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THE VOICE OF DAKOTA AVIATION

DAKOTA FLYER

Vol. II

May, 1948

No. 7

Editor

Geneva K Schwab

Business Manager

Carl T Thompson

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ITINERARY FOR MONTH OF MAY, 1948

South Dakota:

May 6 Thursday—Rapid City, S D, written tests, flight tests and aircraft inspection.

May 7, Thursday—Superior Airways, Inc, Rapid City, South Dakota, written tests, flight tests and aircraft inspection.

CIVIL AERONAUTICS ADMINISTRATION

Third Region

ITINERARY FOR MAY, 1948

4 Tues Bell Airport

Deadwood, S D

5 Wed Port O’ Minot

Minot, N D

6 Thurs Municipal Airport

Williston, N D

7 Thurs Municipal Airport

Grand Forks, N D

8 Thurs Municipal Airport

Jamestown, N D

9 Wed Municipal Airport

Bismarck, N D

10 Thurs Worth Field

Dickinson, N D

11 Thurs State School of Science

Wahpeton, N D

Written Examinations Monday through Friday at 206 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 Commandery of the United States Flight Instructors Association Don as doing a fine job in organizing his group. It extends an invitation to all Flight Instructors in South Dakota who are interested in becoming members of the National, State Flight Instructors Organization.

CAN WOMEN FLY?—Well Miss Davey 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 orange house 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, be chasing balloons. Congratulations for chasing a big one Vernon Sherman. The balloon was about 30 feet long and had escaped from the Weather Station at North Battleford, Sask. It was recovered about 10 miles southwest of Rugby, North Dakota.

HAVE YOU AND YOU send in your subscriptions 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, mowed over from 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

PAGE THREE
Above is seen the many aircraft on display in the main arena on the spacious floor of the Minneapolis auditorium. One of the many eye-catching 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 ever to be staged in the mid-northwest as thousands streamed in from several surrounding states to see the new contributions to the aviation industry. Observing 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 year and coming industries. Of special interest were the new four-place models. From are ranging within the group 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 climax'd 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 sur-rounded masses. Not to be forgotten and given A-A rating in the show was Burt Hassom, popular radio talent, 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. Gordo Bevan and his band rounded out the zoncales to make the show an aviation suc-

cess.

Not on pictures played a prominent part in the sur fer as exhibitors and military services used the medium to show their interested public the very_latest in aviation accomplishments.

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

The complete show lasted eight days, and co-

ordinated with it was the second annual exhibition of the Civil Aviation Authority on April 26th and 27th. A complete report of that conference may be found elsewhere in this issue.

FOR MAY, 1948
Annual Aerocna Dealers Meeting

BY GENEVA SCHOW

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

H. C. Pettit, Assistant Sales Manager for Aerocna, Middletown, Ohio, explained the new features of the four-place Sedan. The aircraft was the first design to receive the N.C. number. The official notice was wired Huron after arrival of the plane in North, South Dakota, Minnesota, Montana and Wyoming dealers present were the first dealers to see and fly the new plane.

Eld Youngs, President, Dakota Aviation Company, distributors for Aerocna, gave an interesting message, “Industry Over Sold.” He believes that in teaching everyone to fly, regardless of its cost, practicalness, time and type of use, can do a great deal of harm. In return the private pilot will criticise the dealer and operator where he bought the airplane. He believes there 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 busy to ask, thinking he may hear a hum of voices from the hangar pilots. “Come out of the dark Delbert.”

To stay in the airplane sales business, you must take in trade, he said. The automobile industry found that practice necessary. Does the aircraft sales.

Mr. Youngs, felt two-place models planes were gradually becoming extinct. That the family four-place was becoming highlighted in aircraft sales, and purchase. He is confident that 1946 is going to be the greatest year in selling of aircraft.

The salesmen increase he felt last year in aviation in the Dakota’s a great prospective year for the operators.

North Dakota was second largest aircraft sales increase in the United States. Minnesota topped aircraft sales for 1945.

The service to the operator can give his customer as the greatest asset. The automobile industry found servicing the most important asset in the ownership of a car, to-day as 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 ship 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 1946 a prosperous year.

