JULY 2, 1949
Thrilling  Daring  Sensational

Tigers
Air Circus
GREATEST SHOW EVER ASSEMBLED
Precision Acrobatics by Experts
Rolls — Loops — Spins — Square Loops — PARACHUTE JUMPS
Lollipolusa — Oregon Sea Serpent — Outside Loops
World’s Smallest Airport
NEVER HAS SUCH A SHOW BEEN ASSEMBLED IN THE NORTH CENTRAL STATES
See Colonel Joe Foss with his own SOUTH DAKOTA ANGELS in action
AT 1:00 P.M., AT
Martin, So. Dak.  July 2, 1949
Airman Orders

CIVIL AERONAUTICS BOARD

SD-1168 suspends for 6 months student pilot certificate of Alvey Douglas Phillips, Great Falls, Mont., for piloting an aircraft which was not in an airworthy condition and which had not been inspected within the previous 12 months (Dec. 14).

SD-1516 revokes student pilot certificate of Aaron Elmer Picket, Farmant, Minn., for care less operation of an aircraft while carrying a passenger, resulting in a crash (Dec. 26).

SD-1541 revokes private pilot certificate of Edward Finley Ferven, N. D., for flying at tree-top level over Sheldon, N. Dak. (Dec. 28).

SD-1547 revokes student pilot certificate of J. B. Whalen, Wink, Tex., for carrying passengers (Dec. 29).

SD-1558 terminates probation of Clifford E. Wall, Minneapolis, Minn., for low flying and doing aerobatic over a congested area (Jan. 3). 

SD-1572 revokes student pilot certificate of Robert George Berg, Jr., Casper, Minn., for carrying a passenger, for doing aerobatics without parachute, and for low flying, ending when the plane crashed near some children playing as a school yard, resulting in minor injuries to the pilot and serious injuries to the passenger (Jan. 28).

SD-1583 suspends for 60 days, private pilot certificate of Richard James Broadbent, Martin, S. Dak., for low flying and doing acrobatics over an open air assembly of persons (Jan. 6).

SD-1586 suspends for 60 days, commercial pilot certificate of Wesley Adams Murphy, Jr., Ainsworth, Neb., for low flying and performing aerobatics over Johnstown, N. H., with a passenger when the occupants of the plane did not have approved parachute (Dec. 21).

SD-1594 revokes student pilot certificate of John (Brooke) Johnson, McIntosh, S. Dak., for low flying and operating an aircraft while under the influence of intoxicating liquor (Jan. 21).

For July, 1949

Purpo se: "To give information with exactness of truth; not to omit anything that the public has a right to know; to use always an impartial, yet proper, style without prejudice to vigorous and forcible critical thought.

Edith ........................................... CARL THOMPSON
Advertising and Circulation ................. ELLA THOMPSON
Associate Editor ................................ EDNA BOWMAN
N. D. Editor .................................... Marie Green, Box 624, Dickinson, North Dakota

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What A Safe Pilot Should Know

BY FRANK KRUNDEKER
Assistant to Regional Administrator

We could end this discussion on one sentence. I presume, by saying that a safe pilot should know his own limitations. The Civil Aeronautics Board states that the largest number of accidents are caused by three contributing factors — Bad Planning, Bad Navigation, and Bad Weather. Those three things appear to be rather elementary, but we can trace many of these accidents back to their influence if we consider a few elementary facts: No. 1 — Inadequate training, and No. 2 — Our lack of interest in the private pilot — his present, and his future. We have a great number of the operators in our region interested in training pilots by using the improved cross-country method, using a number of strange fields and cross-country for the basis of the training. It appears that a pilot capable of soaring from point "A" to point "B" and successfully landing when he arrives at point "B" represents the ideal type of training. Don't you think pilots, and prospective pilots, should understand that? Don't you think that operators and flight instructors should study and teach this modern method? And remember that the method is no better than the manner in which it is taught. The student should learn more navigation, more use of the radio, and how to land at strange fields. They would have improved judgment on weather and position. The private pilot can learn all of these, plus the necessary knowledge, pass a flight test for his certificate in the same amount of time he would normally learn. At least that has been our experience. And this particular type of training is especially adaptable to older prospective pilots and girls who have learned to fly. No special approval is necessary to use this type of training in an approved school or otherwise afterward.

Compliment it would be more readily acceptable. Usually a private pilot receives his certificate and then nothing. He is eager to use his airplane on a private basis, and give him some help on the three things responsible for the largest number of accidents — Bad Planning, Bad Navigation, and Bad Weather.

