

Dakota Flyer

NOVEMBER, 1948

20c



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)

"THE VOICE OF DAKOTA AVIATION"

DAKOTA FLYER

DICKINSON, NORTH DAKOTA

Vol III November, 1948 No 1

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CIVIL AERONAUTICS ADMINISTRATION

Third Region

ITINERARY FOR NOVEMBER, 1948

Nov 2—Tues	Municipal Airport, Grand Forks, N Dak	Aircraft Insp, Written Exam.
Nov 3—Wed	Port-O-Minot, Minot, 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
Nov 24—Wed	Municipal Airport, Bismarck, N Dak	Flight, Written & Aircraft
Nov 25—Thurs	Worth Field, Dickinson, N Dak	Flight, Written & Aircraft

Written Examinations may be taken Monday through Friday of any week at 209 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
Nov. 3—Wed	Rickenbacker Field, Stevens, S. Dak.	Flight, Written & Aircraft
Nov. 4—Thurs	Municipal Airport, Sioux Falls, S Dak	Flight, Written & Aircraft
Nov 10—Wed.	Black Hills Airport, Spearfish, S Dak	Flight, Written & Aircraft
Nov 17—Wed	Municipal Airport, Watertown, S. Dak.	Flight, Written & Aircraft
Nov 23—Tues	Municipal Airport, Edgemont, S Dak	Flight, Written & Aircraft
Nov. 24—Wed	Rushmore Field, Rapid City, S Dak	Flight, Written & Aircraft

Flight, Written, and Aircraft will also be carried on November 8, 15, 22, and 29, at Huron, South Dakota.

This office is also engaging in an Aviation Safety Promotion campaign which will consist of evening meetings at the outlying cities and towns in the district. The essential purpose of these meetings is to better acquaint the air-minded public in these areas with the activities of the CAA and in that way obtain co-operative compliance with CAR and safe flying practices. In this way we hope to reduce the rate of avoidable accidents in the district. The program of these meetings will consist of speeches and movies pertaining to safe flying.

We'd Like
You . . .
To Meet



Mr. Duane Hingst is probably one of the youngest airport managers in the Dakotas. He is only 23 years old and manages Westhope Flying Service. Already he has 2,600 hours in the air. He is an instructor and also spent a year at the State Science School at Wahpeton, North Dakota, studying aircraft and engines. Mr. Hingst started his flying career in the Army in 1943 and graduated as a Bombardier pilot at Deming, New Mexico.

He continues to be active in the Air Force reserve. Mr. Hingst is married and the father of two small children.

AVIATION OPERATORS

You are

WELCOME

South Dakota Aviation
Trades Association Meeting
at Pierre, S. D.

Monday, Nov. 8, 1948

YOUR HOST:

L. V. Hansen
Cecll Ice

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 20% during the same period. According to official CAA records as of July 1, 1948, there were 97,745 privately-owned aircraft compared with 81,002 on January 1, 1947.

From January 1, 1947, to July 1, 1948, private aviation has grown in the state from 579 aircraft to the present 972 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 125,000 miles of the scheduled airlines, providing patrons of more than 42,000 post offices in the United States and its possessions with the fastest delivery service in the world.

Air parcel packages, weighing more than eight ounces and not exceeding 70 pounds and 100 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-step delivery will bring this new, speedier service to every home in the country. Registry, insurance and COD services are available. Distinctive red, white and blue air parcel post stickers bearing the likeness of a winged package over the earth are avail-

able without cost at post offices to assure expeditious handling.

The new domestic service, which the scheduled airlines are making special provisions to handle, combined with the international air parcel post inaugurated last March 15, will provide shippers not only with nation-wide but with world-wide air parcel post service.

Postage rates for Air Parcel Post are prescribed by zones, similar to surface parcel post, beginning at 55 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 80 cents for the first pound and 65 cents for each additional pound in the eighth zone.

With a scheduled plane taking off or landing within the United States on 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 Aviation 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. Delos W. Rentzel, 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 safe 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. NASAO officials advised Mr. Rentzel 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. Keim and is located three-fourths mile northwest from Robinson, North Dakota.

