Continuing "DAKOTA FLYER"

JANUARY, 1949

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CENTRAL FLYER
DICKSON, NORTH DAKOTA
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PURPOSE: "To give information with éxcesses of truth; not to omit anything that the public has a right to know; to use always an impersonal, yet proper, style without prejudice to rigorous and forcible critical thought."

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CIVIL AERONAUTICS ADMINISTRATION
Third Region
ITINERARY FOR JANUARY, 1949
Jan. 11—Tues....Municipal Airport
Jamestown, N. D. Aircraft, Flight & Written Exam
Jan. 13—Wed....Municipal Airport
Bismarck, N. D. Aircraft, Flight & Written Exam
Jan. 15—Thurs....North Field
Dickenson, N. D. Aircraft, Flight & Written Exam.
Jan. 19—Thurs....Municipal Airport
Grand Forks, N. D. ....... Flight Tests
Jan. 25—Tues....Municipal Airport
Williston, N. D. Aircraft, Flight & Written Exam
Jan. 26—Wed....Port O' Pines
Mandan, N. D. Aircraft, Flight & Written Exam
Jan. 27—Thurs....Bull Airport
Dakota Lake, N. D. Aircraft, Flight & Written Exam

Written Examinations may be taken Monday through Friday of any week at 203 Walker Bldg., Fargo, N. D.; Aircraft Inspections and Flight Tests at Hector Field, Fargo, N. D., may be secured by appointment only.

Fifth Region

AVIATION SAFETY DISTRICT OFFICE No. 8
Jan. 5—Mon....Municipal Airport
Huron, S. Dak. Aircraft, Flight & Written Exam
Jan. 6—Thurs....Reedshoeker Field
Stevens, S. Dak Aircraft, Flight & Written Exam
Jan. 16—Mon....Municipal Airport
Huron, S. Dak. Aircraft, Flight & Written Exam
Jan. 17—Thurs....Municipal Airport
Watertown, S. Dak. Aircraft, Flight & Written Exam
Jan. 17—Mon....Municipal Airport
Huron, S. Dak. Aircraft, Flight & Written Exam
Jan. 20—Thurs....Rushmore Field
Rapid City, S. Dak. Aircraft, Flight & Written Exam
Jan. 21—Mon....Municipal Airport
Huron, S. Dak. Aircraft, Flight & Written Exam
Jan. 31—Tues....Municipal Airport
Huron, S. Dak. Aircraft, Flight & Written Exam

FOR JANUARY, 1949

PAGE THREE

Gentlemen's Corner

When a charming blend of twenty summers with brown eyes starts working at an airport it's difficult to say what all might happen. In the first place, business picks up considerably, and in some cases weddings bells start ringing. At any rate that was the fate of the now, Mrs. Emma Horton Irene began working for Rushmore Flying Services in the summer of 1949. Two months later she made her first solo flight and has been actively engaged in flying ever since.

Her first instructor was Robert Lanier, he has since joined the Army Air Forces and is now serving as a Cadet Lieutenant, flying P-47's. Irene and her husband Bill are active in the Rapid City Aircraft Owners and Pilots Association and the Civil Air Patrol. Bill is now a flight instructor and their hobbies are unlimited as a great deal of time and interest is spent at Rushmore Flying Services in Rapid City, South Dakota.

When the March of Dimes starts, Irene and her husband Bill go out and raise money for the Crippled Children's Fund.
Dakota Aviation Sets New High in '48

North Dakota aviation forged a head in 1948 to set new highs in the number of privately owned and operated aircraft, new airports established and the development of the new airport. North Dakota's regional aviation market, which has experienced a 5% growth in the number of privately owned and operated aircraft from January 1, 1947 to July 1, 1948, in actual numbers show an increase from 259 airplanes to the present 272. This compares with a national increase of 1% in the number of privately owned aircraft of a total of over 356 during the same period of time. North Dakota's flying farmers and ranchers are the largest single group representing the use of personal planes Account-

ing to the Aeronautics Commission's figures the number of private planes owned by farmers and ranchers. The flying farmer and rancher has found more practical utility in the personal airplane than any other group. He is beginning to use the airplane as a tool in agriculture and for everyday farm activity. With the flying farmer the personal airplane figures in emergencies such as flying a necessary part for the tractor, combine or other farm machinery. The plane figures as better transportation since the airplanes are generally the shortest distances between two communities. The farmer with a six-equipped plane has found the answer to better transportation. The next largest group of flyers consists of businessmen, doctors, lawyers and professional people, who use personal type aircraft for transportation because of the speed and the saving of valuable time.