Harry Shaffer, President, Interstate Aircraft Corp., Minneapolis, gave a detailed outline of aircraft financing. In Mr. Shaffer’s 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 on aviation history has been made on commercial training schools in an article published in Collier's May 1, 1948, issue by Albert Q. Mason in "What's Wrong With Veteran Schools." Airport operators can be prepared to hear one of the more meager and false accusations ever made public when Mason says:

"Greatest of all opportunities for broug- dung—invoking more veteran, more schools, more millions in wasted money and more mismanagement, corruption and fraud than in all other schools combined—is 'flight training racket.'"

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

All facts and figures given are instances which involve an exceptional case. These schools which were operat- ing illegally were delin. by 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 reader 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 heartfelt 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 pro- vide 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 in being of any real value in the military field." Recalling a very recent war you will find the greatest 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 other private pilots carried on an ex- tensive patrol through the Civil Air Patrol. It was the civilian pilot whose vast experience and ability to quickly become adapted to military aviation who surprised all other trained men in the fleet.

In our minds someone is being manipulated, 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.

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 clas- sed as "Personal Use" air- fields and are not shown. All multi- use and commercial airfields regard- less 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 indi- vidual flyer. Listed below are the minimum requirements for Pri- vate Airfields in North Dakota before they will be shown in the publications.

1. Ground Control Strip should be of sufficient length to meet the minimum length of the CAA Class I airfield. At present, this would be 1,500 feet plus a length equal to one- fourth of the elevation.

2. Wind Indicator. There should be some type of wind indicator or at or near the airfield. This may be a windmill, windgir- der, or wind cone.

3. Marking. There should be some type of marker to designate an airfield. This may be elevat- ed boundary marker, or seg- mented circle marker, or oth- er standard markers indicating landing facilities.

These minimums were established to protect transient pilots. These requirements will aid the transient pilot in finding 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 fa- milar with the airfield and sur- rounding terrain will have no difficulty.

Similar work is being carried out in all the other states by the Air- ports 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.
We'd Like You... To Meet

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 3rd annual tour for the stop to take place at Brookings, South Dakota, Sunday, June 30. At this stop step present will be the results of 10 years of research work on "No Trestle Roof 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 Passurande, 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 cutback of funds in airport finances should it remain as it is.

Report will be given on the Third Region Clinic held in Minneapolis April 30 and May 1.

How to Talk to an Airplane

D.W. COX, owner-publisher, Dakota Flyer, writes:

"One of the most important things in passing a plane for help. They are the "clear and concise" emergency code reports adopted by the Civil Aeronautics Administration. Used in various signaling, the signals are designed to attract the attention of the radio operator with clutes, dots, dashes, or anything the signal gives a clearly visible code meaning.

* * *

We'd Like You... To Meet

Walter F. Hall, 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 13 years with the firm, selling automobiles, trucks, tractors and airplanes.

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

In 1946 he took over the sales management and became vice president for Dakota Aviation Company in Huron.

His valuable experience has been an excellent background for 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.
Representatives
Tour the States

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

Walter Ball, sales manager and vice president, Dakota Av, is demonstrating these new four-place cars! Arndsen, parts and service representatives, is making his first trip to airports servicing and selling the Aeronca aircraft. He is contacting the service departments, setting up systems in stockroom parts and supplies, ordering supplies, and arranging servicing of the aircraft. His information is drawn from a vast amount of experience in aviation mechanics, which have been mainly Aeronca.

He is a commercial pilot and his visits to dealers will be made in a scheduled tour this year.

Crippled Children Week May 13-20

The DAKOTA FLYER has proclaimed May 13 through the 20th as Crippled Children's Week and sends an appeal to all pilots and operators to support it with all the power of their flying to bring a ray of sunshine into the lives of these more unfortunate than ourselves. It is suggested that every operator contact a local women's club to arrange a picnic for crippled children in their area. The planes of the pilots should be 10 or 20 miles away from the local airport. It is further suggested that all pilots avoid complications and their aircraft to the complete success of giving free air transportation to and from the plane 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
Commission Is for Amendment

The North Dakota Aeronautics Commission has adopted an amendment to Article 40 of the North Dakota State Constitution which 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 systems 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 interested petition is being prepared by local attorneys and will require a total of 30,000 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 special purposes:

1. Hunting: from the air for wolves, coyotes, and red foxes. (Provided applicant holds a State Game and Fish Department permit.)
2. For agricultural flying, strip dusting and insect control. (Provided that a capable and experienced pilot holding at least a commercial license will be utilized."