Turf runways are in good condition, North-South 2,600 ft. North-west 1,100 ft. Northeast 1,500 ft. East-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 1949 State Airport Directory.

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

AVIATION OPERATORS

You are

WELCOME

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

Thursday, Dec. 2, 1948

**YOUR HOST:
Minot Chamber of Commerce**

EDITORIAL

STATE-AID AIRPORTS

By HOWARD HENRY

Democratic Candidate for Governor of North Dakota

Why should the state of North Dakota participate in the costs of improvement or construction of public airports within its boundary? 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 of 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 conveyance between its cities and communities. There can be no question of the fact that if any of the three political bodies, the city, the county, or the state, dodges its responsibility in this matter then this new means of transportation will be retarded. States notably Utah, Michigan, Minnesota, and Pennsylvania, the state furnishes 50% of the sponsors share of airport cost of improvement or construction.

Since public opinion has been won over to the importance of air 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 \$1,000,000,000 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 air power, then it should consider the relatively small cost to the public of cooperation in the development of airports, which private capital 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 Accident Investigation
- 2 Power to suspend airmen's certificates by states.
3. Adoption by states in their reg-

ulations 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.

Tailwind Tattler

The State Aeronautics Commission is keeping a library of all publications currently coming off the press. It is intended to be a service to which all pilots may avail themselves.

OUT AT XENIA, OHIO, 14-year-old Barbara Jean Gibson has chumaxed 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 travel pullman. But let's not stop here, let's all go airlines.

LIB IS ONE OF THOSE CUTE GALS from Texas, now transplanted to our home town, who takes motherhood very seriously. When Bitsy reached the Asking Age, Lib wanted to be prepared with all the right answers and she boned up on all the books. Finally the Ultimate Question came "Mother," Bitsy asked point blank, "where do babies come from?" Lib told her in a few well-chosen words.

"Well," Bitsy said next, "then there's something else I want to know."

Lib drew a deep breath, braced herself, and bravely said, "yes."

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

ROBERT RUMANS is the new manager for Dickinson Aviation Co. He is assisted by Miss PHILLIS LUDLUM of New York City. Miss Ludlum is a Flight Instructor, Parachute rigger and a professional PARACHUTE JUMPER.

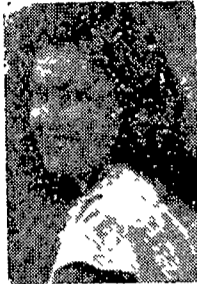
WISCONSIN IS PROBABLY LEADING all other states in air-marking. Wisconsin has 950 known cities, towns, and villages. The Aeronautics Commission is planning a marker in every one of them. To date they have approximately 380 air-markers.

FLYING HIGH

with

MARIE

"Hello there" Came home from the airport all excited one day, and told my mother that I had a new instructor From force of habit she said, "Oh, what's he like?" That really bothered



Marie Gress

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 Ludlum, 20, may not know it, but her instructing in Dickinson will probably give aviation a big boost around here

* * *

Well, for some women October meant the end of the harvesting, canning, 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 weaklings (like I must be), that don't like to have their toes stiffen 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 penniless, debt-ridden operator than for a wealthy gentleman pilot

* * *

The first American woman to receive a pilot's license in the United

States was Harriet Qumby 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 fly 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 This is the kind of peace of mind that only a pilot knows Still others become pilots because of the majestic beauty in color combinations and the exciting blueprint like countryside 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 news and views today.

