircraft were registered with the Commission.

### Conduct Series of Radio Programs

The North Dakota Aeronautics Commission has undertaken the preparation of a series of public service radio programs designed to promote private flying, safety and the flying farmer.

The programs will be broadcast from radio stations at Bismarck, Fargo, Jamestown, Grand Forks and Minot.

Each series will trace the continued growth of North Dakota aviation, utility of the private airplane and safer flying.

### Mandan to Build Airport

Final arrangements have been made to begin construction of the Mandan Municipal Airport was announced recently by the city commission.

The city has matched Federal airport funds to purchase 360 acres of land located 4 miles south of the city.

Plans and engineering was handled by H G Vavra, acting director, and aeronautical engineer of the North Dakota Aeronautics Commission. He says, "plans will be drawn up and actual construction of runways will begin at once."

### Schools to Check Certificates

All approved flight school operators in North Dakota are asked to check immediately the expiration date of their CAA Air Agency Certificates. These certificates are good for two years. On April 30, 1948, the first certificates which were issued will become void. An application for renewal of the certificates must be submitted to the CAA sixty days prior to the expiration date.

All certificate holders who allow their certificates to become void will be required to submit new applications and undergo another inspection.

### Commission Sets New Regulations

The North Dakota Aeronautics Commission in a meeting April 9, set the following new regulations pertaining to state approved flight schools offering flight training under the Veterans Administration.

(1) Pre-enrollment physical examination required on all new GI student enrollees (2) CAA regulations adopted prohibiting passengers with GI student pilots (3) Mandatory requirement that all GI Flight Schools maintain a complete set of records with all the information contained in the enclosed "Records Information Bulletin" The suggested record forms will be mailed to each aviation operator. (4) State approval of new G.I. Flight Schools will be withheld until the school management has actually received a CAA Air Agency Certificate.

The purpose of the new regulations is to continue to maintain the North Dakota GI flight training program on a high level so as to avert the type of criticism which may adversely affect the future of the program.

HON. SENATOR LANGER  
U. S. Senate,  
Washington, D. C.

"I note that thousands of letters have been written of late in argument of the G I Flight training program. My contention is probably somewhat different than that of the average flight school operator, and the G I's themselves. To begin with, it is supposed to be a program of rehabilitation, and not one of giving every soldier like myself an airline job. There may be many cases of abuse, both by the operator, and the G I. alike, but I am sure this is a practice only of the few. We do not stand short when we recommend a general cleanup.

"With all the certainty and uncertainty of war at present it is wise to say that the present program serves no advantage to our present and future Airforce. Those of us that worked with the Civil Pilot Training program cannot help but remember that it was this program that became the backbone of our Airforce. I remember your part in the program when a bill was passed to pay these students at least as much as an Army private. At one Army contract base that I was on, 84 percent of the instructors were men that had been trained under the Civil Pilot Training and War Training Service programs.

"Senator Langer, what we need is another such program. I suggest that immediate steps be taken to draft another revised CPTP program. This will serve to fill the gap which the G I program will create. This program should be so thorough that it will start with the junior in high school in ground subjects, continuing to teach students to fly in the senior year. Then when a young man or woman goes on to college he will be prompted to fill the gap for our badly needed aeronautical engineers, pilots, and air service men.

"I implore you, Senator Langer, to give this matter your greatest consideration. It is so different than the "lobbies" that are recognized legally on Capitol Hill, it is not action taken in our own self interest — but it is a matter upon which the security of the entire nation hinges."

Business Manager  
"Dakota Flyer"

## "Aviation Information"

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

### "SPINNING THE PROP"

Pilots must know the technique of starting—it is more than merely pulling at the propeller.

Careless handling of the propeller is a frequent cause of accidents. When it is your job to turn over the engine, you must observe several important precautions. Never touch the prop unless you know the wheels are chocked and there is a competent person at the controls.

Whenever you do touch the propeller for any reason assume that the switch is on—a slight movement may be sufficient to start the engine and sometimes switches are left on inadvertently.

Solid ground is the only place for plane starting. Your footing must be secure so that there is no chance of slipping into or under the spinning propeller. If you should slip and fall, don't get panicky and jump up. Lie still on the ground until you can look around cautiously to see if the propeller is swinging above your head. It is better to crawl a few feet in the mud than to get your skull bashed in!

The trick in starting an airplane engine is to give it a hard snap as it passes over the compression point. A trial pull will show where this compression point is in the arc of the propeller and you can be ready to give that extra pull when the propeller approaches that point in its swing.