Mandan to Build Airport

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

The city has matched Federal airport funds to purchase 300 acres of land located 4 miles south of the city. Plans and engineering were 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 the project will begin at once."

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 86 Aircraft Registered for 1948 out of an estimated total of 200.

During 1947 a total of 86 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.

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 16, 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 5 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 G1 students enrolling. (2) CAA regulations adopted prohibiting passengers with G1 student pilots. (3) Mandatory requirement that all G1 Flight Schools maintain a complete set of records with all the information contained in the enclosed "Records Information Bulletin." The suggested record form will be mailed to each aviation operator. (4) State approval of new G1 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 G1 Flight Training program on a high level so as to avoid the type of criticism which may adversely affect the future of the program.
"Aviation Information"
Prepared for you by F. Troumbauer
Assistant to Regional Administrator
For Personal Flying

Colorado Issues
State Map

FOR MAY, 1948
To the Private Pilot

M. O. (Mrs Andy) Beck— McClusky Flier

How often haven't the remark "Do you know 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 currie were fashioned, the men who got into those currie and rode were also accused of wanting to die young.

Progress in transportation from that first crude currie to the 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 playboys to today when a car is an essential in travel as a store 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 those who 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 necessary 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 enforced 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 facilities to purchase, build, and maintain an airport. But when the need for an airport becomes evident to a larger number of the community citizens demanding it, the town will supply that need just as they have supplied streets and other public services.

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

LOW FLYING WAIVERS—

(Continued from Page Ten)

The public will be well informed and complaints of low flying will be avoided. (2) For power line air pasted and gas pipe air piping: Minimum state requirements will be involved, but not less than 300 feet horizontally to the ground. (b) Air space and air masses in order to obtain a low flying waiver for air space and air masses the applicant must satisfactorily show that (a) positive control over participants and spectators will be established and maintained, (b) the course and python 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 ever, toward, or closer than 300 feet horizontally to, the grandstands or spectators. (d) adequate provisions will be made for air operations 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 mass is in progress and provisions will be made for avoiding and departing traffic.

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

Applications for low-flying waivers should be made first to the North Dakota Agriculture Commission and if granted a copy of the waiver is mailed by the commission to Mrs Donald Thompson, Resident Aeronautics 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. This 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. 

PAGE TWELVE

DAKOTA FLYER
Taxi Costs Remain High

Fargo, North Dakota
Letter to the Editor.

Have just read in the Dakota Farmer a piece about taxi fares to and from airports.

Our regular airport call rate is 50c per person, the charge for four persons is $2.00, 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 automobile 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 $30,000 insurance where formerly we carried $1000 and $1500, besides $5000 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 rates are provided if necessary. The income derived from this airport limousine averages $25.00 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.

Ralph J. JOHNSON,
Koen Cab Company

EDITORS NOTE: It is possible your charge of 50c per passenger is fair. However, if a maximum charge per trip is your general policy, I am certain there would be no complaints from the pilot.

Frequently the charge of $3.00 to $6.00 falls on one indvidual. A reasonable charge of $3.00 to $5.00 should give the company a relatively smaller 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 66 percent 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 Aeronautics Service, Inc., only service operation here.

I own the Hitchhouse Cab and have the Ford dealership in Wagner. Beadles calls a cab and business. I have Beachmore Farm equipment, one-third interest in the taxi and bus operation at Wagner, Lake Aina, and Puchtezen. 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.

DUCK HINKHOUSES

Cugerswell, N. D.
Letter to the Editor

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

We asked the item about our flying in the last Dakota Farmer. 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 transpor}
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 tuning present-day radio ranges, which guide fliers with a “homing” device, hour, and are afflicted with static, soon will be obsolete. In their place, the new VHF omnidirectional range 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 tunes to a “fix” which changes the numbers showing the azimuth, or compass bearing, of the station. When the needle above the station numbers points to the word “fix” 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 “fix” to the word “From.” This gives him an exact “fix,” pinpointing 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 the exact position.

