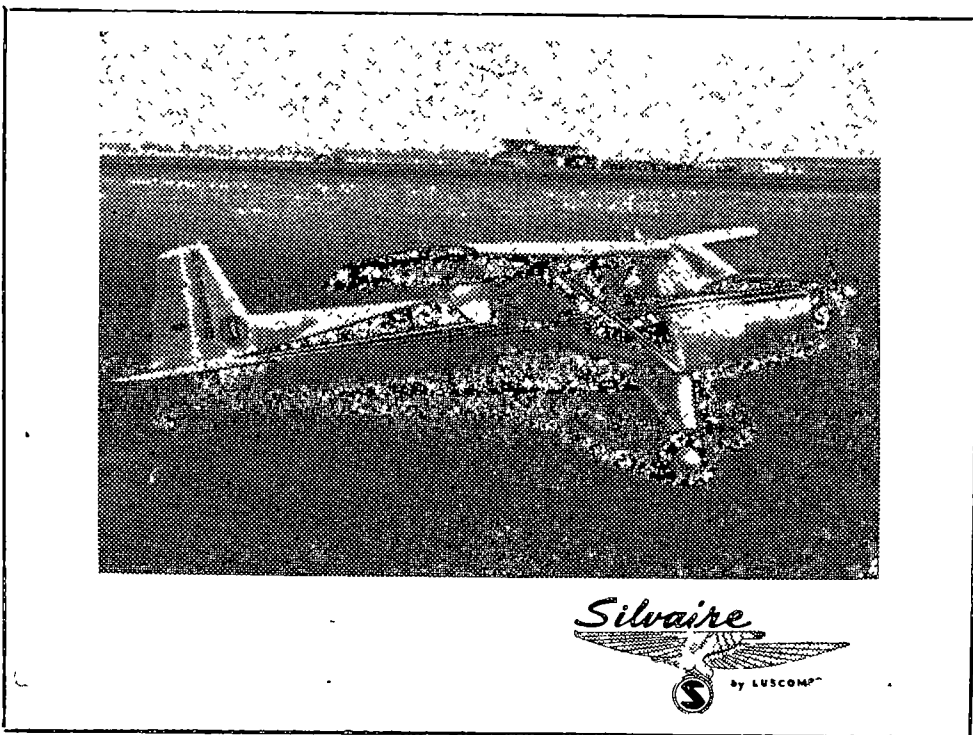


Central Flyer

Successor to "DAKOTA FLYER"

JULY, 1949

20c



*Aviation in the
North Central States*

JULY 2, 1949

Thrilling

Daring

Sensational



Tigers Air Circus

GREATEST SHOW EVER ASSEMBLED
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Rolls — Loops — Spins — Square Loops — PARACHUTE JUMPS
Lollipopusa — Oregon Sea Serpent — Outside Loops
World's Smallest Airport

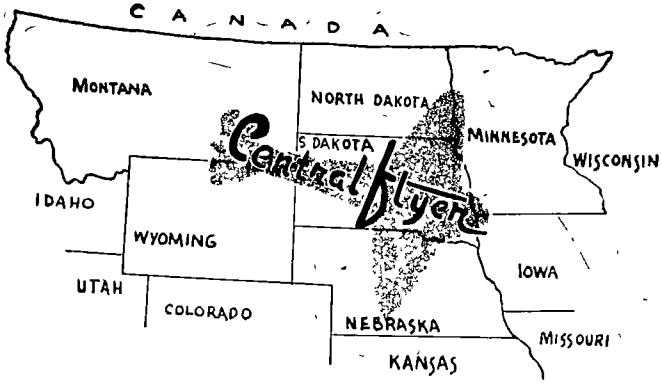
**NEVER HAS SUCH A SHOW BEEN ASSEMBLED IN THE
NORTH CENTRAL STATES**

See Colonel Joe Foss with his own **SOUTH DAKOTA ANGELS** in action
AT 1:00 P.M., AT

Martin, So. Dak.

July 2, 1949

"AVIATION IN THE NORTHCENTRAL STATES"



CENTRAL FLYER
MARTIN, SOUTH DAKOTA

Vol. IV JULY, 1949 No. 6

PURPOSE: "To give information with exactness 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 forceful critical thought"

EditorCARL THOMPSON
Advertising and CirculationELLA THOMPSON
Associate Editor Edgar Bauman
N. D. EditorMarie Gress, Box 624, Dickinson, North Dakota

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Airman Orders

CIVIL AERONAUTICS BOARD

SD—1508 suspends for 6 months student pilot certificate of Aubrey 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 Pickett, Fairmont, Minn., for careless operation of an aircraft while carrying a passenger, resulting in a crash. (Dec. 24)

SD—1517 revokes private pilot certificate of Edward Finley Fargo, N. D., for flying at tree-top level over Sheldon, N. Dak. (Dec. 28).

SD—1548 revokes student pilot certificate of J. B. Whalen, Wink, Tex., for carrying passengers (Dec. 23).

SD—1555 terminates proceedings against Roger A. Grolla, N. St. Paul, Minn., whose pilot certificate was suspended for 60 days by action of Minnesota aviation officials for low flying over a congested area. (Dec. 31).