In an emergency it may be necessary for you to ask a novice to start the engine for you. Never let him touch the propeller until you have given him instruction in the way to pull it while keeping his body away from the propeller's swing.

### "SPRING'S WEATHER TRICK"

April is the month when cold fronts from the northwest battle with warm fronts from the southwest for supremacy in the weather. Neither holds sway for long and the result is a rapidly changing series of rain, sunshine, showers, sleet, and turbulence.

It is not unusual to see fronts only a few hundred miles apart on

the weather map and they may be moving fast. A call to the weather station at each stop will help to avoid the storms and fog which accompany these spring fronts.

When sitting out a blow, or when parking overnight, don't forget to tie down your ship securely. April's turbulence can send your plane on missions of its own if the tie down ropes are missing or weak.

## Colorado Issues State Map

Distribution of the new colorful Colorado Aeronautical maps will be mailed to any pilot upon request, announced W J Bain, Director of the Colorado Aeronautics Commission.

The Colorado Aeronautics Commission has available these informative state maps of airports and aeronautical information to be sent to pilots simply by writing the Colorado Aeronautics Commission, in Denver.

The maps are printed to scale, 16 miles to the inch (Regional and World Air Chart Scale) and will include all the usual information that is included on the Coast and Geodetic Survey maps, as well as additional information for all transient pilots. It will be printed in six colors or shaded for each 2,000 feet graduation of elevation. All known airports will be shown and all radio station information will be indicated. On the back of the map is a complete airport directory of the state giving information on runway lengths and the facilities available at each field.

Out of state pilots planning a flight into Colorado will benefit greatly by this service.

TRYING TO FOOL YOUR INSTRUCTOR IS LIKE POURING MONEY DOWN A RAT HOLE.

The United States now has 5,418 airports of which more than 1,000 have been opened for traffic during the last 12 months.

# To the Private Pilot

M. O. (Mrs. Andy) Beck—McClusky Flier

How often hasn't the remark "So you are going to learn to fly, you must want to die young" been made to the student pilot, or to persons interested in learning to fly. But no doubt when the wheel was first invented and the first crude carts were fashioned, the men who got into those carts and rode were also accused of wanting to die young.

Progress in transportation from that first crude cart of ancient times to the helicopter and jet propulsion of today is astounding. Yet, in spite of all the vast strides of advancement, people are still slow to change from the old and accept the new.

A recent article in a current magazine clearly brought out the progress from the horse and buggy age to the automobile age. From the time when a car was considered a dangerous toy for wealthy playboy to today when a car is as essential to travel as a stove is to cooking a meal.

Today we are going from the automobile age into the flight age. The advantages of air travel are fast becoming evident. Yet we find the majority of people slow to accept the airplane as a safe and better means of transportation.

The private pilot has a job to do in his community. People must be made to realize that the actual piloting of an airplane has long passed its pioneering stage. Few people, except those actually participating in flying, have any knowledge of flight rules and standards. Worse still, many of them have chanced to meet the pilot who glories in having his friends think he is a creature endowed

with some super-human ability because he can fly a plane. Instead the pilot should be telling his friends that anyone who is willing to study and employ the aid of an instructor can learn the muscular co-ordination and application of common sense necessary to flying.

Every pilot in every community should make it his business to tell his interested friends that there is a Civil Aeronautics Association which has set up and enforces rigid standards for the student pilot and rigid rules governing the flying of aircraft. Those friends should be told that the student pilot must take a certain number of hours of dual under the supervision of a well trained licensed instructor before he is allowed to fly a plane alone. And again, that he must put in a minimum of thirty hours of solo and pass a flight test before he is allowed to take a passenger with him.

If every private pilot would make it his duty to spread the true gospel of flying in his community and thus get more and more pilots and privately-owned planes into that community he would create the need for good airports. Few small towns today have available funds to purchase, build, and maintain an airport. But when the need for an airport becomes evident by a larger number of the communities citizens demanding it, the towns will supply that need just as they have supplied streets and other public necessities.

Yes, the private pilot has a job to do and he can do it. By his interest in, and his safe and sane execution of flying he can prove to the skeptic that flying is not a hazardous, expensive pastime for the slap-happy or the fellow who is tired of living but a safe and efficient means of travel for every farmer, rancher and businessman.