Airport Zoning Ordinance

The Aeronautics Commission has completed the design of a model airport zoning ordinance for the zoning of public airports by North Dakota communities, according to Harold G. Yavas, acting director of the North Dakota Aeronautics Commission. The model zoning ordinance may be used to zone any public airport, regardless of size. The model ordinance is designed in accordance with North Dakota statutes which specifically enable North Dakota communities to zone airports and is now available to all North Dakota communities.

Need for Airport Zoning

The need for zoning an airport is daily becoming of greater importance. The steady expansion and development of North Dakota communities has brought about considerable industrial and business building on the outskirts of such community buildings of on-explicable
appeals from any person aggrieved or taxpayer adversely affected by any decision of the administrative officer.

Vavro Selected
Harold G. Vavro, acting director of the North Dakota Aeronautics Commission has received notice of appointment to the “Airport and Airways Committee” of the National Association of State Aviation Officials, Washington, D.C. The appointment was announced by Edward F. Knapp, President of NASAO. Appointed to the same committee are C. E. Grant, Chairman, Kentucky Aeronautics Commission; Col. H. H. Clark, West Virginia Aeronautics Commission and R. B. Night, New Hampshire Aeronautics Commission. The committee will study newly proposed aviation legislation on a national level affecting airports and new airways and make recommendations to the NASAO legislative committee.

Aerial Agriculture
Use of the airplane as a tool in North Dakota agriculture today is a focal point of interest of the entire state aviation industry. During 1948 aerial crop spraying made great strides. Out of 1,200,000 acres of North Dakota potato, sugar beet and small grain crops sprayed this year 600,000 acres or 50% were sprayed by air. With 20,000,000 acres of tillable land in North Dakota, the possibilities of aerial agriculture seem unlimited. 1948 witnessed considerable progress in aerial spraying technique and application of new chemicals in this field. New and more effective weed killers, insecticides and even fertilizers were made available for aerial application.

New Airports
The value of the personal type airplane has been enhanced by an increase in number of airports in the state. During 1948 the number of nonmunicipal or publicly owned airports increased 20% over 1947 to a total of 46. The number of privately owned airports open to the public increased 25% over 1947 to a grand total of 104. The state now has some 348 airports of which 30% are municipal and 70% are privately owned airports open to the public.

1948 Awards
1948 NAA Awards for “Good Airport Operating Practice” Jerome Laderer, Vice-President Air Safety Division of the National Aeronautical Association, Washington, D.C. in cooperation with the Aeronautics Commission announced recently the awarding of the NAA—1948 “Good Airport Operating Certificate.” North Dakota class four airports receiving the award are Hector Field, Fargo; Port O’Moor and Jamestown Municipal Airport; Jamestown, North Dakota Class one airports receiving the award are Bux Airport, Dickinson; North Dakota; McRae Field, Passensted North Dakota; Towner Municipal Airport, Towner, and Lat Feild, Bismarck, North Dakota.

Safety Standards and qualification requirements were higher this year as compared with 1947. Airports receiving the NAA award had to meet all the basic airport safety requirements along with a minimum of 10 “desirable service” requirements. In last year’s National Airport safety campaign 488 airports qualified throughout the United States.

The National Aeronautical Association Award certifies that the airport named has fulfilled all conditions required by the safety advisory council. The airport is therefore recommended as an approved landing facility.

Law flying waivers are required by all airmen hunting predators, small crop sprayers, and small crop planters. The waiver is required by the Department of Agriculture Division of Aeronautics, Washington, D.C. Airports are required to have a sign stating the requirements for such waivers and the officials will have the proper forms at the airport.

Tailwind Tattler

BONANZA & SHARPE BOMBERS

The Israeli Air Force is using Beech Bonanzas and Republic Seashores in its bombing operations against the Arabs, according to Aviation Week. The Bonanzas carry two men with Slav guns in the rear seats as defensive armament and a home-made bomb release that cuts loose 100 lb. bombs carried under the wings. The Seashores is used without a door with 100 lb bombs thrown through the open hatch.

