A LEADER IN DAKOTA AVIATION — "The utilization of the airplane by the farmer, rancher and businessmen has only begun"
—Wesley Keller, Chairman,
North Dakota Aeronautics Commission

Voice of
Dakota Aviation
HOWARD HENRY
Democratic Candidate

A Man of Action

For Governor of North Dakota

(Political Advertising paid for by Democratic State Committee, John A. Layne, Chairman)
CIVIL AERONAUTICS ADMINISTRATION

Third Region

INTENTARY FOR NOVEMBER, 1948

Nov. 2—Tues. Municipal Airport,
Grand Forks, N. Dak. Aircraft Insp., Written Exam.
Nov. 3—Wed. Port-O-Mand.
Motel, N. Dak. Aircraft Insp., Written Exam.
Nov. 4—Thurs. Municipal Airport,
Williston, N. Dak. Aircraft Insp., Written Exam.
Nov. 10—Mon. St. School of Science
Wahpeton, N. Dak. Aircraft Insp., Written Exam.
Nov. 23—Tues. Municipal Airport,
Jamestown, N. Dak. Flight, Written & Aircraft
Inspections.
Nov. 26—Wed. Municipal Airport,
Bismarck, N. Dak. Flight, Written & Aircraft
Inspections.
Nov. 28—Thurs. North Field,
Dickinson, N. Dak. Flight, Written & Aircraft

Written Examinations may be taken Monday through Friday of any
week at 200 Walker Building, Fargo, North Dakota. Aircraft Inspections
and Flight Tests at Hector Field, Fargo, North Dakota, may be secured
by appointment only.

Fourth Region

Nov. 1—Mon. Municipal Airport,
Huron, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 3—Wed. Red Rock Back Field, Stevens, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 4—Thurs. Municipal Airport,
Sioux Falls, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 10—Wed. Black Hills Airport,
Sparks, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 17—Wed. Municipal Airport,
Watertown, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 23—Tues. Municipal Airport,
Edgemont, S. Dak. Flight, Written & Aircraft
Inspections.
Nov. 24—Wed. Rushmore Field,
Rapid City, S. Dak. Flight, Written & Aircraft
Inspections.

FLIGHT, WRITTEN, AND AIRCRAFT INSPECTIONS

The Flight, Written, and Aircraft Inspections will be conducted
at the locations specified above. The examinations are designed to
assure that the applicant meets the requirements established by
the Civil Aeronautics Administration for the various classifications
of pilots, mechanics, and engineers.

STUDENTS

Students who are interested in becoming pilots, mechanics,
or engineers are urged to take advantage of these
opportunities to obtain the necessary training and
experience.

AVIATION OPERATORS

You are WELCOME

South Dakota Aviation
Trends Association Meeting
at Pierre, S. D.
Monday, Nov. 8, 1948

VOLUNTEER

L. V. Hansen
Cecil Rice
Official Publication

STATE AERONAUTICAL NEWS

For

North Dakota

PRIVATE AIRCRAFT IN N. D. UP BY 68%

According to Harold G. Vavra, acting director of North Dakota Aeronautics Commission, North Dakota has shown a remarkable growth of private aircraft of 68% gain from January 1, 1947, to July 1, 1948. This compares with a national increase of privately-owned aircraft of a little over 50% during the same period. According to official FAA records as of July 1, 1948, there were 9,740 privately-owned aircraft compared with 8,002 on January 1, 1947.

From January 1, 1947, to July 1, 1948, private aviation has grown in the state from 219 aircraft in the present 312 aircraft which accounts for the 68% increase. Vavra said the outstanding growth of North Dakota private aviation in the past year and a half was undoubtedly due to the greater utility which the North Dakota farmers and ranchers have derived from the newest and fastest means of transportation.

Air Parcel Post Inaugurated

Domestic air parcel post was inaugurated September 1st over the more than 120,000 miles of the scheduled airmail, providing patrons of more than 6,000 post offices in the United States and to possessions with the fastest delivery service in the world.

Air parcel post, weighing more than eight ounces and not exceeding 10 pounds and 10 inches in combined girth and length, can be shipped by air parcel post and will receive the same particular consideration shown in air mail routing and handling. Door-to-door delivery will bring this new, speedier service to every home in the country. Representations, insurance and C.O.D. services are available distinctive red, white and blue air parcel post stickers being the likeness of a winged package over the earth are available without cost at post offices to assure expedited handling.