## LOW FLYING WAIVERS—

(Continued from Page Ten)

that the public will be properly informed and complaints of low flying will be avoided. (3) For power line air patrol and gas pipe air patrol (Minimum state requirements is a commercial license. (4) Air races and air meets. In order to obtain a low flying waiver for air races and air meets the applicant must satisfactorily show that: (a) positive control over participants and spectators will be established and maintained, (b) the course and pylons will be so located and spaced as to provide a maximum of protection to persons and property on the ground, (c) aircraft will not be flown over, toward, or closer than 500 feet horizontally to the grandstands or spectators, (d) adequate provisions will be made for safe operation of aircraft on the ground, (e) adequate first aid and fire fighting equipment will be immediately available, (f) adequate means

will be provided to inform aircraft that an air meet is in progress and provisions will be made for arriving and departing traffic.

Development of all the foregoing requirements may not be necessary depending upon the character and location of the air meet. Unusual conditions may require special restrictions or limitations. (No waiver shall be issued for acrobatic flight over congested areas of cities, towns, settlements, or open air assemblies of persons.)

Applications for low-flying waivers should be made first to the North Dakota Aeronautics Commission and if granted a copy of the waiver is mailed by the commission to Mr. Donald Thompson, Senior Aeronautical Inspector, 209 Walker Building, Fargo, North Dakota, with the request that the individual be granted a Civil Aeronautics Administration waiver for the same purpose. Applicants requesting low flying waivers for any

purpose whatsoever must hold the proper Civil Aeronautics Administration certificates also their airman certificates must be registered with the state of North Dakota along with all aircraft which must be properly registered with the State Aeronautics Commission.

Low flying waivers will be issued for a period of six to twelve months depending upon the discretion of the State Aeronautics Commission. All low flying waivers issued by the Commission may be cancelled at any time on demand of any law enforcement official, State law enforcement official or Civil Aeronautics official. The low flying waiver does not constitute authority to fly below the minimum prescribed altitude over property, the owners of which have not granted permission, nor does this waiver entitle the holder to endanger the life of property or persons on the ground.



## Taxi Costs Remain High

Fargo, North Dakota  
Letter to the Editor.

Have just read in the Dakota Flyer a gripe about taxi fares to and from airports

Our regular airport call rate is 75c per person, the charge for four persons is \$3.00, which is our regular airport call rate

The majority of our calls to or from the airport involve the transportation of a single passenger which allows us only 75c for a trip

Remember that automobiles cost almost twice what they did before the war, also approximately the same ratio prevails for upkeep and maintenance Insurance rates have jumped tremendously Now we have to carry \$25,000 and \$50,000 insurance where formerly we carried \$5,000 and \$10,000, besides \$5,000 property damage Gas and oil and other of our necessities have increased alarmingly in price

A limousine is kept available at all times during the 24 hours for airport use, and extra cabs are provided if necessary The income derived from this airport limousine averages \$20.00 per day or less which leaves very little profit after salary and expenses have been deducted In fact, hardly enough to pay for depreciation costs on the limousine.

For 75c per passenger we pick up and deliver to or from the airport anywhere in the city and if it were not for the fact that we do at times get loads instead of single fares we would not be able to maintain our airport service

EARL V JOHNSON,  
Konen Cab Company

EDITOR'S NOTE: It is possible your charge of 75c per passenger is a fair rate.

However, if a maximum charge per trip is your gener-

FOR MAY, 1948

al policy, I am certain there would be no complaints from the pilot

Frequently this charge of \$4.00 to \$5.00 falls on one individual A reasonable charge of \$2.00 to \$3.00 should give the company a relatively similar profit of those of long downtown trips

Wagner, South Dakota

Letter to the Editor

Send a year's subscription

I have been flying for two years Own a Piper Super Cruiser 95 per cent of my flying is on business trips Taking me to Sioux Falls, Minneapolis, Sioux City, Denver and many short trips

Also am one of the stockholders in Airways Service, Inc., only airport operation here

I own the Hinkhouse Cafe and have the Foid Dealership in Wagner Besides cafe and car business I have Dearborn Farm equipment, one-third interest in the taxi and bus operations at Wagner, Lake Andes, and Pickstown Pickstown is a new town at Fort Randall Dam Site, 12 miles west of Wagner

With all these interests it is plain to see, I need my airplane!

DICK HINKHOUSE

Cogswell, N. D.