We should then be partially living up to our moral responsibility in Aviation.

Recently, in one of our Control Towers, I observed the following example. There was an overcast, an overcast at about 1000 feet, slightly broken, and just a few scattered small holes in the overcast. A pilot of an air-coupe started in to Kansas City over some scattered clouds, as he neared his destination. Day closed up. He had never been above the clouds before and he knew practically nothing about his radio. Apparently he turned on the radio and picked up the moray and we heard over the speaker the following, "Hello — Hello, anybody. If you have anything to say to me, say it quick, because I am going to be so busy in a minute I won't have any time to listen."

Another example was a private owner flying a Beech Bonanza which he had recently acquired in the neighborhood of St. Louis. The visibility was restricted due to smoke to possibly one-half mile, and he was trying to find the airport. He contacted the Tower. The Tower gave him instructions — "Fly a heading of 90 degrees, intercept the South leg and climb to 600 on top and report." Mind you, there wasn't a cloud in the sky — just restricted visibility. The pilot replied, "Roger."

Not hearing from him for a reasonable length of time the Tower asked, "Are you 600 on top?" The private pilot, probably thinking he meant the ground, and "Roger."

The Tower then asked, "Report your position 500 on top." The pilot replied, "Roger," and, at the same time, he appeared right at the edge of the edge of the airport and just missed a large airplane making an ILS approach. All that private pilot knew about his radio was to reply "Roger."

We actually have evidence of a vast number of pilots coming into an airport with heavy traffic, turning off their radios because "that man talking to him form the Tower" made him nervous.

I will make a statement here that I thoroughly believe, and although I know it has raised eyebrows at many meetings, I would like you to consider this statement: In checking over accidents and their causes, it is indicated that, with proper training procedures, and the concentrated efforts of the flight instructors and the CAA, we would not our current accident rate in half in less than one year. Just think what that would do for the aviation industry. It is difficult to realize. 115-million people in this country having never been in an airplane. The social order has not accepted aviation, strange to say, and I believe it is at our own fault. We have not convinced enough people of the progress nor the safety. We haven't public our customers carefully enough. We have sold airplanes to people who had no more use for them than a man has for a wooden leg in a forest fire.

Do you think the importance of personal aviation on the economic structure of this country has been given proper consideration? Consider these facts: There are approximately 97,000 personal aircraft, and 450,000 pilots in this country, and we have overlooked the controlling element of over 80 per cent of the expendable money in the United States today — women. She has a hold on the ideology of man; and still, we have just found out recently that she is very important in Aviation.

The sales of this country side up 20,000,000 miles in a month over 50,000 miles of air.

—Continued on Page 111—

PAGE FOUR

CENTRAL FLYER
June 13, 1949

Mr. Carl Thompson
Editor
"The Central Flyer"
Martin, South Dakota

Dear Mr. Thompson:

I believe that I made some comment previously when your publication was then traveling under the banner of the "Dakota Flyer," but it seems to me that the extension of your publishing press to a larger area is worthy of the corresponding extension of comments on the part of an interested reader. I have followed the career of your publication with a twofold interest: first, as a source of news and information about aviation activity in a section of the country quite remote from Vermont; and, secondly, as an aeronautic publication which should be stimulating to such activity in that area.

While I have never personally been engaged in a publishing business, I am well aware of some of the problems associated with getting out an aviation paper and making it produce some semblance of a living. We had a nice little paper in New England which endeavored to give rather close coverage to all airports over a period of time, and thereby became largely a monthly news letter. They included many photographs and, all in all, turned out a nice paper averaging about ten or twelve pages at $2.00 per year. I am sorry that it did not last more than two years.

It seems to me that your editorial policy in the "Flyer" offers a wider range of interest and information to subscribers than a policy of predominantly local news coverage. In any event, we wish you the best of luck, both as a recompense for undertaking such a venture and as a distinct service to aviation interests in an area.

Very truly yours,

Edw. P. Knapp, Director
Vermont Aeronautics Commission
Montpelier, Vermont

Dear Mr. Thompson:

The date for the Annual Air Show sponsored by the Bismarck Flying Club, has been set for Wednesday, July 20th, next. At our show last year we were privileged in having a representation of American Flyers, and we are anxious again this year to extend the same warm welcome to our flying friends across the border. We therefore trust that we may have the above date of our plans mentioned in your valuable paper. At a later date we will be forwarding more detail relative to our Air Show.

With a heart's welcome to all our American friends, and many thanks for your generous co-operation, we beg to remain.