The new domestic service, which the scheduled airmail is making normal provisions to handle, combined with the international air parcel post inaugurated last March 16, will provide shippers not only with nation-wide air parcel post service. Postage rates for Air Parcel Post are prescribed by rules, similar to surface parcel post, beginning at 35 cents for the first pound in the first zone and up to four cents for each additional pound in the first two zones, up to 50 cents for the first pound and 25 cents for each additional pound in the eighth zone.

With a scheduled plane taking off of landing within the United States in an average of every seven seconds around the clock and an overseas-bound plane leaving every 30 minutes, the users of air parcel post are assured of the most expeditious service.

State and CAA Discuss Policies

The National Association of State Aeronautics Officials has announced that the various states and the Civil Aeronautics Administration have been holding a series of meetings for the past month discussing policy concerning the role of the states in the field of safety enforcement.

North Dakota Aeronautics Commission is a member of NASAO

Mr. Devis W. Bentsen, Administrator of Civil Aeronautics, stated that the CAA wanted all individual states to participate in and assume responsibility for aircraft accident investigation and the enforcement of uniform safety flying rules as rapidly as they are ready and prepared to do so. He stated that a way must be found whereby more individual states can assume a greater role in the field of enforcement and suggested that a joint CAA-NASAO Committee be appointed to study and make recommendations as to how far the individual states can participate under existing statutes and what changes in Federal and state laws are necessary to permit greater participation by state agencies in the administration of civil aeronautics.

NASCAS officials advised Mr. Bentsen that the states should have some voice in the drafting and promulgation of the Federal regulations that they would be expected to enforce.

Robinson Airport

Robinson, North Dakota, will be on the future air map: Robinson Airport has been checked by CAA and the State Aeronautics Commission. The facility is owned and operated by Erwin S. Knon and is located three-fourths mile north-west from Robinson, North Dakota.

Turf runways are in good condition, North-South 2,400 ft North-West 1,500 ft. East-North-East 1,300 ft. Run-West 1,280 ft. 80 octane gas available Service 18 hours per day.

The airport will be further improved with field boundary markers contemplated along with a future installation of portable landing lights. The facility will be listed in the January 1948 State Airport Directory.

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

AVIATION OPERATORS

WELCOME

North Dakota Aviation Operators Association Meeting at Minot, N. Dak.

Thursday, Dec. 2, 1948

YOURS HOST:

Minot Chamber of Commerce

PAGE FOUR

DAKOTA FLYER
EDITORIAL

STATE-AID AIRPORTS

BY HOWARD HENRY

Democratic Candidate for Governor of North Dakota

Why should the state of North Dakota participate in the cost of improvement or construction of public airports within its boundaries? Assuming that the airport is one that serves a municipality, there is little question but that the municipality served by the airport should participate in the project. The airport also serves residents who live outside the city, but within the adjacent area. Therefore, the State, too, has a responsibility in this matter. Aeronautical transportation, which stops at the airport outside of the city, can by no stretch of the imagination be considered purely a local problem. The airplane is the one vehicle that does not operate within the city limits. We should never overlook the fact that aeronautical transportation is always without exception a means of transportation between cities, not within them. There can be no question of the fact that it is a very vital responsibility of the State to foster and develop this, and every other means of convenience between its cities and communities. There can be no question of the fact that if any of the three pointed bodies, the city, the county, or the state, delegates its responsibility on this matter then this new means of transportation will be retarded. States notably Utah, Michigan, Minnesota, and Pennsylvania, the states furnish 95% of the airmen's share of airport cost of improvement or construction.

Since public opinion has been won over to the importance of all power to our national well being, and since the Federal Aid Airport Act recognized the need for more and more airports and the need for giving financial aid to those communities who would build them, it is perfectly apparent that the national policy calls for airport development.

Wouldn't it be a sorry state of affairs, approaching the proportions of national scandal, if airports serving the public interest but developed and operated with private money, were forced to close down by the hundreds, perhaps thousands, while $2,000,000,000 of public money is being put into the development of relatively few new airports?

What difference does it make to the pilot, or any user of aviation, that an airport is publicly or privately owned so long as it is open for his use and to the general public?

If our country is willing to spend $4,000,000,000 on the development and building of air power and $1,000,000,000 in the development of airports because airports are necessary in the concept of national policy, then it should consider the relatively small cost to the public of cooperation in the development of airports, which private money has shown it can and will build and operate in the public and national interest.

The support of development in the State of North Dakota, cannot and will not be under estimated.