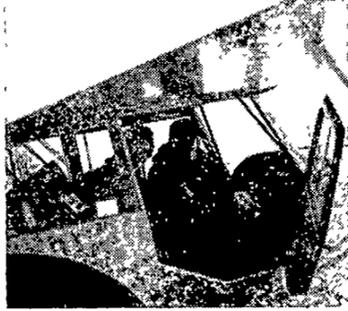
Letter to the Editor

These are some of the pictures taken last winter while we were snowbound for several months

We noticed the item about our flying in the last Dakota Flyer We are rather embarrassed by the reason we gave for buying the plane. When asked, we were taken sort of off guard We could hardly say as a farm implement—true though it is Then we thought of the fishing trips we enjoyed last summer and our dreams of flying south in the winter But after thinking it over, the real reason we bought the plane was to learn to fly We figured that aviation would gradually come into being as a mode of transporta-

tion for the average person just as the automobile has

One big reason for the popularity of the airplane this winter was the fact that every farm and town has a landing strip within a stones throw—the snow everywhere. It would be just the same thing in summer if there were small airports



or landing strips everywhere This past winter has shown us what the future possibilities of the airplane are

Tomorrow I have to make a quick trip to Forman, our county seat, 11 miles away If I could land and taxi up to the foot of main street like I did last winter on skis, don't think for a minute I would pound over rough muddy roads with the car However, right now it's hard to land within a mile of town

Just wanted to get a few ideas off my chest

EVERETT STEVENS,

N D Flying Farmer and Rancher Member.

\* \* \*

Butte, North Dakota

Letter to the Editor

Sorry not to have sent in my subscription sooner

I think you have a great paper and hope you continue your good work

We're planning a big Air Race in Butte, Memorial Day The Air Day is to be sponsored by the Legion

JOSEPH A KASPER

\* \* \*

Parker, South Dakota

Letter to the Editor

Enclosed find check for two dollars for one year subscription to the "Dakota Flyer"

We also wish you an abundance of success with this magazine, which you have made for the Dakota's.

PARKER FLYING SERVICE

John Marquardt

PAGE THIRTEEN

# Pilot Always "On Beam" With New Radio Ranges

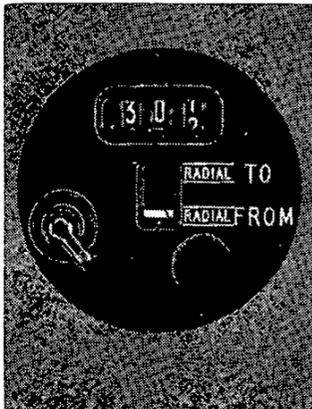
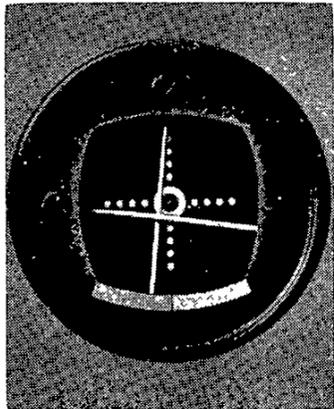
Prepared by the Office of Aviation Information  
Washington, D. C.

Within the next two or three years, Very High Frequency radio will produce something of a revolution in aircraft navigation.

The tiring present-day radio ranges, which guide fliers with a monotonous "dit dah" hour after hour, and are afflicted with static, soon will be obsolete. In their place, the new VHF omni-directional

reports and special instructions and warnings can be issued from the ground airway stations.

The equipment in the airplane for flying VHF includes two dials on the instrument panel. One dial has a series of changeable numbers in the center, like the mileage part of an automobile speedometer. The numbers range from 0 to 360, cor-



**THE CROSS-POINTER INSTRUMENT** (left), originally developed for use with the CAA instrument landing system, now is used also in flying the omni-directional radio range. Once the course has been selected, the plane is flown by reference to the vertical needle, which indicates deviation from the course. The course selection is accomplished with an instrument of the type shown at the right. The pilot turns the knob until the dial shows the compass bearing of the station to or from which he wishes to fly—Photos courtesy of the CAA.

rectional ranges will offer navigational information in a visual form—on a dial.

Omni-directional ranges, as the name implies, offer courses in any direction from or to the range. The ranges are equally useful on or off an airway. A cross country flight can be "on the beam" at all times. And the pilot can fly omni-directional range with merely an occasional glance at the instrument panel.

There will be no need to wear earphones continually, absorbing painful bursts of static along with the tiresome range signals. But the pilot may listen to the omni-directional range if he wishes. Each range will transmit continuous identification calls in Morse code. The identification will disappear from time to time so that weather

responding to the degree of a circle. Above these numbers is a needle which points to one of two words, "To" "From." If the needle points toward "to," for example, and the number 50 appears below it, the direction from the airplane "To" the station is 50 degrees.