Yours very truly,

The Bismarck Flying Club
H. Mandel, Secretary

Flyers' Calendar

JULY 3—Timber Air Circus, Martin, South Dakota

JULY 20—End International Air Show, Bismarck, N. Dak.

JULY 17—CAP. Airshow, Norfolk, Nebraska

JULY 26-31—14th National Model Airplane Meet, Oscoda, Kansas

AUGUST 23-28—Flying Farmers & Ranchers Annual Convention, Fort Collins, Colo.

SEPT. 3-5—National Air Races, Cleveland, Ohio

DEC. 6-8—North Central Wood Control Conference, Sioux Falls, South Dakota

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Pens For Airplanes

The ghosts of Chief Sitting Bull and his Indian warriors felt one notch deeper into history today via the airplane. Nevada Senator Pat McCar- ron revealed that the Shoshone and Pote Indians on the Western Shoshone Reservation in northeasterly Nevada and Southern Idaho have deserted these horses and cow ponies for an airplane. The Nevada Senator secured a Piper type plane, used during the war for artillery spotting, from Fort Bill, Okla., for Reservation Superintendent B. C. Courtright of Owyhee, Nevada. Courtright will soon be supervising the 1,077 Indians located on the 221,000 acre reservation and tending to their needs by airplane.

Fly Boys Wanted

Ability to pilot an airplane is becoming an important qualification when applying for a job in many industries today. A total of 4,000 booklets concerning farmers and ranchers currently are being presented by the Aircraft Industries Association of America. More than 86 per cent of the replies to date say that ability to fly would be a definite advantage in an employee's career.

So You're a Bachelor

If you're a bachelor and you dream of giving wing, maybe these tips from stewardesses of United Air Lines will take you out of the fying pain and put you on the right track. The 600 unmarried young ladies of the airline were queried recently to find out just what they wanted in the man they hoped to ground themselves for marriage.

Here are some of the replies:

The perfect man should be taller than the girl, but he doesn't have to be an Alamo although one girl wanted one. He should wear white shirts, knitted ties and a good pair of shoes. He must have a good disposition, be thoughtful, dependable and generous with his hard earned dough. On top of all this he is supposed to have a good family background and a college education.

The girls all want to marry for love instead of money, although they won't turn down the money if it comes with the love. A car is to their hero's credit, but he doesn't have to have a butler.

The Great God is supposed to be a quiet home type and a personality boy all rolled into one. The girls don't particularly want to work outside the home, but it would be their ideal if they could — or the half company turned off the electricity. The lucky guy would have to work not only outside the home but help around the house, too.

Habib would only get a night out if he let his eastenders with his one toe. Money has to be shared and both sides are supposed to be reasonable when an argument arises. The young man definitely cannot sport a mustache and he's got to be able to discuss politics, literature, philosophy, business, business and clothes — his wife's of course.

Pet peeves were along the lines of concert, taking the girls for granted, being late for dates and not knowing what to do after making a date. But one of the fly girls crossed out the line which read, "Name your pet peeve," and in capital letters blazed the word quality on a male as — you guessed it — Bachelorhood.

The AIA PRESS TIMES had the right smart cartoon in their last issue showing a leg hunk of a man giving marry mix to a jet pilot because there's a painting of a nude gal on the nose of his plane. The pilot is explaining. Every time I get up to 600 her clothes blow off!

Of course, you've heard about the parrot who was refused air admission to this country from South of the border because its language was too profane.

THE ENGINE QUIET

On March 4, 1949, a Luscombe 8E was rented from a South St. Paul operator for a trip to St. Cloud. Instead of landing at St. Cloud, the pilot and passenger proceeded to Alexandria, accomplished a landing and then flew to the vicinity of Hinting Aerodrome to the point, "the engine quiet" over the form of the passenger's brother, although no en- gine trouble was encountered from South St. Paul to the scene of the crash. The airplane was seen to circle over the farm, and then line up with a gravel road, as if to land. When the airplane struck a power pole alongside the road and crashed both pilot and passenger were injured. In subse- quent court action, the pilot pleaded guilty to careless flying and failure to transfer his airman's certificate. Pilot's license was suspended for one year.

Always Say...

"I saw your advertisement in the Central Flyer..."
“Aviation Information”  
Prepared for you by F. Trumhauer  
Assistant to Regional Administrator  
For Personal Flying Development

HOT WEATHER SUSPECTED  
OF DARING ROBBERIES

St. Paul, Minn., June 1—The Department of Aeronautics has announced that the suspect in the recent series of robberies is Hot Weather, present whereabouts unknown.