Items of Concern Between State and CAA

George Burgess, CAA Deputy Administrator, has suggested that the states and CAA seek further agreement on the following items which CAA considers to be of prime importance to the states and CAA, according to the National Association of State Aviation Officials:

1. Adoption of an Erosion Control Act passed by State.
2. Power to suspend airmen's certificates by States.
3. Adoption by States of their regulations of Part 43 (Airworthiness) and Part 60 (Air Traffic Rules).
4. State prosecution of reckless flying.
5. Federal laws delegating enforcement powers over reckless flying to the States.
6. Issuing State Air maps.
7. Licensing of airports and airport control.

FOR NOVEMBER, 1948

Tailwind Tattler

The State Aeronautics Commission is keeping a library of all publications currently coming off the presses, if it is expanded to be a service for which all airmen may avail themselves...

OUT AT XENIA, OHIO, 14-year-old Barbara Jean Gibson has amassed two years of flying instruction with three solo flights. Although she cannot qualify for a license until she is 17, Barbara Jean hasn't yet learned to drive an automobile...

WHO EVER WOULD HAVE THOUGHT that in such a short span of time that airline passengers now amount to one-half of the number that crossed pullman but lets not stop here, lets all go airlines...

LIE IS ONE OF THOSE CUTIE GALS from Texas, now transplant ed to our bustling town, who takes motherhood very seriously. When Bitsy reached the Astounding Age, Libbey wanted to be prepared with all the right answers and she joined up on all the books. Finally the Ethereal Question Dams, "Mother," Bitsy asked out blank, "where do babies come from?" Libbey told her in a few well-chosen words, "Well, Bitsy said back, "then there's something else I want to know."

Libbey, with a deep breath, buried herself, and bravely said, "yes."

"Yes," Bitsy echoed firmly, "how do airplanes get off the ground?"

ROBERT RUMANS is the new manager for Dickinson Airways Co. He is assisted by Mrs. PHILLIS LUXIM of New York City, Mrs. Maddox is a Flight Instructor, Paradise ranger and a professional PARACHUTE JUMPER.

WISCONSIN IS PROBABLY LEADING all other states in air -marketing, Wisconsin has 392 known cities, towns, and villages. The Aeronautics Commission is planning a market in every one of them to date they have approximately 360 air-markets...
"Hello there!" Came home from the airport all excited one day, and told my mother that I had passed my instructor. From force of habit she said, "Oh, what's he like?" That really bothered me. Even my mother is beginning to believe that flight instructing is limited to men. The truth is, my new instructor is a very charming young lady from New York. Phyllis Laddian, 26, may not know it, but her instructing on Dulcimer will probably put aviation a big boost around here.

Well, for some women. October meant the end of the harvesting season, and the summer work. But for the airport manager November means the beginning of cold weather, low ceilings, snow on the runways, etc. It means a constant round of putting on skis, only to remove them a few days later it's an endless circle until spring comes to stay. Then when spring finally does come the poor operator will have runways to repair, hardships and more hardships.

For the student pilot the coming of winter will probably mean a little less flying due to the weather. I sometimes wonder if it's natural for everyone to avoid flying on cold winter days—or is it just the weekends (like I must bel), that don't like to have their nose stuffed on the rudders and their fingers get numb on the stick and throttle from the cold. Maybe I should move to Florida or better yet, to South America. Oh well, I can always use the excuse that I haven't got time to fly. Can't I?

I wonder why it is that most pilots would rather be taken for a poodle, dog-ridden operator than for a wealthy gentleman pilot.

The first American woman to receive a pilot's license in the United States was Harriet Quimby of Boston, Massachusetts. She received her license in July, 1911. The following year she became the first woman to pilot an airplane across the English Channel. Two weeks later several prominent women flyers left their aviation careers because of her death in an airplane accident.

People start flying for various reasons. Some for the feeling of power they receive when the airplane obediently responds to their wishes. Others fly because of the freedom they may enjoy up there, with nothing to run into. They can be alone with their thoughts. There is the kind of peace of mind that only a pilot knows. Still others become pilots because of the expectancy of a new country. Others fly because they like to talk about it.

Well goodbye for now, and remember I'm still waiting for your letters and cards in regards to the club. How about it? Send in your letters and care packages today.

Montgomery Is New President

The North Dakota Aviation Operators Association, which was organized at Bismarck, N. Dak., on October 16th to discuss newly proposed aviation legislation, elect officers and review pending changes in flight training standards, Mr. Wesley E. Keller, chairman of the North Dakota Aeronautics Commission spoke on sound aviation business management. Much of the day's program was occupied by discussions of proposed aviation legislation. The principal concern was the need for an adequate budget for the State Aeronautics Commission for the 1950-51 biennium. In the past the commission has been on a budget of less than half of South Dakota and Montana North Dakota has a greater number of aircraft registered than either of the two aforementioned states.