HELICOPTER INSURANCE

Current costs about 25% of the total cost of the ship per year. Obviously, high accident rate, as high as some insurance companies won’t even insure them at those rates. That $7,500 a year for a small Bell helicopter, for example.

WEATHER FACILITIES MAP

Available
A MAP, 2' x 4', featuring the locations and types of airways, synoptic and supplemental weather reporting stations operated by the Weather Bureau, C.A.A., Army, Navy, Coast Guard and other agencies is available from the U.S. Weather Bureau, Washington, D.C. Also shown are international, state and airport forecast centers, flight advisory weather service units, W.S. regional headquarters, airport stations and city offices.

President may get new plane to replace the DC-6 “Independence”—perhaps a Lockheed Constellation.

At Memphis the Southern Air Service company is doing a lot of business delivering cotton gin parts and other equipment for operators. They have a breakdown landing in plantation fields, this work is done in a Bonanza.

Disease of beetles were flown to the East Central Oklahoma Educational association meeting at Ada on October 22. During the afternoon those who didn’t come by plane were offered a flight. Some plane owners and operators used this means of interesting teachers in agriculture education.

FOR JANUARY, 1949
FLYING HIGH

with

MARIE

FIRST SOLO

Details here now and I usually
forget them quickly, but the details
around my first solo are sure different.
I remember them all.

Ollie, my instructor, and I had
been doing landings that day and
he seemed especially impatient with
my " sloppy" flying. I was becoming
extremely unhappy with his lec-
tions of my ability as a pilot, and
his constant nagging affected my
landings more than anything. After
booming down the runway for
approximately the tenth time, I de-
creted that I was not a born pilot
and I had previously believed.

The bumpy landings seemed to be
too much for Ollie, and he de-
terminedly climbed out of the
plane and muttered something about
the poor tail wheel. He fastened the
safety belt of the seat usually
occupied by him, gave me an ap-
hentic grin, and said, "Well Marie,
you don't need me anymore. Take
her up, go through the pattern, and
come in for your landing. Any
questions?"

There were hundreds of ques-
tions, but I was in a dazed state of
mind and said "no."

"Well, good luck then."

Somehow I regained the power
of speech again and replied
"Thankyou."

Slowly, I opened the throttle and
rolled down the runway. I remem-
bered all the times Ollie and I had
done it before and, with a sudden
surg of confidence, I knew I was
capable of doing it alone. I think I
pretended I was Ollie, as I said to
myself, "All right Marie, get the
tail off and hold her straight with
the rudder. Now get the stick back
just a little to get the nose off."

I was off. I was in a stuffy, new
cocked-alone. I prayed for a mo-
ment, but most people wouldn't
even remember it a prayer.

"Oh God, why isn't Ollie here now?
I'm all alone!" My prayer was
over and I had reached 600 feet
safety. That's it Marie, now
level off and look around for other
aircraft. All clear. Make a 90 de-
fine turn to the left, level off again,
and climb to 800 feet."

It was here that I started nervous,
I sang as loud as I could. Trying to
drown out the din of the engine,
and soon the cockpit was filled
with my stammering version of "Cut-
chett and Whiskey and Wild, Wild
Women." Why I sang that perform-
ance song I'll never know, but I
sang it with all my heart.

I glanced at the altimeter. "Six
hundred feet. Make a 45 degree
turn to the left, level off, climb to
800 feet, and turn in toward the
runway. Pull on your carbureter
next and find the "nose" on the
runway where you think you'll
land.

I looked down where I thought
I would land and saw Ollie stand-
ing there. It suddenly dawned
on me that an instructor was very
done to his students. I had given
myself orders, just as Ollie would
have had had he been with me.

I cut the throttle and started
down in a normal glide. "Careful
Marie, don't stall her out steady
don't waste your suspension."
The altimeter read 600 feet, so
make a 80 degree turn to the left.
Now its 400 feet and another 80 de-
gree turn to the left straightens out
and point your nose down."

"I was 200 feet above the

"I'll try your suspnsion. This is the
Marie—this one will have to be
good since Ollie was not along
straightening your bumpy course. Put
thy foot all over it, and twenty start
levelling off—but gradually Fifteen,
and five feet. Back harder on the
stick. You're floating, let her
down Marie—now. Back on the
stick—all the way back and hold it
there."