The first of this series occurred shortly before noon last Saturday, May 28, at the Podunk Airport. This unprecedented robbery took place in the presence of approximately 150 people, not one of whom saw the crime committed! Hot Weather has been charged with stealing several hundred feet of runway, which resulted in a serious accident to an airplane.

The pilot of the airplane, Mr. Otto Smith, commenced his takeoff from the intersection of the two runways, and since he had accomplished the same type of takeoff many times during the past winter, he reasoned this was unusual. However, the craft was not airborne at the field boundary and crashed through the boundary fence, resulting in serious injuries to both the pilot and passengers. The only person in the vicinity of the airport capable of stealing several hundred feet of runway was Mr. Hot Weather.

The next two robberies occurred on May 30, at a point in the County of Sturgeon. The second robbery charged to Mr. Hot Weather is the stealing of an undetermined amount of wing lift and propeller efficiency. The robbery occurred at about 1000 A.M., and the cause for which this was stolen was flying at an altitude of 90 feet over the homes of the people, which was, of course, just a coincidence. The pilot of the airplane, Mr. John Smith, was very careful to observe all safety regulations by flying at a very slow and low as possible in order not to frighten any horse, locust or other obstruction and, therefore, there is no indication as to how a stealing accident was placed on the air advertisement.

The third crime of which Hot Weather was accused was the theft of the engine man's and smooth air, etc.

1949-1950 REGISTRATION OF NORTH DAKOTA AIRMEN DUE

All the 1949-1950 North Dakota airmen certificates expire June 30, 1949, according to Harold C. Yaava, acting director, North Dakota Aeronautics Commission.

The Commission has mailed application forms to all plates and airports. The North Dakota airmen certificates are issued for a period of one year from July 1, 1949 to July 1, 1950, for which there is a charge of $1.00. Yaava said the Commission has already issued 500 new 1949-1950 certificates to airmen, however, at least 500 airmen have until July 1, 1949 to renew the certificate if they desire to fly in the skies.

WEATHER FLYING

On March 2, 1949, an out of state Cessna 120 dived into a treed swamp approximately two miles north of Perham, Minnesota, killing the pilot, who was the sole occupant. Take-off was reported to have been made approximately 6:30 a.m. with both icing and visibility low and indefinite. The 8:30 a.m. weather reports at both Alexandria and Fargo gave indefinite 100 ceiling, obscured, fog. The aircraft was not observed again until it was seen and heard by persons within one-half mile of the crash scene.

The accounts indicate the airplane was wandering about in the fog bank, after being seen briefly in the vicinity of Mud Lake, apparently entered a dive from which the pilot did not recover. Pilot experience was approximately 100 hours.

UNOFFICIAL ALTITUDE MARK CLAIMED BY WOMAN

On April 24, a new unofficial sight plane altitude record was set at an air show at Charleston, S. C. by 23 year old Jered Bailey, who piloted her 42 hour power, PA-11, loaded to her by Beverly Howard, up to 36,873 feet but had to quit because her oxygen supply ran out.

Miss Bailey, who is a part-time instructor for Hawthorne Flying Service at Charleston and works for the Citizens and Southern National Bank, said she was still climbing well when she had to quit. A radio-cable transmitter was attached to the PA-11 so that the altitude could be accurately checked.

FOR JULY 2 AT MARTIN, SO. DAK.

The Tiptas Air Circus is made up of the finest precision aeronautic pilots in the world, one of the brightest stars of the Circus is Johnny Vesey, who has just been judged the No. 1 pilot at Los Angeles, San Francisco, Chicago, and Dallas. See him at Martin South Dakota at the 10th Annual Air Circus on July 2, at 11:30 A.M.
Women in Aviation

Aviation has always been popularly known as a man's world. But that idea is just as false today as it was when modern transcontinental airliners began to take the sky. According to a recent World Airline survey, more than a third of the company's female employees, who played both in the United States and Abroad, were women. — E. B.

And when TWA on July 8 of this year celebrated its 20th anniversary, its transcontinental passenger service, it is celebrating an event in which women had a hand. One of the first employees of TWA was Amelia Earhart, the famous aviator who was named assistant general manager. Another was Margaret Bartlett, a University of Nevada graduate with a private pilot's license who was placed in the position of traffic agent in San Francisco.