Civil Aeronauts Administration spokesmen say, “Very High Frequency radio is significant to progress in civilian aviation, and is just around the corner.”

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 ranges. Once the course has been selected, the plane is flown by reference to course 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.

Omnidirectional ranges will offer navigational information useful form—a disc. Omnidirectional ranges, at 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 omnidirectional range with merely an occasional glance at the instrument panel.

There will be no need to wear earphones continuously, absorbing painful bursts of static along with the useless range signals. But the pilot may listen to the omnidirectional range of his wishes. Each range will transmit continuous identification calls in Morse code. The identification will disappear from time to time so that weather 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 is a series of changeable numbers in the center, like the mileage part of an automobile speedometer. The numbers range from 0 to 99, corresponding to the degree of a circle. Above these numbers is a needle which points in one of two words, “To” or “From.” If the needle points toward “To,” for example, and the number 30 appears below it, the direction from the airplane to the “fix” is 30 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 is how the pilot uses omnidirectional VHF equipment of the type on order by major airlines:

Improve Ercoupe
In Production

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

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

DAKOTA FLYER
Cruising Around Our Airports

FARGO, N. D.—Dakota Skysways—Due is the anticipated strong business, Dakota Skysways have hired two more mechanics—they are David Dickson, whose home was formerly Dedham, Iowa, and Harold Olson from Hollock, Minnesota.

Jim Westoby, editor today, Vernon Johnson of Hope, N. D., and Bruce Ashland, of Hannaford were named private licensees. Congratulations! Bertly just picked up a speaking 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 came to Bisch, 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 Romant of Winishow, Arizona, and Marvin Brykson, Regent, N. D., a complete staff for a complete service. Among the licentors that month were—Jay Greenfield, Warner, N. D.—John Dickson, Regent, N. D.—Adam Kreis, New England, N. D.—and Marvin Kruchton, Regent, N. D.

BISMARCK AVIATION CENTER—Bismarck, N. D.—A new attraction came to our office this month—a pretty Hazel Croft because our secretary Mr. Mobley of Bismarck, North Dakota, is the new owner of a Simon 168 Lyle Beshart 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 pursuing a course in American Aviation and is after that Air Transport rating. Best of luck to you, Jim.

Air-Ads Discontinued

Herb Ruther, owner and publisher of Air-Ads has announced in his April 5 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 Ruther has been active in aviation since 1937. 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 try to Huron for Sunday Breakfast.

The Flight was sponsored by the Kompacho Air Service in Watertown. John's hot breakfast was served at the airport cafe at Huron Municipal Airport.

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

The equipment used was owned by Alvin Officer, Huron, and Dakota Hid 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 Vagabond. The Vagabond is owned by the Dickinson Aviation company, dealers for the Sedan is flown by Walter Hall, Sales Manager, Dakota Aviation Company in Huron, South Dakota, distributors for Aeronca aircraft.

Stop at Border Aviation

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"We write all forms of INSURANCE including AVIATION"

DICKINSON, NORTH DAKOTA

FOR MAY, 1948  PAGE FIFTEEN
1. In 20 years Latin American passenger traffic of U. S. air carriers has multipli- 
ed almost fivefold; (a) true; (b) false.

2. During World War II the Army Air Forces and the Navy had air bases in all 
700,000; (b) 1,000,000; (c) 2,000,000.

3. True. Recent technological developments create an immediate need for larger 
airplanes.

4. What is the proper U. S. name for these light planes? (a) air 
planes; (b) aeroplanes; (c) light planes.

5. Reflecting growth of air power, thirty years ago veteran personnel 
made up 0.2 per cent of total Army strength, but by 1918 the AAF repre-
ented (a) 16.1 per cent; (b) 21.6 per cent; (c) 28.2 per cent of Army 
strength.

6. One year after VJ day, em-
ployment in the aircraft industry was (a) more than three times the 1919 
level; (b) 1/20 the prewar peak; (c) just short of the 1919 peak.