The second dial, called the "cross-pointer indicator," has two crossed needles—one vertical and the other horizontal.

The vertical needle is pivoted at the top, and when the pilot is flying exactly on course, it points directly downward. When the needle swings to one side or the other, it not only shows the pilot that he is off course, but tells him approximately how many degrees he is off.

Here's how the pilot uses omni-

directional VHF equipment of the type on order by major airlines.

He tunes in a station ahead of him approximately in line with his intended course. As a precaution, he listens to the code identification to be sure he has the right station. Next, he turns a knob which changes the numbers showing the azimuth, or compass bearing, of the station. When the needle above the numbers points to the word "To," and the needle in the cross-pointer indicator is exactly vertical, he is ready to fly the course. All the pilot has to do is fly so that the needle is kept centered.

When he passes over the VHF range station, the pointer will switch from the word "To" to the word "From." This gives him an exact "fix," pin-pointing his position. If the pilot wants to continue flying with the needle centered, or if he wishes to change course, he can tune in a new course on the azimuth indicator in the direction toward which he wishes to fly.

A pilot can fly on a VHF range either in front or behind him. The "To" and "From" indicator prevents confusion, and the bearing of the station always shows clearly below the indicator. At any time the pilot needs an exact "fix," he can tune in a VHF station to one side of his course, determine the bearing of the station, and plot it on a chart. The intersection of two such lines, taken from two different VHF ranges, shows his exact position.

Civil Aeronautics Authorities say, "Very High Frequency radio is significant to progress in civilian aviation, and is just around the corner."

## Improve Ercoupe In Production

The new improved Ercoupe is now in production and has been approved by the Civil Aeronautics Administration, according to Sanders Aviation, Inc., world-wide sales and service agency for the Ercoupe.

First delivery of the new model was made recently by Robert Sanders, president of Sanders Aviation, Inc., to the company's St. Paul, Minnesota, distributor.

## Cruising Around Our Airports

FARGO, N D—Dakota Skyways — Due to the anticipated spring business, Dakota Skyways have hired two more mechanics — they are David DuMont, whose home was formerly Des Moines, Iowa, and Harold Olson from Hallock, Minnesota.

Jim Westbury, soloed out today, Vernon Johnson of Hope, N D, and Bruce Ashland, of Hannaford were issued private licenses. Congratulations! Scotty just picked up a spanking new Navion last week. It is finished in a dark blue, with many improvements over last year's, having been sound-proofed and made more comfortable in many ways.

DICKINSON, NORTH DAKOTA, Dickinson Aviation Company — Our Breakfast Flight went off with a bang, and roses to Beach, N D. That almost stole the show by bringing in the largest number of aircraft. We wish to welcome to our organization Bob Drum of Manchester, N H, Bob Rumans, of Winslow, Arizona, and Marvin Erickson, Regent, N D, a complete staff for a complete service. Among the licenses issued this month were Jay Greenshields, Werner, N D — John Dobitz, Regent, N D — Adam Krebs, New England, N D — and Marvin Erickson, Regent, N D.

BISMARCK AVIATION CENTER—Bismarck, N D. A new attraction came to our office this month as pretty Hazel Croft became our secretary. Mr. Muhler of Hazen, North Dakota, is the new owner of a Stinson 165. Lyle Benz is his pilot as he is using the aircraft in his business. Jim Smith, who gained many friends during his stay in Bismarck, has left for Fort Worth, Texas. Jim is pursu-

ing a course in American Aviation and is after that Air Transport rating. Best of luck to you, Jim.

## Air-Ads Discontinued

Herb Eichner, owner and publisher of Air-Ads has announced in his April 8 editorial he will discontinue his publication. Air-Ads has been published in Royalton, Minnesota, for over four years. It is one of the Northwest's oldest aviation trade newspapers.

Herb Eichner has been active in aviation since 1927. He has always maintained, "Aviation is the one thing I am most interested in." He hopes to continue in the field.

## S. D.'s First Pleasure Flight

South Dakota's first Breakfast Flight got underway April 11, when 27 planes and their passengers took off from Watertown, South Dakota, to fly to Huron for Sunday Breakfast.

The flight was sponsored by the Kampseka Air Service in Watertown. Pip'n hot breakfast was served at the airport cafe at Howes Municipal airport.