The association endorsed a plan to submit to the 1950 legislature a proposed constitutional amendment earmarking aviation gas tax revenue for aviation development. The association further asked for state aid in providing available as memorial to those who died while serving in the armed forces of the United States. Such amount to be fixed at $2,000.00 to said village, city, town, or county. This amount to be made available in addition to all other grants or funds made available for such purpose by the Federal Government Amendments on the regulation of crop dusting, crop spraying, and insect control were also discussed.

Donald L. Thompson, senior CAA inspector reviewed proposed CAA revenue of Mutual Aid flight training standards.

James Montgomery of Grand Forks was elected president of the North Dakota Aviators Operators Association. Carl Thompson, Editor of DAKOTA FLYER, Dickinson, N. Dak., was elected secretary, and Dan Wakefield, Devils Lake, treasurer. Other directors include大阪, Grand Forks, and Joseph Lippensayer, Bismarck.

THE BLACK HILLS

The Black Hills in South Dakota is a grand old piece to see. To spend a week's vacation. There's no better place to be, the people there are friendly, they meet you with a smile, with so many things of interest. There to see with every mile. The Black Hills, rich in minerals, The Homestead has its gold, Spearfish has its canyons. Many beauties there unfound. Deadwood's DAYS OF '76 in August comes each year; Those days are re-enacted By most every passerby.

Custer has its State Park, With elk, deer, and buffalo too; With trout in almost every stream, Good camping, and a zoo. With the Needles and Mt. Rushmore, Sylvan Lake and other thrills, Tourists went to longer longer In the beautiful Black Hills.
"Aviation Information"
Prepared for you by F. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

"AVIATION'S WOKEST ENEMY"

Low Flying Pilots Are Causing Many Communities to Oppose Airport Development

A two-seater plane fell into a residential section of Chicago last month killing a woman in an apartment, as well as the pilot and his passenger. Every flier in the Chicago area is threatened with tighter restrictions because of this and similar accidents.

The public is showing signs of anger at low flying fliers. This is the result of seeing and hearing about crashes which ended in tragedy to those who stalled at low altitudes and upon which we can thank the "buzzers" for the wave of talk about prohibiting all flying in the vicinity of city and towns.

Used for transportation with reasonable attention to the weather, the airplane is a safe and efficient vehicle. The pilot who wants to thrill himself or a passenger with stunts should get out of the country with plenty of altitude.

The show-off should be put in the same class with a drunken driver and the same laws should apply to him as to criminals who are interested in flying under reasonable regulations.

Several proposed airports and airport expansion programs have run into opposition with their neighbors because low flying planes have convinced the community that aviation is dangerous to people on the ground.

"THROWING IT OVER"

The cross-country pilot frequently finds it necessary to land at strange airports, and precarious landings are sometimes necessary at spots not regularly used for landings.

Approach to an airport as full operation should be made at sufficient altitude and distance to observe the traffic pattern, and to determine whether a control tower is in operation. Large fields usually have runways of sufficient length so that "ploughing the field" is not necessary and the pilot can make a satisfactory landing by flying into a strong wind.

The traffic pattern

Presence of planes in the air may indicate that a field has been abandoned or is temporarily out of service.

In this case, it is wise to circle the field and observe conditions. The pilot should try to determine whether the field has become overgrown with grass or brush, or whether there is construction work which would interfere with a landing.

Whether a landing is made at an airport not prepared for use as an airport, it is essential that a circuit of the field be made before attempting to come in, except in an emergency.

"DON'T FLOAT — ACT!

Excessive Landing Speed Requires a Quick Decision Whether to Land or Try It Again—Many a flier has hit the fence because the pilot turned the controls over to the plane and stopped thinking after he flared out. An airplane wants to fly and will stay in the air until every bit of excess speed is used up, if the pilot does not fly the ship to landing.

There is some excess speed in every good landing and a plane floats before it settles onto the ground. During this time the pilot feels the controls getting soft and he knows that the wheels will touch the runway quickly.

Wherever a pilot feels that the landing stall is not imminent and he is in for a long float, he should decide instantly whether to go around for another try. The other alternative is to try to fly the plane onto the ground for a wheels landing.

In a sound, for another try. The other alternative is to try to fly the plane onto the ground for a wheels landing.

It is a good idea for pilots to know the technique of a wheels landing and not be completely dependent upon the wheels. Although air and a strong wind require a high speed landing, and confidence in the ability to fly the plane onto the ground may avoid a dangerous floating experience.

I wonder why it is that most pilots would rather be taken for penalized, debt-ridden operators than for a wealthy gentleman pilot.