I didn't, but very hard. But
people at all. I thought perhaps
Ollie would be proud of me, and
was proud of Ollie. I realized that
it was mostly his success. I landed
down the runway and stopped
and gave Ollie a "lift" back to the
hangar. He slapped me on the back
and congratulated me, but I knew
it should have been the other way
around. It was a great victory for
him.

When we reached the hanger
Ollie took down my little black log
book and entered the following in
small neat print:

SOLO—August 16, 1947—4 pm
"Nice" Dual time—4 hr
10 min. SOLO—30 minutes.

These words totaled 4 weeks of
study for me. I knew now that
"SOLO" means the beginning of a
pilot's work and not THE END

120 New
Air Markers

PERRICK, H. D. — The South Da-
kota aeronautics commission estab-
lished 120 air markers in the state
during the last fiscal year, making a
total of 138 now in use. South Da-
kota is among the states having one
of the best air marking programs
and it is anticipated that the state
will have more air markers per
capital by 1949 than any other state.

L. V. Hanson, secretary of the com-
mmission and there will be more
than 260 by July 1, 1949, according
to Hanson.

Of the 120 markers painted this
year, five were installed by CCA
and 15 were painted by communi-
tive or individual. Approximately
one-fourth of the paint was fur-
ished by CCA. In the future, Han-
son expects the CCA to continue
furnishing some of the coats.

A big share of the marking has
been done in the eastern and south-
ern part of the state but will soon
be done in the northern and west-
ern part. In the west few markers
than desired will be painted be-
cause there are not as many towns
in that area.

The Flying-Home plans which
the Air Force will purchase will be
the Cessna Model 196, a 4-4 place
plane.

CENTRAL FLYER
“Aviation Information”
Prepared for you by F. Tomboucur
Assistant to Regional Administrator
For Personal Flying Development

Starting and Warm-up

Careful starting is effective insurance against power failures in flight. This is especially true in winter when power failure could mean disaster. Radial engines accumulate oil in the lower cylinders, and should be pulled through by hand on the first start of the day, in order to distribute the oil. If the plane has been idle for more than a day or two, it is advisable to remove the plugs and drain the oil from the lower cylinders.

Premier operation should be handled with care and not be done in a haphazard manner. The plunger should be withdrawn slowly and held out for a moment in order to allow the cylinder to fill with fuel. Then it should be pushed in sharply so the fuel will be sprayed into the engine cylinder and vaporized. The throttle should not be pumped to assist priming unless you know that the carburetor is a type where throttle priming is all right. Using the throttle for priming creates a fire hazard with most up-

Franky Airports

Most farmers could build a Good Landing strip at Little Cost—Once your yard landing strips and airports will permit farmers to make good use of an aerial service such as crop dusters. Steps in making a farm airport are:

1. Selecting the site. Obviously the ground should be as level as the farm will permit, and it should also be selected with drainage in mind. Low, flat sections make good landing areas in late summer, when everything is dry, but they are likely to be muddied in the spring. Drainage of the prevailing winds will affect the selectability of the location. Single tree stumps can be removed from an otherwise desirable site, but hills and buildings will rule out many spots. Length of the field should be checked with the requirements of typical planes for take-offs and landings at the altitude of the farm.

2. Clearing and grading. Light planes will roll over gentle swells in a field, but stones, hummocks and ditches throw them for a loop every time. Almost every farm will have a site which does not require any extensive grading of the land, but it is essential that all stumps be removed and that bumps and gullies be smoothed out. Fences are desirable in order to keep livestock from wandering onto the airfield.

3. Surface. The only practical surface is grass, and a hayfield which is mowed fairly often is the best. A low growing hay grass is good because it can be allowed to grow itself.

4. Inexpensive refinements. The farmer who has an own plane or is preparing for frequent visits by relatives or business services may also want to add some convenience for the pilot. Planting the boundary fence posts while will help to outline the field, and a windsock on the top of the nearest building will be a great aid to pilots. Mounting fe-

* "Wings-over-Appetite" said to "Low Screwdriver" I'm so bored up I'm smoking. I'm telling you now, I've just been reported for... I'm smoking... I'm smoking..." is one of those things. You'll find CAA narrow-minded as hell. They once... I'll never fail... I'll never fail... I'll never fail..."
A FARGO YOUTH who has flown an airplane solo just after reaching his 16th birthday is Edward Skroch, 27, son of Mr. and Mrs. E. A. Skroch, 1260 Broadway. His birthday was Nov. 21 but instrument weather kept him grounded until a day or so later. Since then he has flown about five hours solo.