Montgomery Is New President

The North Dakota Aviation Operators Association convened at Bismarck, N Dak, on October 14th 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 Of paramount concern was the need for an "adequate budget" for the State Aeronautics Commission for the 1949-51 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 1949 legislature a proposed constitutional amendment earmarking aviation gas tax revenue for aviation development The association further asked for state aid in providing airfields as memorials to those who died while serving in the armed forces of the United States Such amount to be fixed at \$5,000 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 revisions of Manual 50 flight training standards

James Montgomery of Grand Forks was elected president of the North Dakota Aviation Operators association, Carl Thompson, Editor of DAKOTA FLYER, Dickinson, N. Dak, was elected secretary, and Dan Wakefield, Devils Lake, treasurer Other directors include Duane Strand, Fargo, and Joseph Luppsmeyer, Bismarck

THE BLACK HILLS

The Black Hills in South Dakota is a grand old place 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 Homestake has its gold; Spearfish has its canyon, Many beauties there unfold; Deadwood's DAYS OF '76 In August comes each year; Those days are re-enacted By most every pioneer

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 want to linger longer In the beautiful Black Hills. —Edna Smith, Meade County.

"Aviation Information"

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

"AVIATION'S WORST 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 pilots. This is the result of seeing and hearing about show-offs who stalled at low altitudes and spun in. We can thank the "buzzers" for the wave of talk about prohibiting all flying in the vicinity of cities 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 stunt flying should get out into the country with plenty of altitude.

The show-off should be put in the same class with a drunken driver and his antics should earn for him the disgust of all fliers who are interested in flying under reasonable regulations.

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

"LOOKING IT OVER"

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

Approach to an airport in 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. These larger fields usually have runways of sufficient length so that "dragging the field" is not necessary and the pilot can make a satisfactory landing by fitting into

the traffic pattern.

Absence 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 bushes, or whether there is construction work which would interfere with a landing.

Whenever a landing is made at an area 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 floater 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 a landing.

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

Whenever 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 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 stall method. Rough 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 a penniless, debt-ridden operator 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 insidious 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 take-offs 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. Sluggish 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 cabins are likely to suck in carbon monoxide from the exhaust. The first symptoms of poisoning from this colorless and odorless gas are drowsiness and slight headache. If you experience these during flight, open a window immediately and have the plane checked for exhaust leaks upon landing.

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 nose-over.

If you are flying with wheel pants, mud 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.

National Association of State Aviation

By HAROLD G. VAVRA

The annual meeting of the National Association of State Aviation Officials took place at New York City and Boston, Mass., October 5, 6, 7 and 8th. The meeting was highlighted by the introduction of educational tours to LaGuardia and Idlewild International airports. Added attractions were inspection trips through MIT (Massachusetts Institute of Technology) and a new quiet airplane demonstration by the Aeronautical Research Foundation.

The airport inspection tours were arranged by the co-operation 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 this new facility. Idlewild airport will represent a 200 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 6,000 feet up to a maximum of 9,500 feet. An approach light pier 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 pier. The 3,500,000,000 candle power approach lights are operated in sequence to produce a moving arrow effect pointing towards the runway. The installation is the only one of its kind in the United States engineered by the Westinghouse Electric people. The approach lights are guaranteed to penetrate fog under zero zero conditions up to 1,000 feet, however the lights have been reported visible zero zero conditions up to 3,000 feet. The pier and the high intensity lights represent a \$500,000.00 investment.

Automatic Instrument Landing

The CAA at Idlewild airport gave demonstration flights in a DC-3 aircraft which was equipped with a cross wind landing gear, ILS instrument landing system and a Bendix autopilot. A ten mile instrument approach and landing was

demonstrated. The ILS system was electrically connected to the Bendix autopilot, even the throttles were controlled automatically. The state officials were taken, a group at a time, and given demonstration flights under total automatic 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 utilized in the ten-foot chamber. However to attain air velocities in excess of 750 miles per hour very complex multiple stage 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.

Noiseless Aircraft

The aeronautical Research Foundation, financed by Harvard University and MIT arranged demonstration flights of two quieted conventional type private aircraft. The demonstration flights were made on the banks of the Charles River without the benefit of an airport and on a short strip parallel to a very busy Boston boulevard. The quieted aircraft were a Stinson 150 and a Piper Cub. The principal of quieting an airplane lies 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 to 6 thereby reducing the maximum propeller RPM to about 1,200. The Piper Cub was equipped with a multiple-V-belt reduction system consisting of an idler drum 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 airplanes 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, they must, I am convinced be quieted."