Winter Flight
Sponsored Monthly by the North Dakota Aviation Operators Association

Freezing weather brings trouble to the pilot who continues his flying throughout the winter. An indi-vidual and frequent difficulty comes from water in the fuel. Cold weather will cause condensation of moisture in the fuel lines and pumps must be drained at least once a day. On a cross-country flight it is wise to drain them after each refueling.

Landing on snow-covered fields is a routine matter for many pilots who have skis on their planes, and a hard-packed snow is satisfactory for a landing on wheels. It is difficult to judge distance above an expanse of snow because the eyes react to snow as they do to a body of water. A pilot who expects to operate from snow-covered fields should practice landings and takeoffs in order to improve his depth perception in making snow landings.

Pilots often forget that extra warm up time is needed to get the lubricating oil flowing smoothly throughout the power plant. Slag-bush oil does not lubricate and the engine may be seriously damaged if the throttle is opened wide before the oil is doing its job properly.

Closed return are likely to stick in carbon monoxide from the exhaust. The first symptoms of poisoning from this colorless and odorless gas are drowsiness and slight dizziness. On experiencing these during flight, open a window immediately.

To land a plane on snow, place the wheels under the wing and have the plane checked for exhaust leaks upon return.

Winter troubles may also occur during a warm spell. When landing on a soft field or in slush, it is a good idea to keep the tail down and bring the ship to the stall point before the wheels touch. A high speed landing on two wheels may send the tail into the air in a moment.

If you are flying with wheel pants, must may collect in them and freeze at temperatures in the air, even though it is above freezing at ground level. Locked wheels are almost certain to cause a nose-over on landing.
The annual meeting of the National Association of State Aviation Officials took place at New York City and Boston, Mass., October 1, 6, 7 and 8. The meeting was highlighted by the introduction of educational courses to LaGuardia and Idlewild International airports. Additional attractions were inspection tours through MIT (Massachusetts Institute of Technology) and a new quiet airplane demonstrator by the Aeronautical Research Foundation.

The airport inspection tours were arranged by the cooperation of the New York Port of Authority and the Civil Aeronautics Administration. The Idlewild International airport is still under construction, however after completion, all international air carriers will operate the new facility. Idlewild airport will represent a 260 million dollar investment. LaGuardia airport alone has cost some 60 million dollars. Idlewild airport has six paved runways varying in length from a minimum of 6000 feet up to a maximum of 9300 feet. An approach light series has been constructed off the main instrument runway extending into Jamaica Bay since the approach to the runway is over water. The high intensity approach landing lights are installed on the half mile piers. The 3500,000,000 watt approach lights are operated in sequence to produce a moving arrow effect pointing towards the runway. The installation is only one of six kind in the United States. The plan is that of the Westinghouse Electric people. The approach lights are guaranteed to penetrate fog under zero conditions up to 1500 feet. The pier and the high intensity lights represent a 300,000,000 investment.

Automatic Instrument Landing
The CAA at Idlewild airport gave demonstration flights of a DC-4 aircraft which was equipped with a crosswind landing gear, ILS instrument landing system and a Bendix autopilot. A ten mile instrument approach and landing was demonstrated. The ILS system was electronically connected to the Bendix autopilot, even the throttle was controlled automatically. The state officials were taken, a group at a time, and given demonstration flights under actual conditions. The autopilot working with ILS brought the airplane within 20 feet of the runway in a power on glide before the pilot returned to manual operation.

MIT Inspection Tour
An inspection tour of the Massachusetts Institute of Technology aeronautical laboratory revealed the advancements being made in the air tunnel testing of model aircraft. MIT demonstrated a standard wind tunnel in which air velocities up to 175 miles per hour can be attained. A conventional propeller is situated in the ten-foot chamber however to attain air velocities in excess of 100 miles per hour very complex multiple step compression was utilized. The super-sonic air-chamber is only six inches by four by three inches where models may be inserted and studied under the effects of super-sonic speeds.

Noleus Aircraft
The aeroplane, Research Foundation, financed by Harvard University and MIT, arranged demonstration flights of two quoted conventional type private aircraft. The demonstration flights were made off the banks of the Charles river with the benefit of an airport and a short strip parallel to a very busy Boston Boulevard. The quieted aircraft were a Stinson 184 and a Piper Cub. The principal of quieting an airplane is in reducing propeller noise and the engine exhaust noise. Both the Stinson and the Piper Cub were equipped with a special four-bladed propeller which permitted a reduction of propeller speeds. The Stinson was equipped with an engine nose gear reduction assembly which gave a gear ratio of 1:1 thereby reducing the maximum propeller RPM to about 1200. The Piper Cub was equipped with a multiple-V-belt reduction system consisting of an idle drive driven by the V-belt from the engine crank shaft. Both ships were equipped with special exhaust mufflers. The demonstration flights were very successful, in fact it was really amazing to find how quiet the conventional aircraft can be after proper modification. In my opinion the results obtained with these aircrafts adequately demonstrated that quiet personal aircraft are from a technical standpoint entirely practical. According to Dr. Lynn Bollinger, professor Harvard University "If we are to have more substantial and widespread use of personal aircraft, we must, I am convinced, be quieted.