Young Skroch had his first airplane ride with his father when he was three weeks old. When he was five he flew with his parents in his father's air show for two years in North Dakota, South Dakota, Montana, Nebraska, Wyoming and Canada. He has flown in 11 states.

He began handling the controls with the older Skroch beside him in 1938, and was ready to solo in 1940, but CAA regulations forced him to wait until he was 14. He has had more than 360 hours of cross-country flying, 138 hours of which he was at the controls, taking all instruction from his father, who has piled up more than 10,000 hours.

Last winter the younger Skroch accompanied his father on an airplane fox hunting trip. He did the shooting from the plane, bagging 22 brace the first day. During his Christmas vacation he shot 143 foxes and two coyotes Edward is a junior at Sacred Heart academy and plays basketball. (Fargo Forum Photo)

PAGE EIGHT

DON'T WRITE—FLY

"If you are a businessman in the Northwest, don't take the name of the Rapid Transit and Storage Company lightly. They mean it! A query to them about your moving or storage problem may send them literally flying to your staff. Harry C. Goble, owner-manager of the company, first thought of using his plane for businees purposes back in 1936. Siting in his office in Portland, Oregon, one morning, he received a inquiry from a large firm in Los Angeles. Perhaps it was a particularly busy day for them, anyway instead of replying in the usual manner, he hopped in his plane, headed south, and the next day the Los Angeles inquirer received an in-person response to his letter. Terms were arranged on the spot, with none of the delays inherent in correspondence. The deal was closed, and everybody was happy (at a travel saving).

"This was the first of a series of successful trips, and now this "unput" way of doing business is routine with Mr. Goble.

"Mr. Goble's plane is a four-place Fairchild 24. His Fairchild has carried the young businessman as far afield as Canada, Mexico, and the East Coast, but most of the 100 hours he piles up annually are flown around Washington, Oregon, Idaho, and Montana.

"Costs for hangar, propeller checks, tires, washing, polishing, and other services average about $60 monthly. Mr. Goble has been using air transportation for business purposes continuously during the past ten years and his reason for doing so makes good, sound sense. "Flying of my own airplane in behalf of this business is a means of economy, convenience and prestige, being faster, more direct and less hazardous than surface travel."

THE PEGASUS

The New York City Police Aviation Bureau is now using a Bell helicopter for lighter patrol, rescue work on land and sea, traffic surveys, fighting mosquito-infested areas, and enforcement of air traffic regulations. The department also has two Grumman amphibians and two Stinsons.

CENTRAL FLYER
MONTANA PASSES NEW REGULATIONS

Minimum Altitude

Except during takeoff or landing, aircraft shall not be flown over the land of the State of Montana at an altitude of less than 500 feet from any obstacle except in such cases as may be specifically authorized by the Montana Aeronautical Commission. Any such waiver shall be under such conditions as may be prescribed thereon.

Careless or Reckless Operation

No person shall operate an aircraft in a careless or reckless manner or so as to endanger the life or property of others.

The need for the above regulations again arose from continuous flight rule violations. However, the past year has seen a marked reduction in the number of standards violations and a generally well-regarded attitude. The trend can be credited to two things: one, the action taken by the State Aeronautical Commission, and increased attention given to violations by airports and fixed base operators.

Dakota AVN Named World Distributors

Dakota Aviation at Huron, South Dakota has been named world distributor for the Swedy-Sorensen aerial crop sprayer until the Swedy-Sorensen sprayer was produced by the best unit available for light planes in aerial spraying in 1948. The new unit has 23 improvements over the present model which incorporates a unique system of shut-off valves and other advantages such as simplification of installation and removal.

World's Smallest Plane Is Tasted

(WP)—The world's smallest airplane, the 15-foot "Pee-Bee," Saturday made its first test flight. The plane is a 500 pound two place "very well" designed by Ken Coward and associates.

Test Pilot Bill Broock said the plane flew "very well" and displayed normal characteristics of light aircraft.

HARVEY FLYING CLUB

One of the best round the clock flying clubs in the state is located at Harvey, North Dakota. It is represented by such vocations asapt of School, yeawler, grocery store owner, machine dealer, elevator manager, farmer, plumber, automobile dealer, dragline operator and a high school student.