In those days, women in the company were responsible for many of the conveniences on the floor of First Class. They selected the lavender table linens and deep-seated chairs which were used on small portable tables that were carried on each passenger for in-flight meals. They also had a hand in the first-class lounges in Phoenix and Los Angeles and in the baby bath, which were put aboard airplanes.

That was back in the days when aviation was new and even 45-hour coast-to-coast service was a novelty. Modern in Conistains transcontinental time is now 10 or 12 hours.

But there are still a great variety of jobs that are just as rewarding for women. In fact, as aviation operations have become larger and more complex, the positions for women become more and more by all accounts.

The glamour girls of the airlines are, of course, the hostesses. As many as 30,000 young women, who were chosen to do nothing but smile, were employed in various positions throughout the United States. The hostesses were in charge of the lobbies, the reservation agents, ticket agents, telephone operators, and many others.

In twenty years they have been practically everything even engineers, apprentice mechanics, and line crew members.

And as aviation is a man's game, the girls have an answer to that. In the operations of a great airline, they say, they're just like to see the men try to get along without them.

The roughest of tasks often avoided the green - girls because of the you-know-what of this type of flying.
...BUZZING...

"In the flying, young man's fancy turns to—Grim." This must also be called the beginning of the BUZZING SEASON or the DANGEROUS SEASON.

Approximately 50 per cent of the fatalities resulting from aircraft accidents during the past two years in Minnesota have occurred from May 1 to September 1 of each year. Almost 100 per cent of those fatalities resulted from violating safety regulations, and BUZZING is the most frequent offense.

What actually killed those people? Was it failure to account for not weather flight characteristics? Abrupt maneuvers at low altitude? Loss of control at low altitude due to concentrations on other things—usually people on the ground? A planned "on the deck" buzz job? Spring sandstorms after a little or no flying during the winter?

Has weakness, planned "carelessness"—thoughtlessness, shown off in an audience—and outright violations of good flying habits and safety regulations caused most fatalities each year?

From evidence gained in the investigation of accidents, it appears that an equal number of fatalities break in on St. Peter without appointment, while engaged in seemingly gentle low level turns, as those who set out deliberately to do something violent and die accordingly.

Death meets unceremonially the pilots guilty of "buzzing" or "flatfooting." Whether those maneuvers are deliberately repeated by the "Hot Rock" or whether they are the impulsive act of the relative novice who never tried it before and never intended doing it again.

Less than three seconds is the time required from the beginning of the incorrect stall under 300 feet to the mangled wreckage and the bloody remains, whether it be from a violent maneuver or a gentle uncoordinated turn.

An airplane is built foolproof, but not D—footproof! Remember:
1. Keep Flying Speed for the Maneuver Intended.
2. An Aircraft Must Be Banked to be Turned.
3. Avoid Unnecessary Low Flight.

A "Buzz Job" need not necessarily be violent to be fatal. An incorrect, turn at a sufficiently low altitude will do the trick just as effectively.

-Minn. Dept. of Aeronautics

CAPTAIN JOHNNY VASSY PRECISION AEROBATIC CHAMPION

The Tiger Air Show is made up of the finest precision aerobatic pilots in the nation. Pilots that have been chosen for their accomplishments at low altitude in a safe and spectacular manner. In short, the show features only pilots that are considered the best precision pilots in the United States today.

One of the brightest stars of the Tiger Air Show is Johnny Vassy Vassy has been judged the Number One pilot at the Los Angeles and San Francisco, Chicago Air Races, Miami Air Matinees. This show was made by pilot vote of commercial pilots attending these Air Meets.

Johnny Vassy is 35 years old, born in Aurora, Minnesota, and is a veteran and Captain of World War Two. He instructed at the Tex Rankin Flying School in Tulear, California for two years. While there he taught aviators under the eye of old "PAPPY TEX" Rankin and flew in many Air Meets with Tex. In fact today, Johnny's work in the airplane will remind you of Tex Rankin. Tex has had the Kraken in the aerobatic field. A number of Johnny's maneuvers were chosen because they were favored by Tex. Actually though, Johnny Vassy is the only pilot that has ever duplicated Tex's power on inverted spins, The Oregon Sea Serpent and the Lollipop, all terrific specialty maneuvers that were developed by Rankin. Johnny like Tex, is what the Air Show pilots call an "outside pilot." He features the OUTSIDE LOOP and many outside maneuvers that appeal only to the top aerobatic pilots.

Johnny is not a new comer to Air show work. He flew Air Shows prior to the last war and has over 1800 hours of aerobatic instruction in his credit. Vassay has flown in major Air Shows all over the United States. His flying has thrilled spectators at all the big Air Shows, including Los Angeles, San Francisco, Oakland, Portland, Seattle, Denver, Minneapolis, St. Paul, Kansas City, Chicago, Detroit and all throughout the middle west during the past two years.