Business Aeronautics
The State Aviation Officials have an address by the new CAA Administrator Delos W Rental Rentzel asked for the continued cooperation between the States and CAA with particular reference to the field of safety enforcement and regulations arising within the borders of the individual states. According to Rentzel, "The Federal Government does not employ the people or to establish the huge machinery necessary for the handling of all safety violations in the United States. Much of this can be avoided if a large portion of such violations adequately can be disposed of through state enforcement actions utilizing existing state enforcement agencies."

The Civil Aeronautics Board was represented by Joseph J. O'Connell, Jr., chairman CAA and by Osward Foss, member of CAA, J. J. O'Connell, Jr, in a talk before the NASAO, stated that he believed that the entire structure of the accelerated Federal airways will be reviewed very shortly to determine if the service and routes are adequate to permit permanent certification of this class of service.

New Officers
Edward F. Knapp, Director of the Vermont Aeronautics Commission was elected President of RABA in succeeding Clarence Cornish of Indiana. W. L. Blum, Director of the Colorado Aeronautics Commission was elected first Vice President and James D. Rice from Montana was elected Secretary-Treasurer of the organization.
Dear Editor:

I wish to thank you for the sample copy of the DAKOTA FLYER which you recently sent me. I am including my check for two dollars for a year's subscription.

I highly recommend your publication as an excellent source of information which is of great value to me in my work as Aviation Representative for the Standard Oil Company.

R. H. Danielson
Omaha, Nebraska.

Dear Editor:

I should like to relate to you my experiences of last Sunday at the ranch and part of the trip to Omaha, up in northern South Dakota. I feel that this type of Flying Fun is helping Aviation become more and more attractive in every way.

I work here in the office at Halley Airport for Mr Harry Marshall, as a rule I work on Sundays, so you know, our busiest day. But after hearing from other pilots about the wonderful time they had had the year before, I was hoping and praying that I would get to go.

We left Rapid City, by "sea" it means Mr Marshall and myself, Mrs Marshall was unable to go, in the new Piper Family Cruiser. My first experience of flying anything larger than twoseaters.

At first it seemed that the day planned would be ruined by weather, but by 10:00 A.M. it was beginning to clear as if we went to be truthful, all I thought of all the way was fried chicken the way Mrs John's cooks it.

Rapid City, S. Dak.

---

As we circled the field, we were surprised to see the big turn out. I would say there were twenty airplanes and all the ranchers and farmers in the vicinity. We landed, got out, and started for the chicken line. And was it good!

After stuffing myself, I followed the crowd out in the field to watch the show. And it was a show! Short takeoffs and landings, both in two-place and four-place, Spot landings, hurdle landings, and aerobatics.

All afternoon, the planes never stopped giving rides to all those around people.

All in all we had a wonderful time. Then we had to come home and are now waiting for '48, so we can do it all over again.

Miss Teens Tournament, Halley Airport, Rapid City, S. Dak.

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CAP ORGANIZES TWO N. D. SQUADRONS

Two new Civil Air Patrol squadrons have been organized in North Dakota, bringing the number of units to 18 and total membership to 689, according to Col Irven A. Myers of Fargo, commanding the North Dakota - Northwestern Minnesota Wing. In addition, 38 cadets, 15 to 17, are enrolled.

At Hendel, Pembina county, a new unit was organized, with 27 members, including 11 women. There are 24 members holding pilots licenses.

Nearby towns represented include St. Thomas, Hoople, Mountain, Crookston, Halley, Crystal and St. Cloud. Captain Kenneth K. Ewing of Valley City is the first unit commander.

At Van Hook, Mountrail county, 25 members were enrolled, including 9 women. Capt commandant is Arnold Severson and other officers are Rev. Mr. Thomas Chamberlain, executive officer, Arthur Anderson, training officer, and Lillian Jordan, adjutant.

The Park River, N. D., unit recently was host to a breakfast flight in which 74 planes from a dozen towns participated. John A. Helberg is commander of the CAP squadron.