The Harvey Flying Club has purchased a new Cessna 140 and at present, members include Bob Nest, Alford Wilson, L. M Delameter, M McCros, R Nolan, T Lansing, C. H. Merson, O Salvado, F Flora and J Freinig.

CALCULATED RISK

The Public Wants Dependability and Control, Not Thrills, in The Operation of Aircraft.

A recent study of the Civil Aeronautics Journal listed 26 cases where pilots' licenses had been revoked or suspended for low flying or for student carrying of passengers. These pilots deliberately violated the regulations and endangered their own lives and the lives of others.
ONE OF THE MOST IMPORTANT ACTIVITIES of the State Game and Fish department is the aerial surveys and research conducted by the Federal Aid division, whose task it is to provide research and inventories to aid in the maintenance of the wildlife of the state.

This division is carried out by the Pitman-Scott act of 1927 to help the states carry on a program of game maintenance and research that most states would be unable to do otherwise.

The group consists of the State Game and Fish Commissioner Bud Morgan and the Federal Fish and Wildlife service Roy N. Bach, who is the coordinator, and Ross Stuart, who acts as research director of the division. The division's work is done by a group of men who are all trained in game management, scouting and related fields. Funds for the work are partially provided by the sportsmen themselves through a 10 per cent excess tax on sporting arms and ammunition, the remaining funds being provided by the state. The allocation of the money is based on the number of licensed hunters and the area of the state.

In addition to their survey work, the Federal Aid division is responsible for the maintenance and development of game refuges throughout the state. This is also the rule of priming for the coming season's game population.

The availability of game available for the next season is not decided upon the following year. The division must be ready for the next season. The situation is complicated by the fact that the rate of reproduction must be determined in the current season. It is necessary to count the current season's crop and predict the amount of game that will be available for the next season. This prediction is based on the number of game observed during the current season and the amount of game killed. The prediction is then used to determine the amount of game that will be available for the next season.

The importance of an accurate prediction of the amount of game available for the next season cannot be overemphasized. The division must be able to predict the amount of game available for the next season in order to plan the coming season's work. The prediction is based on the number of game observed during the current season and the amount of game killed. The prediction is then used to determine the amount of game that will be available for the next season.

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Skiing Doctor

The country where the famous "Flying Doctor" operates now has a Skiing Doctor as well!

In case you might not know what country that is, it is faraway, vast, sun-scorched Australia, where the prospectors, cattlemen, bush-hunters and pioneers far from civilization call doctor a dig out radio if they have an accident or illness and help in the crisis comes speedily through the air from a central base perhaps hundreds of miles away.

Most of the vast areas over which Flying Doctors roam is typical of what an Australian poet has well described as "a sunburned country," and generally speaking, most of us are right when we think of Australia as a land of great, sunbaked plains and warm ocean beaches. But there is another side—or perhaps I should say another level—in the story. That other level is thousands of feet above the plains and the beaches, in the rugged Eastern Ranges where Mount Kosciusko puts into the air seven thousand feet, and many other peaks reach up into almost perpetual snow.

In the mountains, the Australians enjoy winter sports full of thrills and to most of the dwellers in the cities and on the Ranches the big ranges are just delightful places to visit, resorted to with fun when the snow is deep and the big fires are in the comfortable chalets of warm and welcoming Lake crescent holiday-makers. Yet they give little thought to the real life of the mountains—to the snow-covered areas where tens of thousands of cattle graze in the season when the earth below is dry and inhospitable, to the tiny settlements, where women live all the year around keeping open the lines of communication and supply without the pleasant resorts nor the snow-pasture could exist.

But the Skiing Doctor is giving a lifetime of thought and labor to them, motivated by just the same spirit that makes the Flying Doctors do their work in the rugged and dangerous lands far from places where doctors can achieve fame, comfort, and large incomes.

If you're surprised to know that there is a Skiing Doctor in Australia, then get yourself ready for another surprise before you meet the doctor in person. You'll probably expect to see in front of you a big hot-ched has-man, a rough and rugged character out of a Jack London story of the Klondyke. But the person who shakes your hand and smiles at you will be just the reverse—a slim, forty-four-year-old woman, not quite average height, with a greying hair and a pleasant, musical voice. For the Skiing Doctor is not only a woman, but a very feminine woman, tasteful in her clothes and make-up, happily married, and the proud mother of a pretty, three-year-old daughter, Anne.