Business Sessions

The State Aviation Officials heard an address by the new CAA Administrator Delos W. Rentzel. Rentzel asked for the continued co-operation between the States and CAA with particular reference to the field of safety enforcement and violations arising within the borders of the individual states. According to Rentzel, "The Federal Government does not desire to 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 action utilizing existing state enforcement agencies."

The Civil Aeronautics Board was represented by Joseph J. O'Connell, Jr., chairman CAB and by Oswald Ryan, member of CAB. J. J. O'Connell, Jr., in a talk before the NASAO, stated that he believed that the entire structure of the certificated feeder airlines 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 NASAO succeeding Clarence Cornish of Indiana. W. J. Bain, Director of the Colorado Aeronautics Commission was elected first Vice President and James D. Ramsey from Nebraska was elected Secretary-Treasurer of the organization.

Over My Desk



Dear Editor:

I wish to thank you for the sample copies of the DAKOTA FLYER, which you recently sent me. I am inclosing 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 experience of last Sunday at the ranch and port of Ike and Clara John's, 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, as 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 "we" I mean Mr. Marshall and myself, Mrs. Marshall was unable to go, in the new Piper Family Cruiser. My first experience of flying anything larger than two-place.

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

CAP ORGANIZES TWO N. D. SQUADRONS

Two new Civil Air Patrol squadrons have been organized in North Dakota, bringing the number of units to 19 and total membership to 469, according to Col. Irven A. Myhra of Fargo, commanding the North Dakota-Northwestern Minnesota wing. In addition, 30 cadets, 15 to 17, are enrolled.

At Hensel, Pembina county, a new unit was organized with 57 members, including 11 women. There are 24 members holding pilots licenses. Nearby towns represented include St. Thomas, Hoople, Mountain, Cavalier, Halson, Crystal and Edinburg. Hannes Kristjanson is unit commander, John Hurtt, executive officer, Arthur Anderson, training officer, Lorne Hillier, operations officer, and Lilhan Jordan, adjutant.

At Van Hook, Mountrail county, 45 members were enrolled, including 10 women. Unit commander is Arnold Sevanson and other officers are Rev. Fr. Thomas Chambers, executive officer, Bud Holst, operations, C. F. Guss, public relations; Chester Prior, communications, and Evelyn Olson, 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. Halberg is commander of the CAP squadron.

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 take-offs 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 armoured people.

All in all we had a wonderful time. Then we had to come home and am now waiting for '49, so we can do it all over again.

Miss Teena Tomsik,
Halley Airport,
Rapid City, S. Dak.



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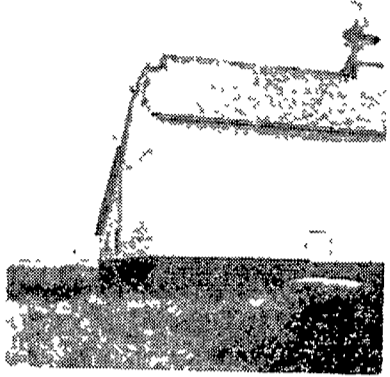
ABERDEEN, SOUTH DAKOTA

Phone 4691

Phone 4691

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 lodged there so fast that it had to be pulled free with a rope and tractor 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, loosening 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 his tragic accident near Lostwood, N Dak. He was the holder of a STUDENT permit and has been giving buddy rides 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 "hung up" on the north peak of the barn after the collision. Power Lake, N D, 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