The flight was enjoyed by all and there are promises of more flights during the summer months.

## Dickinson Flight

More than 100 planes landed at Dickinson municipal airport for the Breakfast Flight sponsored by the Dickinson Aviation Company on April 11.

Seven cars were available until

11:00 a.m. to drive pilots, wives, and their friends into town for breakfast at the St. Charles, sponsored by the Dickinson Aviation Company.

The foremost attraction which drew many pilots was the demonstration of the Sevdy-Sorenson Spray Unit designed for installation in the Aeronca Champion, Cub J3 and PA-11. This unit is designed and is being manufactured by the Sevdy-Sorenson Aviation Sales and Service of Worthington, Minnesota.

The equipment used was owned by Alvin Officer, Ryder, North Dakota. His is the first plane in North Dakota to be equipped with this type sprayer. The demonstration was flown by Carl Thompson, manager Dickinson Municipal airport.

The new planes demonstrated to pilots were the Aeronca four-place Sedan and Piper's Vagabound. The Vagabound is owned by the Dickinson Aviation company, dealers. The Sedan was flown in by Walter Ball, Sales Manager, Dakota Aviation Company in Huron, South Dakota, Distributors for Aeronca aircraft.

## Stop at Border Aviation

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DICKINSON, NORTH DAKOTA

# PLANE QUIZ



1. In 20 years Latin American passenger traffic of U. S. air carriers has multiplied (a) 20 times; (b) 200 times; (c) better than 2,000 times.

2. During World War II the Armed Services and civil flying schools gave air training to nearly (a) 500,000; (b) 1,400,000; (c) 2,500,000 persons.

3. True. False. Recent technological developments create an immediate need for gearing all future military planning to tactics of push-button warfare.

4. What is the proper U. S. name for these British plane parts (a) air screw, (b) accumulator; (c) tail plane?

5. Reflecting growth of air power, thirty years ago aviation personnel made up 0.2 per cent of total Army strength, but in 1945 the AAF represented (a) 10.1 per cent; (b) 27.6 per cent; (c) 20.2 per cent of Army strength.

6. One year after VJ day, employment in the aircraft industry was (a) more than three times the 1939 total; (b) 1/20 the pre-war peak; (c) just short of the 1929 peak.

7. While aircraft manufacture during World War II was the largest industry in the world only (a) 60%; (b) 54%; (c) 35% of total U. S. war production was devoted to our air power.

8. Quantity orders for military planes have slowed to a trickle. However, since VJ day the aircraft industry has unveiled (a) 18; (b) 10; (c) 26 new military models.



9. Reflecting the growth of personal flying, during the first 8 months of 1946, the number of flying schools in the U. S. (a) increased by 200; (b) more than doubled; (c) more than quadrupled.

10. Pilotless missiles now in use can be fired with reasonable accuracy at targets (a) 200 miles; (b) 1,000 miles or (c) 5,000 miles away.

Hill Company of Sioux City, Iowa, factory representatives for Sherwin-Williams Paint Company, manufacturers of chemicals for spraying gave an interesting movie and talk during the evening dinner

Dealer and Distributor cooperation and progressiveness is going to bring about a stable aviation organization and sales of future sales. A strong organization, with cooperation can be one of the industry's greatest assets

## Answers to Plane Quiz

1. (c)
2. (c)
3. False. The push-button era is still distant. One pioneer aircraft designer, John Northrop, cautions that for the next 10 years the United States must depend on the atomic bomb and present type long-range bombers.
- 4 (a) propeller; (b) battery; (c) horizontal stabilizer.
5. (b)
6. (a). In September, 1946, employment totalled 200,000, a contrast to the war peak of 2,080,000, but better than three times the 49,000 of 1939.
7. (c). And out of a record production of nearly 300,000 war planes, more than 53,000 war aircraft were shipped to Britain and Russia.
8. (c)
9. (c). 405 in January and 1714 on September 1, 1946.
10. (a) Currently used missiles have a maximum range of only 200 miles or so, and degree of accuracy for even such ranges is far from satisfactory.

## AERONCA DEALERS—

(Continued from Page Six)  
war brought about a greater than normal sales of aircraft. He felt that today aircraft sales were taking a more normal expansion. "Dealers tried to force an unnatural growth," he said. "When surplus is dissipated and production and inventory brought into proper ratio with sales, this industry will continue to grow at its normal, sound rate with substantial profit for all."