Doctor Muriel McPhillips was born in Lancaster, England, and went to a Quaker school in Somerset. She learned her profession at the University College Hospital School in London, and was graduated in 1927. She then served as medical officer to the Imperial War Graves Commission, traveling all over Europe and attending particularly to the families of men who were buried in the great remembrance of World War I.

She came to Australia in 1929, practiced for a while in New South Wales, and then went to New Zealand for two and a half years. Her course was set in the direction of her present activities when she came back to Australia to marry her cattleman husband, and set up a home with him in Adare, a township then without a doctor.

Adare itself is in the snow-country, 30 miles from Mount Kosciusko and 100 miles from Canberra, Australia's federal capital. It is nearly 6,000 feet above sea level, and has in a partly protected pocket in the hills where there are extreme variations in climate. Under burning summer suns the temperature may climb up above a hundred, but when winter comes the snowstorms and cutting winds pile in from a new direction and force the mercury below zero. Medicine in Dr Phillips' dispensary freezes in its bottle, and emergency night calls demand energy and skill. There are many such calls, from isolated villages and homesteads scattered over a wide area, she says.

The doctor's home is the headquarters in Adare Australia only recently, when it was discovered that she was skiing through some of the worst blizzards the mountains have had for years, to the bedside of a desperately ill woman. She became a national heroine as a result of the one episode, but when it was all over and the woman was saved, it was revealed that she had been doing that sort of thing quietly and without the least publicity for years.

Doctor McPhillips has a car, of course, which she uses under normal circumstances, and sometimes in pretty abnormal ones. She is proud of her automobile, and says that it has never let her down at night. But there have been many nights, and days, when it would have been foolish to try and move it out of the garage. On such occasions, the doctor goes out on foot, often, in a flurry of snow as her small, neat figure starts to move over the snow-blanketed country.

(Turn to Page 12)
Field Rules

Pilots who fly out of a certain airport not far from Chicago have been heard to say that the neighborhood they inhabit is "worth the trip." These pilots are not entirely wrong and they might be tempted to show off, too, if it were not for the man who runs that air field. He is generally heard to be thoroughly hot-up any pilot who was guilty of low flying in one of his planes.

Perhaps we cannot recommend caution and battery as the proper cure for the smart-aleck pilot, but the airport operator can stop reckless flying.

Every airport should have a printed or mimeographed set of Field Rules. These rules should make it clear that the air in that vicinity is not to be considered a free course or free area. Penalties should be set out for violation of the Field Rules as well as for breaking C.A.A. regulations. The penalty for unnecessary low flying should be suspension of flight privileges for thirty days on the first offense, and permanent cancellation of airport use on second offense.

Did you ever notice that the airport which gets tough and sets up a rigid set of rules is the most popular in the neighborhood? A new operator who is afraid to demand safe flying is soon regarded as a sappy manager.

Don't miss the advertisement value of an attractively printed set of Field Rules. They can open charges for rental of aircraft, and for instruction, and make the pilot feel that he is enclosed in a safe flying environment.

sheriff's Sale

By virtue of an order issued out of the Court of King's Bench in the action of John M. Zeble vs. Robert Munkac, at No. 1, and dated the 23rd day of November, 1949, and which order I will produce at time of the sale, I will offer for sale by public auction on Wednesdays the 18th of January, 1949, at 7 p.m., local time, at hangar No. 3 at Eichardt airport, mine (60 Centaur aircraft) on such good conditions. Terms, cash at time of sale.

Particulars with regard to said aircraft may be obtained from the office of the Sheriff at Eichardt, Idaho.

Log books for all the above aircraft are open for inspection.

SUGGESTIONS

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Any suggestions which you may have at any time will be welcome. We are always anxious to know what you at home are doing.

The CENTRAL FLYER

Dickinson, N. D. - Box 624
Another Record by Flying Farmers in '48

A group of North Dakota farmers and ranchers have written an out-
standing record of aviation safety for North Dakota this year.

The flying farmers—who own three out of every five acres of the state—have had only one of the seven aerial fatalities North Dak-
ota has recorded as far as 1948. That ratio of many airplanes to few accidents, if maintained in the next three weeks, will be one of the state's exceptional records in 1948.

The achievement is more impres-
sive in the light of the problems faced by the rural aviation en-
thusiast. Unlike other fliers, he's
usually without the benefit of an airport. He doesn't have other pilots to advise him about the conditions of wind, weather or terrain. He can't be as closely supervised for minimum altitude laws, passenger-
limitations or landing instructions.
And though it is illegal to be, he
can do it around his own farm
without such danger of being
turned in.