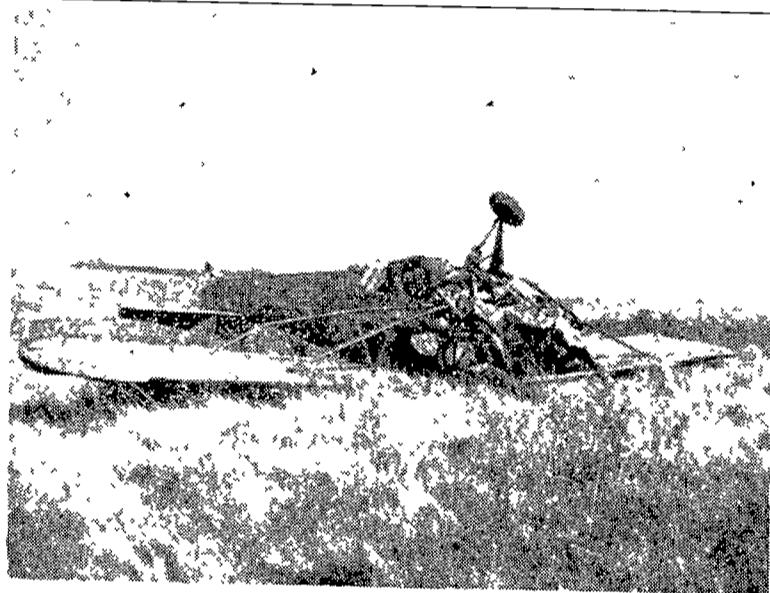
rescue. Before that, a plucky nurse from the hospital in Powers Lake was hoisted to the men by ropes, where she administered morphine to ease their suffering.

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 Hartzeg, 31, Meadow, S Dak, passenger, were killed when the aircraft which they were flying crashed on a hillside near Grand river south of Hettinger. Investigation of the accident by Patrolmen revealed that Jennings Robertson, the pilot was in violation of Civil Air Regulation by flying a passenger with a STUDENT permit. Robertson had 45 hours of flying experience of which 25 were solo. Further investigation also found that both the pi-

lot, Robinson, and the passenger, Hertzeg were under the influence of intoxicating liquor at the time the aircraft took off from the airport at Bison, South Dakota. The airport management at Bison attempted to stop the flight but with no success. The Aeronautics authorities investigating the accident believe that the accident was caused by the pilot flying the aircraft too low and allowing it to stall. The pilot, Robertson, by flying a passenger with a STUDENT permit, also flying while under the influence of intoxicating liquor 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."



COLBENSON'S converted army Taylorcraft after it had been removed from the gable of the barn on the Olson farm.

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Proposal to Train Potential Aviation Cadets

Lloyd B Van Camp, manager of Van's Air Service, St Cloud, Minnesota in co-operation with the Minnesota Junior Chamber of Commerce has suggested a new National program which would feature a 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 needed 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 economic, 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 the present time about 60% of all aviation cadets are "washed out" at a cost of about \$15,000.00 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 this 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."

Reduce "Wash Out" Mortality

Van Camp draws the conclusion "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 and indoctrination program

since each cadet would have a basic knowledge of the subject prior to the time the Air Forces put them through their rigid and concentrated courses which will be beyond the comprehension and ability of the average person to assimilate as rapidly as is required by the Air Forces Schools

Pay for Itself

Therefore, I believe a familiarization, indoctrination and pre-screening of potential aviation cadets will eliminate enough of the "wash out" mortality to more than pay for the program. At the same time, it would be a boon to National Defense, to say nothing of the invaluable aid in keeping schools and operations from declining and disintegrating on airports throughout the United States"

Van Camp urges action in his statement, "Let's put our efforts on a program that has a value for National Defense in the unstable world

of today and at the same time get a program set up that would give a continued and constant pool of aviation cadets throughout a familiarization, indoctrination and pre-screening program. This would at the same time, benefit operators for many years and thereby accelerate all aviation interests.

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S. D. A. T. A. Meet at Spearfish

Congressman Francis Case was special guest and consultant at the South Dakota Aviation Trades association meeting at Spearfish, S Dak, on September 13th. The urgent problem of rejection of student application from the Veterans Administration occupied most of the day's program. In South Dakota 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 Root, Meade Corwin, Robert Branson, L V Hanson, and Ed Youngs. The committee was cordially received and General Gray seemed quite sincere and did a good job of explaining, but he didn't put himself in a spot except when Congressman Case presented copies of definite cases of students making application 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 mechanics 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 veteran making ap-

plication had sufficient proof of his intent as to whether it was for his business or contemplated business and if it had not been brought to his attention that it required more 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 \$200.00 to the National Aviation Trades association as special contribution for their very influential

major Operators also donated \$90.00 operators in the past Eighteen of the over and above their 1948 dues.