7. When aircraft manufacturers 
were asked the biggest 
need of the military, only (a) 150,000; (b) 200,000; (c) 350,000 
avionics was named.

8. What is the proper 
name for this spray plane? (a) 
Aircraft Sprayer; (b) Ar-u-phant; (c) Aeronca Sprayer.

9. Reflecting the growth of 
air power, during the first 6 months of 1946, the number of 
aircraft in the U. S. Air Force increased by (a) 200
during the greatest (b) more than doubled; (c) more than tripled.

10. Flying miles now in use 
can be fixed with reasonable accuracy at (a) 200 miles; (b) 1,000 miles; 
or (c) 3,000 miles away.

AERONCA DEALERS— 
(Continued from Page Six)

The location of the 
Aeronca Honeycomb 
Sprayer, shown above, 
was flown by a pilot 
from Aeronca, owner and 
maker of the single-engine 
airplane.

Dakota Flyer

The exhibition demonstra-
tion of the single-engine Sprayer 
was flown by Mr. 
Aeronca, owner and 
maker of the single-engine 
airplane.

Hill Company of Sioux City, Iowa, 
factory representatives for Sher- 
win-Williams Paint Company, 
manufacturers of chemicals for spray 
planes, gave an interesting movie and 
slides during the evening dinner.

Dealer and Distributor cooper-a-
tion and progress made during the 
year bring about a stable aviation or-
gization and sales of future sales 
A strong organization, with cooper-
ation can be one of the industry's 
greatest assets.

Answers to Plane Quiz

1. (b)

2. (a)

3. (c)

4. (a)

5. (b)

6. (c)

7. (b)

8. (a)

9. (b)

10. (a)

2. DAKOTA FLYER

YES SIDE: You'll find this one of the speediest little light planes on the market

PAGE SIXTEEN

Dakota Flyer
How to Organize and Operate a Flying Club

Spring is here, and hundreds of you men and women have received your pilot's license 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 essentials in living. Why not leave your savings account and buy an airplane?

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 Leon Dieneland, 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 complete, and answers have been made to all 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 promise for meeting and overcoming them, if they will have a 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 adapted and followed—with the details—your club should be able to operate with a minimum of trouble, and get the most fun out of your airplane.

FOR MAY, 1948

WELCOME

Flying Farmers and Ranchers to

MOHR FIELD

For Your Annual Meeting

Mooring, June 24 and 25

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Bismarck, N. D.

Please fill in later ( ) Enclosed as Cash or Check ( )

Name

Address

State

Please include me in both State and National

Meeting ( )

For May 1948
Mail Your Classified Ads to: DAKOTA FLYER . . . "Voice of Dakota Aviation"
MUNICIPAL AIRPORT
BISMARCK, NORTH DAKOTA
Please insert the following words in your next issue.
Inclined cord $ .
(100 words minimum, Blind Ads $1.00)
1946 J-3 CUB in perfect condition
For sale.
1946 AERONCA, GUEST—Licensed,
will sell for $1,200, or best offer.
email: Dakota, North Dakota
FOR SALE—Three Steerman PT.-
22's—Equipped with Continental
220 Motors Completely Equipped
with Instruments. Condition of two
planes good, one excellent. Low
hours on engines. Actual $5,000.
For Sale. Lake Region Flying Service,
Bismarck, Dakota

STEARMAN—Low time, new tires,
just renewed, much better than
average Stearman. For $1,500.

STANLEY—Excellent Stearman,
$2,500.

STEARMAN—Excellent, $1,500.

STANLEY—Excellent condition,
$1,500.

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STANLEY—Excellent Stearman,
$2,500.

STEARMAN—Excellent condition,
$1,500.

STANLEY—Excellent condition,
$1,500.
FOR SALE

1947 BELLANCA, Aeromatic Prop, Landing lights, Sensitivity Altimeter radio, total time, 100 hrs
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1948 TAYLORCRAFT, A-1 condition, Lights, Wind driven generator, New Prop. $1500

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1940 CESSNA, 180 Full Set of Gauges, Radio, in good condition $2600

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--So--

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And see the reason why our customers would rather eat than fly.

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