This year's record shows more
flying farmers overcome such ob-
stacles and temptations.

Flames Used for Business

The acting director of the North Dakota Aeronautics Commission—Harold O. Vavra—thinks one reason for the safety record is the farmer's use of the airplane especially for fumigating. Vavra points out that air-
craft owners who fly for utility
purposes are less inclined to become
involved in accidents than those
who use it only in aviators' sport.

Vavra says private fliers in North Dakota have flown 20,000,000 miles
per futility in 1948. That's an ex-
ceptionally good record, but Vavra

NEIGHBORS LEND A HAND

A modern version of an oldfash-
ioned hunkin' bee, or hog rolling,
took place in the Gillette, Wyoming
neighborhood recently. An Aeromot
Champion was purchased recently
by W. J. Spellman, spotted horse,
in a community thick with Flying
Farmers.

Neighborhood thought it would be a
good idea for all the Flying Farm-
ers in the neighborhood to meet
and assist in the construction of a
hangar for the new plane owner. A
dozen neighbors, together with their
wives and families, met at the Spellman ranch, and while the men
put a 28x40 hangar together, the ladies prepared a big meal.

In addition to a fine time, and a
good meal, right after saw the hang-

er almost completed. Only the fin-
ishing touches remained to be done
by Spellman.

"This certainly was an excellent
way for Flying Farmers to welcome
a new member, and it was surpris-
ing to see how much interest was
expressed among non-flyers in the
community as well," writes James
T. Polkeren, of the Gillette Munici-
pal airport.

"These community activities that
revolve around flying are becoming
more important, and in fact, will
soon be the outstanding social fac-
tor among Flying Farmers across
the nation," he predicted.

AMERICAN FARMERS FLY TO EUROPE

Thirty Midwestern farmers took
off for Europe, by Air France sur-
lines, last week to get a first hand
view of agricultural methods in the
Marshall Plan countries. They will
be abroad for about a month, traveling with farm families in France, Eng-
land, Denmark, Holland, Belgium,
Luxembourg, Switzerland and Ita-
ly and visiting agricultural schools
and colleges in those countries.

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LEO D. HARRIS, aerial photographer from Killdeer, North Dakota, with his pilot, J. H. Mack, also of Killdeer. Leo Harris is known as the "Cowboy Photographer" and has made thousands of pictures in the Blacklands of North Dakota. He is currently selecting pictures for a pictorial historical book and including the Garrison Dam.

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LEONARD LINDEMAN, Photographer

LINDCOM OBSERVER

(Continued from Page 101)

final comparison of estimates can be made that will indicate the attractiveness of game in the field for the next season.

What does all this mean to the hunter? For one thing, it means that there will be hunting in North Dakota as long as there is room for the game to live. The game that is present will not go the way of the buffalo and elk, overextended areas will be opened and those regions where the count is low will be allowed to develop and produce.

One of the best examples of the success of this program is the case of the antelope in the state. A report of North Dakota game issued in 1945 listed the number of antelopes in the state at 225,000 and stated that they were "domestic to extinction." After several years of protection, the August aerial survey of this year showed a herd of over 1,000. If a bill is to be submitted to the legislature this year it is needed for a lottery type of regulation of the kill, North Dakota hunters will again be able to enjoy the sport of an antelope hunt.

Have other problems.

But the men of the Federal Aid Division have more to contend with than the regulation of the kill. These problems include the development of new areas for the game to live. With the advent of extensive well-watered and irrigated development, much of the cropland over which the antelope coverage will be lost. Game will have to be provided with additional cover and feeding areas. New reserves will have to be established, some new land must be reserved to provide cover for the upland game.

In the reserving work the aerial spray comes into the picture. Great step taken and that has been stripped off to uncover cleaner hens, can be needed much faster and more economically with the airplane than by conventional methods.

Then there are other activities the re-establishment of elk herds, the management of small buffalo herd, restringing poor areas and, generally, any work that would pertain to the maintenance of game in North Dakota.

With the cooperation of the hunters and the continuous activity of the state and federal game agencies, future North Dakotans can be assured that the chance to participate in the ancient sport of hunting and it will be in their own back yard.

PAGE FOURTEEN

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