Johnny flies an especially built permanent bi-plane that is equipped with a Pratt and Whitney 600 horsepower engine. The plane is equipped with an inverted carburetor system and a smoke screen system.

Don't Miss It—See the flying Tigers Air Circus at Martin, South Dakota on July 2nd at 1:00 P.M. You'll see the fabulous Johnny Vassay, Lowell White, Ray Timon, and several others. Shown above is Howard Libbey with his little tri-motor, Howard's little brother, Trouble, almost steals the show.
WHAT A SAFE PILOT SHOULD KNOW

(Continued from Page 4)

ways in the dominion United
States alone. And they are doing
all of this with 1,000 airplanes.
The personal owners have 97,000
airplanes, and they flew 16 mil-
lion miles in 1947. That sounds
like big business, doesn't it.

What about the "Company-owned"
aircraft flown by competent pilots
have the world's best safety record — al
most three times safer than the
airlines, and last year the air
lines had their safest year. Sounds
awful! But now, let's face a fact. The accident
rate in private flying is the in-
crease at present and it's time we
all consider and do something
about it. Regulations won't do it,
but education will. And, I believe
some of the points I have men-
tioned so far are of vital impor-
tance for the safe pilot to have
under his belt. But let's be very
specific now and recap, and add
a few new items.

May be the private pilot's code
should be simple and read like
this: Come in out of the rain, and
go to bed when it gets dark. Or
if there is any doubt, don't! But
if there are a few specific points that
I think we should consider:

No. 1 — He should know how to
plan his trip. If he is in doubt
there is usually a pilot about that
can give him some assistance.

No. 2 — He should know how to
navigate, particularly to point
flying, as most good pilots
should know. One as he is
flying from his book, which in-
volves wind sectors, droites drift
angles, radius of action, etc.

No. 3 — He should get the weather
reports and opinions from the
weather man, where available,
and when not available, he should
get the opinion of some of the
older pilots.

No. 4 — He should know that his
radio is one of the most im-
portant pieces of equipment in his
aircraft and he should know what
he can be accomplished with it. With
a radio, and some knowledge
of the use, he is never lost. He might
be slightly misplaced, but he is
never lost. He should know what

2nd INTERNATIONAL
AIR SHOW
At ESTEVAN, SASK.
WEDNESDAY, JULY 20, 1949

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American Pilots and Friends
to CANADA!

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Sponsored by
ESTEVAN FLYING CLUB
ESTEVAN, SASK, CANADA

FOR JULY, 1949 PAGE 58/76
WHAT A SAFE PILOT SHOULD KNOW

Continued from Page 11

meaning of the term "Common Sense" that, if all pilots used good, common sense, there would be little need for regulations.

No — He should know that we have arranged to broadcast the weather in the beginning and end of the sequence for his benefit, but he should know that, if he can't get the latest, our nearest station will give him any additional information he needs, and that the facts, facts, no matter how scattered, will add up to the total result a thing has been blanked that VHF transmissions are not always perfect, and that even if there is a error, the FAA Administrator, and set your mind at ease, that new weather charts will have much valuable information on the facts that he can learn.

Ask yourself, if you know your own equipment, you have a good knowledge of the facts, and that you will be able to use what you know to your own advantage. This is the only thing to have compared in the old low frequency performance, and that your own information is available to any reasonable person, that a new fact points to the station and a course halfway up to the out of the way of the private aircraft is actually unlimited. There are the distances, measuring equipment, area reading, and other starting achievements that will be of no use.

No. — I think it is the most important of all — he should know that CAA, by law, is a service organization, and that the wealth of information for the asking is available. The old aircraft the FAA has in its possession, the CAA Agent in the field, will help you with your problems regarding what there is. Vast these people get, and that reasonably soon the answers, and be sure you get the answers if the answer is not available in the field, write to the FAA in Washington. He will be glad to hear from you, and I assure you he will see that you get prompt attention.

The private pilot is helping pay for this vast organization, and this service is his, and he should use it. Call upon, these people to appear and speak at pilot meetings. Chamber of Commerce meetings, and other meetings that are important to the CAA industry. Use the radio in your own aircraft, and if you do not understand an instruction that you have received for it in plain English? Ask for instructions that you can understand. Don't be afraid to ask for a repeat. Don't be afraid to use a power approach at a strange field. Our people will be glad to discuss this with you. But, above all — get the right information. Please don't misuse some one, then blame him for the wrong information.