This will be expected in the way of finance accommodations. Aircraft buyers will continue to enjoy the present low rates. The coverage will be determined by the experience the users give the insurance companies.

His plans were given in detail on financing of aircraft with "Floor Plans," and general financing of aircraft.

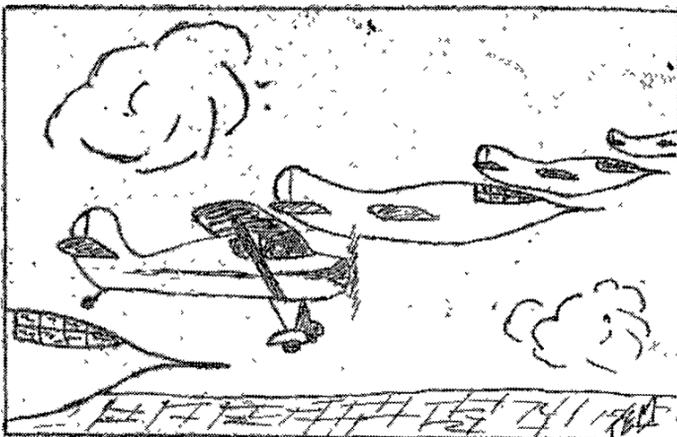
In closing he exclaimed, "With a little care and attention this industry can become strong and healthy, and resume its normal growth."

Buffet luncheon was served in the conference room, compliments of the Dakota Aviation Company. The afternoon was spent at the airport demonstrating the new Se-

dan. The interesting demonstration of the Svedy-Sorenson Sprayer was flown for dealers by Mr. Sorenson, owner and manufacturer of the aerial lightplane sprayer from Worthington, Minnesota.

Mr. Sorenson after actual demonstration of the sprayer gave a brief interview and answered questions about lightplane spray equipment during the annual evening banquet.

Representatives from the Broy-



YES SIR! You'll find this one of the speediest little light planes on the market



## How to Organize and Operate a Flying Club

Spring is here, and hundreds of you men and women have received your pilots licenses during the winter months. There are many of you who cannot afford owning a plane of your own, because of the high cost of the simple essential things in living. With little or no money left for your savings account you simply can't afford to own an aircraft.

The North Dakota Flying Farmers and Ranchers Association has available to you an excellent pamphlet prepared by the Office of Aviation Information, Washington, D. C., giving you one of the most complete forms of "HOW TO ORGANIZE AND OPERATE A FLYING CLUB." Copies may be secured by writing Lorin Duemeland, President, North Dakota Flying Farmers and Ranchers Association, Bismarck, North Dakota.

This pamphlet attempts to answer the questions that arise in organizing and operating a flying club. The analysis is complicated, and writers have made no attempt to anticipate all the delights or the difficulties that may be encountered. However, it is an excellent guide for groups studying the problems involved, and warns the organizers against known obstacles, which makes provisions for meeting and overcoming them, it then will have served its purpose.

Included is a suggested Constitution and By-Laws, which have been gathered from extensive operation of many successful flying clubs over the country. If these are adopted and followed—with the detailed changes necessary in your particular case—your club should be able to operate with a minimum of trouble, and get the most fun out of your airplane.

Two reasons stand out for a flying club. First is the economic one, successful clubs have proven to be the cheapest means of learning to fly and of flying for pleasure. Second is the attractive social aspect of an active flying club by which ingenious and congenial people multiply the pleasures of flying. Many clubs have their own clubhouses. They have dances, picnics, hangar parties, and other social events when members have gained necessary flying skill and experience, cross-country flights, "breakfast flights" are held with several clubs taking part.

A well managed club will make each owner feel he has a plane of his own, and this is the illusion to create. On the other hand, a poorly managed club in which members clash in temperament and in use of the plane causes more trouble than it is worth. And it's always a sad occasion mixed with considerable anger when a flying club breaks up. Therefore, no advice can be given more important than this: "Start it right and run it right."

Your copy can be received by writing a penny postcard to the president of the N D F F & R A, Lorin Duemeland, Bismarck, N. D.