Walt Ball of the Legislative Committee reviewed the proposed aviation legislation and reported on gas tax, licensed aircraft dealers and regulations so as to protect aerial crop sprayers from out of state sprayers.

In response to an invitation from L V Hansen and Cecil Ice, it was decided that the next meeting would be held at Pierre on November 8, 1948.



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gibility for training Gray also rejected contentions by the recent AMVETS National Convention that the GI flight training program is being maladministered and that the intent of the law is being flouted

Keats charged that Gray's interpretation of the law goes "beyond the intent of congress" by placing on veterans an "unwarranted burden of proof to show their vocational intent that has wrapped the whole procedure in a swatch of endless red tape." He added that Gray's attitude has produced "wholesale confusion" within VA as a result of which "thousands of veterans trying to take advantage of the educational rights granted them by a grateful people are getting only the royal run-around."

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 not 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 bathing suit at home," Keats said—adding "When the supremacy of the United States as a world air power is essential to our own security

(Continued on Page 13)

The Royal Run-Around

WASHINGTON—Harold A. Keats, newly-elected national commander of AMVETS, threatened the Veterans' Administration with a Federal court fight to eliminate red tape from the GI flight training program under which, he charged, more than 64 per cent of all applicants in the past two months have been given "the royal run-around"

Keats put the blame for the situation squarely on VA Administra-

tor Carl R. Gray, Jr., who was accused of being "more concerned with the outcries of horse-and-bug-gy enthusiasts and misguided budget slashers 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 his statement after Gray had bluntly refused to rescind his regulations governing eli-

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Gentlemen's Corner



It's quite a hop for a little girl who sent in box 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 50,000 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 auburn-haired, blue-eyed and just under 5' 2". She started flying in Bismarck with Bill Marks when she came to North Dakota from Davenport, Iowa, after her father, an army major, was transferred to the air transport com-

mand base at the Bismarck municipal airport. She soloed on her mother's birthday, though she doubts that the "present" was really appreciated, since Mrs Loring soundly maintains 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 Aeronautics 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 initiated and edits a regular column of airport notes 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 legalisms"

He quoted from both the so-called Finletter Report to President Truman and the Congressional Avi-

ation Policy Board Report on National Aviation Policy to support his contention that civil flyers are a national asset, a military must and that the aeronautical education of all Americans is vital to our survival in the air age.

Keats concluded that VA officials have been "overly impressed by the pious outcries of anti-veteran sources 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 5,500 of the 8,500 flight training applications reviewed in July and August by VA had been denied or "deferred"—a word he called a "Nice-Nellyism" to soften the fact that the bulk of such applications were "as dead as the dodo." These denied and deferred applications, he added, represented more than 64 per cent of all applications.

He said AMVETS was now studying typical cases preparatory to seeking a declaratory judgment 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 such courses leaves us no alternative."

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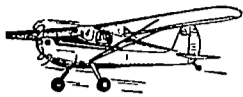
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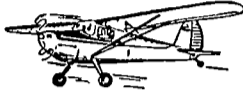
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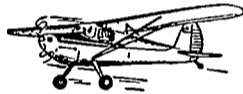
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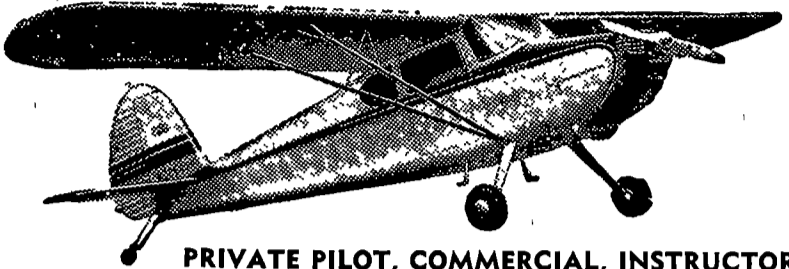
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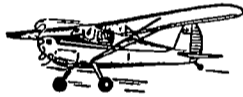
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