There is no reason why the combined efforts in the right direction can't improve Aviation in general this year. Let's stop saying "Something ought to be done about that" and let's all get together and do something about it.

LOWELL WHITE
TIGERS AIR SHOW

Perhaps one of the most unusual acts in the history of the Tipton Air Show is one that features Lowell White, of Melvern, Illinois. Although White is over 60 feet and four inches tall, he is an exponent of the light airplane field, although he is a very fine aerialist pilot he does not believe that the light plane was built for acrobatics and so he has accordingly worked out an act that requires a maximum of skill with the lightplane, and an act that is a feature at any Big Show. When Lowell comes to town he brings his own airport with him. It is called the "smallest airport in the world," and is attached to the top of a new station wagon. The platform on top is exactly 6 feet long and 8 feet wide.

During the Tipton Air Show, Lowell will not only land the brand new 1949 Piper-Vesperplane on top of the car, but he will take off again after landing.

Lowell is married and has two children and does not think of his work of that of a daredevil or a stunt man, but rather believes that his work is that of a precision pilot flying an airplane in a sane and normal manner, with the exception that in his case his precision must be better perfected.

White will also fly a surprise number in the show. — It would ruin his act to tell you about it. — So wait and see it. At Martin, South Dakota on July 2
S. D. FLYING FARMERS MEET AT RAPID CITY

The 1940 4th Annual Convention of the South Dakota Flying Farmers and Ranchers Association was held at Rapid City, S. D., on June 11th and 12th.

Approximately 150 Flying Farmers planes landed at Ranchmore and Halley airports to make the Convention the best yet. Special recognition was given the retiring Secretary - treasurer, Leonard Thompson for his outstanding efforts to place South Dakota F. F. among the best state organizations.

New Officers Elected

Highlight of the occasion was the business meeting and selection of new officers. Cha. Wilson became the new president and John Speider, secretary-treasurer. The board of Directors included: Swift Town, Leonard Thompson, Arnold Lowary, R. E. Ward, Francis Young, John Grotman, Colonel Vroman jr., William Leibekel and Ray Hols- tenkemp.

A campaign for new members to the flying organization was discussed. Other new business included that of next year's convention to be held at Valentine and the selection of the CENTRAL FLYERS as the official state publication for the Flying Farmers.

Feeling that the growing advantages of membership should be shared the group decided to get busy at once and sign up all possible, and to interest county agents and other governmental officials in agricultural professions in joining the fast growing organization.

Buffet Supper

A buffet supper was served at the Atlantic Hotel, Ballroom with Dean McFall of Sperry at the Toastmaster. Guest speakers included Bert Haisman, National Secretary P. F., Governor Mickelson, Walter P. Ball, Col. Joe Pous and Paul Jones of the CAA, also present at the supper was Lynn Hansen, Director of Aeronautics, South Dakota.

Fun Day

Despite bad weather that prevailed in the forecast of the day, the contests went off later in the afternoon. Col. Joe Pous and his own South Dakota Angels put on a rapid display of acrobatics with their P-38's. Winners in the events at Halley airport included:

- Bottman sale: Walter D. Miller, New Underwood; short take-off: 60 hr. Harold Salaske, 65 hr. Edwin Ward, Marion; 100 hr. John Speider, Oldham.
- Spot Landing: Art Lehrkamp, Harold; Bunch dropping Alvin Lapp, Huron; Youngest pilot, Frank Parker, Eagle Butte; prize for coming the longest distance, Mr. and Mrs. Hansen, Farmers Center.
- Matt, Tallest Pilot, Art Kaus-
- Shortest pilot, Otto Svarstad, Prins for lady pilots piloting their own slip, Louise Lapp, Huron and Dorothy A. Woodard, Long Valley.

Awards as the youngest Flying Farmer went to the one-year-old son of Mr. and Mrs. Homer Cook, Sidney of Ostrowski. Banquet prizes donated by the Rapid City merchants went to Mrs. Colleen Johnson, Tulsibl; Arvon Wendt, Oacoma; and Kenneth Baum, Canton.

Governor Mickelson praised the Flying Farmers for their important services they rendered during the winter of 49. He pointed out that there were as many as 160 of them operating during the storm disaster. He said they had done a wonderful job delivering supplies and maintaining communications.