Get your spring club started at once

**WELCOME**  
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**and Ranchers**  
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Rate \$1.00 Minimum Over 15 Words--4 Cents Per Word

EASY PAYMENTS, slightly used PA-11 Pipers and Luscombes Every one a bargain and guaranteed for 100 hours or 60 days Write, wire or phone DICKINSON AVIATION COMPANY, Dickinson, North Dakota, for that aircraft you need today

1946 AERONCA CHIEF Licensed, hardly used, time in air only 55 hours, aircraft with skis, \$1,850 Albert Krieger, Gackle, North Dakota

FOR SALE—Three Stearman PT-22's—Equiped with Continental 220 Motors Completely Equiped with Instruments. Condition of two planes good, one excellent Low time on engines, fabric good Phone 802-L, Lake Region Flying Service, Bell Airport, Devils Lake N Dak

1946 J-3 CUB in perfect condition Have purchased larger airplane so must sell \$1,100, no less 650 hours James S Quinn, Howard, South Dakota

STEARMAN—Low time, new tires, just re-licensed, much better than average Stearman We will throw in the following equipment Factory made hatch, one new tire, electric starter, new battery and box for \$995 00 1942 TAYLORCRAFT DCO-65 (tandem trainer) Good, clean used airplane Licensed—ready to fly You can't beat it for \$617 00 1947 AERONCA Champion—Extra fuel tank, mufflers, sensitive altimeter Clean, low hours Price, \$1,795 00 DAKOTA AVIATION COMPANY, Huron, South Dakota Phone 2925

DON'T WASTE your money on 4 or 6-ply 27" cotton rayon tires We have 8-ply nylons for only \$7 95, four or more, \$6 95 Tubes \$1 89 Van Dusen Aircraft Supplies, 2004 Lyndale Ave S, Minneapolis, Minnesota

FOR SALE — Aeronca Champion 1946 With 230 hours, 110 on Engine A-1 Shape, first \$1,200 takes it A D Raschke, Gregory, S D

WANTED Experienced shop manager Must be eligible for DAMI rating Reply by letter, giving references Dakota Aviation Company, Huron, South Dakota

## INTERESTING INFORMATION OF CAA ACTIVITIES FOR PILOTS

Air-minded citizens, are you "air" wise? Do you know the answers to these questions Is the CAA thinking about the private pilot? Where may Aeronautical charts be obtained? What publications are available to airmen? Are you aware of the magnitude and scope of the Civil Aeronautics Administration's services?

The North Dakota District office of the Airports Branch of the CAA is located in Minot As one of its services to the public, this local CAA office is establishing current records on all airports in the state of North Dakota The required data for these records is obtained by personal check of the various airports both large and small Even records of airfields used and maintained regularly by individual farmers are checked

Thus far one hundred fifty-five airfields of North Dakota have been checked Sixteen of these airfields are duplications or have been abandoned as airfields Forty-five other airfields are known to be in existence in the state Data on these fields will be obtained in the near future Compiled records on airfields are sent to Washington, D C, where the data is used in preparing and proving the information put into the "Airman's Guide," a bi-weekly publication of the CAA This information is used in revising semi-annually all aeronautical charts The aeronautical charts are maps of all sections of the nation showing the location, elevation, radio facilities and other data of the various airports

## Mail Your Classified Ads to:

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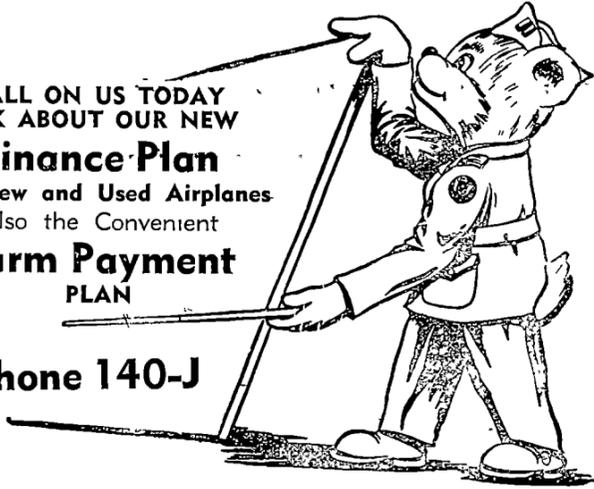
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Dickinson, North Dakota

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Bismarck, North Dakota

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BISMARCK, N. D.  
PERMIT NO 143

<b>FLY TO Dickinson</b>	Famous For Fine Foods Your Favorite Beverage Properly Served <b>AIR CONDITIONED</b>	<b>Queen City Club</b>
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**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**

**Dakota Skyways**  
HECTOR FIELD  
Fargo, North Dakota

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NORTHWEST'S FINEST REPAIR STATION  
C. A. A. APPROVAL NO 3720

We have 20,000 square feet of floor space, heated the year 'round

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