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PAGE 3332
RECKLESS OPERATION OF AIRCRAFT, INTOXICATING LIQUOR EQUALS—

Two Fatalities and Two Serious Injuries

Colbenson and his passenger Swan, escaped at all short of a miracle as the plane was embedded in the gable of this barn. It happened there as fast as it had to be pulled from a rope and traver after the two injured men had been removed by cutting away the wreckage and lowering the men with ropes.

Alton Colbenson, owner and pilot of a Taylorcraft, is in the Minot Trinity Hospital in critical condition. He suffered a fracture of the right jaw, breaking all his teeth, a fractured left hip and left ankle plus severe facial lacerations. His passenger, Odin Swan of Stanley N Dak, also hurt his jaw and sprained his ankle, but escaped serious injury. He was confined to the hospital for several days.

Colbenson's aircraft was observed flying in low and reckless manner on the eve of the tragic accident near Lebanon, N Dak. He was the holder of a STUDENT permit and has been gaining buddy flight experience for the past year and a half. On the day of the accident he had made the rounds of all his neighbors and then as his gas supply was getting low he stopped, refueled, and continued his flight to give the neighbors a thrill. Colbenson had made several passes at the farm of Cliff Olson. The plane "hang up" on the north peak of the barn after the collision Power Lake, N Dak, firemen were summoned to the scene and proceeded to extricate Colbenson and Swan. The two men were in the wreckage at the peak of the barn for about two hours before their rescue. Before that, a plucky nurse from the hospital in Powers Lake was rushed to the men by rope, where she administered morphine to ease their suffering.

Charges of reckless operation of an aircraft and carrying a passenger while holding only a student permit will be pressed against Alton Colbenson according to county and state officials. 

Jennings Robertson, 45, Cash, S Dak, pilot and owner and Peter Hargett, 31, Meadow, S Dak, passenger were killed when the aircraft which they were flying crashed on a hillside near Grand River south of Heitinger. Investigation of the accident by Patolmen revealed that Jennings Robertson, the pilot, was in violation of Civil Aeronautics Regulation by flying a passenger with a STUDENT permit, also flying while under the influence of intoxicating liquor. He was in violation of both state and Civil Aeronautics Authority rules and regulations. The accident occurred under favorable weather conditions.

Our Philosopher says: "If you want to see how important you are, stick your finger in a bucket of water and see the big hole it leaves when you pull it out."

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DAKOTA FLYER
Proposal to Train Potential Aviation Cadets

Lloyd B Van Camp, manager of Van's Air Service, St Cloud, Minnesota in cooperation with the Minnesota Junior Chamber of Commerce has suggested a new National program which would feature familiarization, indoctrination and pre-screening of potential aviation cadets.

According to Lloyd Van Camp, "American Youths that are potential aviation cadets should be allowed to study theory of flight, navigation, meteorology, aerodynamics and related subjects in the last two years of high school and throughout college, for which proper credit would be allowed, and follow through with practical flying experience at the local airports. By such a program the potential aviation cadet would be able to more easily absorb the subjects related to aviation and would give them the need of time to properly assimilate these teachings."

Jet Age "Know How"

Van Camp continues, "In this way we would be properly introducing the potential aviation cadet into the new element of the air. It would give him the "know how" that would be of invaluable aid to our Air Forces. In short, this is an opportunity, as well as a national defense program. It is well known that the Air Forces require young and highly trained pilots in this Jet Age. It is known that at this time about 98% of all aviation cadets are "washed out" at a cost of about $5,000 per "wash out." During the 1943 and 1944 war training program, we found we could only recommend for further training 20% to 30% of the cadets attending the indoctrination course at that school. Indisputably, the physical, mental and mechanical "wash out" mortality will be much greater when these cadets are required to fly as fast or faster than the speed of sound."

Before "Wash Out" Mortality

Van Camp draws the conclusion that the so-called "wash out" mortality can be cut drastically, after admission to the Air Corps, if the potential aviation cadets were pre-screened through such a familiarization indoctrination and pre-screening program. This would be done by a program set up that would give a continued and constant pool of aviation cadets throughout a familiarization, indoctrination and pre-screening program that would be the same at two years, benefit operation for many years and thereby accelerate all aviation interests.