N. D. FLYING FARMERS, RANCHERS STAGE FIRST PROGRESSIVE FLIGHT

The North Dakota Flying Farmers and Ranchers Association started their first Progressive Breakfast Flight on Sunday April 14 according to Richard Day, Moffit, President. Fun and fellowship was the theme of the occasion which was enjoyed by everyone present. Even though the morning was grey and not entirely too pleasant for flying a total of 18 planes made their appearance from various parts of the state and traveled a distance of nearly 300 miles.

The flight began at Moffit where the Don Draelats treated the group to hot coffee, sandwiches, cookies. Before leaving

(Continued to Page 14)
WINNING PAGE
lime ed Pilots the arranged balloon phase Duemeland enjoyed competitive FLIGHT N.D. FICES AD LOWING Clark, Terms, FOR Aviation vice. We'11 -all AIRPLANES paid - The over time PROGRESSIVE The over time PROGRESSIVE

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N.D. PROGRESSIVE FLIGHT BREAKFAST (Continued from Page 13.)

All who were the start of a series of four competitive stunts or events were colored by the first Loran Duemeland of Rushmore, in was in the eye of the entertainment phase and it was in the center of a strip where he arranged for a balcony that the rear winders were inflated and released by the pilot, then being for the lot to break the balloon. Tom Marking, Rushmore, won the first contest in 21 minutes time

The Bill McDonald farm was the next stopping point. It was at this point where Mr. Duemeland arranged for a bombing contest Places were given paper bags filled with two pounds of seed and then their skill at dropping the bags to a center of a large circle drawn on the landing strip. Winning this contest was Dunn Larson, Ft. Clark, and Homer Andreas, McColl, taking second. Mr. Larson flying a War, Bob Watts of the Capital Aviation Company, Bismarck, released a parachute which was attached to a dummy, but no one was the water that it was a dummy until it came floating down close to the field.

The fight then proceeded to the Richard Day farm, Mounts, where a ribbon cutting contest was held. Rolls of paper were dropped by the pilots who then attempted to cut the paper with the wings of their planes as many times as possible before it dropped to the ground. This contest was won by Tom Marking, Rushmore, with Don Schoosmeyer, Bismark, placing second before leaving the Richard Day farm the entire group filed through the Richard Day home where coffee, sandwiches and cake were served. In addition to the flyers and their friends ten to fifteen automobiles had gathered, acclimating the crowd to an estimated 150 persons.

The final step of the flight was at the Jule Deon farm at McKenzie. Here a spot landing contest was held which was won by Virgil Preddy, Bismarck and placing second was Carl Hambough, Braddock. Then again another round of refreshments was served consisting of coffee, ice cream, cakes and sandwiches.

On the scene were Charles Morpork and Harold Larson from KFYR Broadcasting who made a 30 minute recording of the event which was released over the air at 10:30 in the evening. Ken Wright from the Rushmore Tribune covered the affair for the Rushmore Tribune.

Flyers present were the following: Walter Becker, Braddock, Dick Day, Moffit, Thurel Biewer, Bickel, Sumner Thompson, Halten, Loran Duemeland, Rushmore; Homer Andreas, McColl; Don Deane, Moffit; Alfred Hooy- er, Floyd Plath, Kindred; L. J. Aner, Grand Forks; Don McDonald, Davenport; Ivan Sierman, Minot; Dunn Larson, Ft. Clark; Dale Hambough, Braddock, Howard Barton, Braddock; Carl Hambough, Braddock; Burton Nauden, Braddock; Alvin Smith, Huff, Hale Thompson, Kindred; Chet Matuthland, Kindred; Joe Lupenmeyer, Ri am a rock; Tom Marking, Rushmore, Bill McDonald, McColl, Moffit; Bob Walls, Harold Vavra, Virgil Preddy, Eli Torrenze, Don Schoosmeyer all of Rushmore; Jule Deon, McKenzie and Jule Deon, Jr., McKenzie, N. D.

ARIAL SPRAYERS GAIN 100 PER CENT OVER LAST YEAR

The North Dakota Agriculture Commissioner has learned 62 aerial crop sprayers and dusters in the state operating a total of 118 spray equipped aircraft, it is announced today by Harold G. Vavra, acting director of the Commissioner. This represents over 100 per cent increase in the number of aerial sprayers as compared with the 1946 season. The 118 aerial sprayer aircraft represents 12 percent of all the aircraft in North Dakota. Of the total of 118 aerial sprayer aircraft represents 11 percent on the Great Plains type Boeing Stearman while the balance of the 60 are light aircraft of the Piper, Aeronca, Cruzen class converted for spray-
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