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FOR NOVEMBER, 1940
Administration, comphed his of dictate to as this, General explaining, received The son, Root, Veterans enrollments to date had been approved at approximately 9%. The Veterans Administration had been most antagonistic toward flight training. Congressman Case gained audience with General Gray and a committee was appointed composed of Ed Grayham, Don McFall, Frank Buck, Monde Wynne, Robert Branson, L. V. Hanson, and Ed Young. The committee was cordially received and General Gray seemed quite sincere and did a good job of explaining, but he didn't put himself too apart except when Congressman Case presented copies of detailed cases of students making applications for enrollment. In reply to this, General Gray advised that he, as Administrator of the Veterans Administration, was not intending to and had no power to even try to dictate the machinery or procedure of processing the applications. The substance of his answer was that his job was to see that the law was complied with. However, he advised that if a return making apparent had sufficient proof of his intent as to whether it was for business or contemplated business, and if it had not been brought to his attention that it required more time than just a letter to establish complete justification, then the VA would have no excuse for turning the application down.

The South Dakota Aviation Trades association donated $800.00 to the National Aviation Trades association as special contribution for their very influential work.

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"YOU GIRLS GO ON. I HAVE MOTOR TROUBLE."
The Royal Run-Around

WASHINGTON—Harold A. Keats, past AMVETS national commander, said that the veterans in VA administration has been "more concerned with the outcome of horse-and-buggy enthusiasts and misguided budget slashing than he is with the welfare of the veterans he has sworn to represent."

"The leader of the only War II veterans' organization chartered by Congress issued a statement after Gray had bluntly refused to recant his sophomoric statements regarding the Supreme Court ruling on the GI Bill of Rights, and that his attitude has produced wholesale confusion."

The 35-year-old Florida builder who took command of AMVETS only a week ago took sharp issue with Gray's statement that because the GI Bill of Rights is a national defense act, its incidental influence on matters of national import is not germane.

"That sounds like a life guard telling a swimmer in distress that he can't act because he left his besting out at home," Keats said, adding: "When the supremacy of the United States as a world air power is essential to our own security, is it proper for a commander to say that?"

(Continued on Page 13)
It's quite a hop for a little girl who sent in her tops for pictures of airplanes—not movie stars—to decorate the walls of her room to grow up to be aviation editor of a daily newspaper with more than 30,000 readers, but that's the dream come true story of Merry Loring, Bismarck's best known aviatrix.

Merry, whose friends say couldn't be better named, is short-haired, blue-eyed and just under 2 feet. She started flying in Bismarck with Bill Marks when she came to North Dakota from Davenport, Iowa, after her father, an army mayor, was transferred to the air transport command base at the Bismarck municipal airport. She soloed on her mother's birthday, though she doubts that the present would really appreciate, since Mrs. Loring nearly screams her "I'll keep one foot on the ground" point of view. Merry received her private license in August, 1946.

An active member of the Davenport Civil Air Patrol, Merry was instrumental in reorganizing the Bismarck squadron into a going concern, serving as an officer there and later on the Fargo squadron and North Dakota Wing staffs when her father was transferred to Fargo. She now serves the Bismarck squadron as public information officer and is also a member of the National Aeronauts Association. During the war she was employed by the air force at the Bismarck and Fargo bases. She holds a Bachelor of Arts degree from Augustana college in Rock Island, Ill.

In addition to her work as society editor for The Bismarck Tribune, Merry printed and edited a regular column of airport news and aviation news called "Air-Lines," which has proved so popular that she even receives fan mail.

Besides some day owning her own plane, her flying ambitions include getting her commercial license and—believe it or not—making a parachute jump.

(Continued from Page 14)

THE ROYAL RUN-AROUND

We are making a poor fist of it to quibble over legalities.

He quoted from both the so-called Pinkert Report to President Truman and the Congressional Aviation Policy Board Report on National Aviation Policy to support this contention that civil flies are a national asset, a military must and that the aeronautical education of all Americans is vital to our survival in the air age.

Krets concluded that VA officials have been "overly impressed by the moral distress of anti-veteran Senators who have sought to smear a whole class of honorable men and women by misrepresenting the relatively small cost of flight training as a scandalous waste of public funds." He said the cost was a mere fraction of the billions poured into Europe for foreign relief and rehabilitation.

The AMVETS commander said that over 5,000 of the 8,000 flight training applications reviewed in July and August by VA had been denied or "deferred"—a word he called a "Non-Nelligan" to soften the fact that the bulk of such applications were "too dead as the dodo."

These denied and deferred applications, he added, represented more than 44 per cent of all applications.

He said AMVETS was now studying typical cases preparatory to seeking a declaratory judgement interpreting the law and an injunction from the U.S. Federal Court in Washington to enforce the findings. He said AMVETS was mandated to do this by the National Convention and that "the arbitrary" and anti-Veteran attitude of the VA Administrator in demanding detailed and endless individual justification of each course leaves us no alternative.
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