SD—1560 suspends for 6 months, student pilot certificate

of Clifford E. Wall, Minneapolis, Minn. for low flying and doing acrobatics over a congested area. (Jan. 21)

SD—1579 revokes student pilot certificate of Robert George Berg, Jr., Gonvick, Minn., for carrying a passenger, for doing acrobatics without parachutes, and for low flying, ending when the plane crashed near some children playing in a school yard, resulting in minor injuries to the pilot, and serious injuries to the passenger (Jan. 26)

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

SD—1589 suspends for 51 days, commercial pilot certificate of Wesley Adams Murphey, jr., Ainsworth, Nebr., for low flying and performing acrobatics over Johnston, Nebr., with a passenger when the occupants of the plane did not have approved parachute (Dec. 31)

SD—1624 revokes student pilot certificate of John (Smoky) Johnson, McIntosh, S. Dak., for low flying and operating an aircraft while under the influence of intoxicating liquor. (Jan. 21)

Gentlemen's Corner



MRS. CLAIRE JOHN

Up in the Stroll area of South Dakota a little yellow Cub called Claraplane is a familiar sight. When the plane flies over there is a strange feeling of security that only a plane with an excellent pilot could cope during the blizzard of '49.

Mrs. Claire John is a housewife that has taught her many neighbors that the Airplane is among their most valued farm implements. Her flying dates back some 500 hours when both she and her husband took up flying together. It started one evening when they were driving past the airport at Bison Raymond Lane was teaching some of his students and through all the activities an appointment was made for Mrs. John's lessons to start the next day. Eight hours later Mrs. John was on her own. She enjoys her flying very much but gives a great deal of credit to the ones that had the patience to help her along when learning was most difficult. Through the Blizzard of '49 Mrs. John and her husband Ike took turns flying their aircraft to the greatest advantage every day the weather would permit.

STATE AERONAUTICAL NEWS

For North Dakota

What A Safe Pilot Should Know

BY FRANK TRUMBAUER,
Assistant to Regional Administrator

We could end this discussion with one sentence. I presume, by stating 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 going 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 pilots would learn more navigation, more use of the radio, and how to land at strange fields. They would have improved judgment on weather and planning. The private pilot can learn all of these, plus the necessary knowledge to 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 who are learning to fly. No special approval is necessary to use this type of training in an approved school or otherwise. Sounds logical, doesn't it? Could it be that this simple idea is too logical? Maybe if it were more

complicated it would be more readily acceptable.

Usually a private pilot receives his certificate and then starts out to learn about flying. Yes, and he learns the hard way. If we would be more concerned with our doctor, lawyer, and merchant friends who are trying to actually use an airplane on a utility basis, and give them some help on the three things responsible for the largest number of accidents — Bad Planning, Bad Navigation, and Bad Weather — we would 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 at about 3000 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, they 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 microphone 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 500 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 500 on top?" The private pilot, probably thinking he meant the ground,

said "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 airliner making an ILS approach. All that private pilot knew about his radio was to reply "Roger."

We actually have evidence of a great number of pilots coming into an airport with heavy traffic, turning off their radios because "that man talking to him from 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 therein that, with proper training procedures, and the concentrated efforts of the flight instructors and the CAA, we could cut 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, 110-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 our own fault. We have not convinced enough people of the progress nor the safety. We haven't picked 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 impact 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 650,000 pilots in this country, and we have overlooked the controlling element of over 80 per cent of the spendable money in the United States today — women. She has a hold on the ideology of men; and still, we have just found out recently that she is very important in Aviation.

The airlines of this country pile up 30,000,000 miles in a month over 50,000 miles of air-

(Continued on Page 11)

Over My Desk



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 project to cover 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 two-fold interest, first as a source of news and information about aviation activities 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. F. Knapp, Director
Vermont Aeronautics Commission
Montpelier, Vermont

Dear Mr. Thompson:

The date for the Annual Air Show sponsored by the Estevan Flying Club, has been set for Wednesday, July 20th, next. At our show last year we were privileged in having a representation of American fliers, 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 hearty welcome to all our American friends, and many thanks for your generous co-operation, we beg to remain.

Yours very truly,
The Estevan Flying Club
H. Mandel, Secty.

Flyers' Calendar

JULY 2—Tigers Air Circus, Martin, South Dakota

JULY 20—2nd International Air Show, Estevan, Sask, Canada.

JULY 17—CAP Airshow, Norfolk, Nebraska

JULY 26-31—18th National Model Airplane Meet, Olathe, Kansas

AUGUST 25-28—Flying Farmers & Ranchers Annual Convention, Fort Collins, Colo.

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

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

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"BISMARCK'S AVIATION INSURANCE HEADQUARTERS"

Tailwind Tattler

Ponies For Airplanes

The ghosts of Chief Sitting Bull and his Indian warriors fell one notch deeper into history today via the airplane.

Nevada's Senator Pat McCarran revealed that the Shoshone and Piute Indians on the Western Shoshone Reservation in northeastern Nevada and Southern Idaho have deserted their horses and cow ponies for an airplane. The Nevada Senator secured a Piper type plane, used during the war for artillery spotting, from Fort Sill, Okla., for Reservation Superintendent B. C. Courtright of Owyhee, Nevada. Courtright will soon be supervising the 1,937 Indians located on the 321,000 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 industrial concerns, farmers and ranchers currently are being questioned by the Aircraft Industries Association of America. More than 95 per cent of the replies to date say that ability to fly would be a definite advantage in an employee's career.

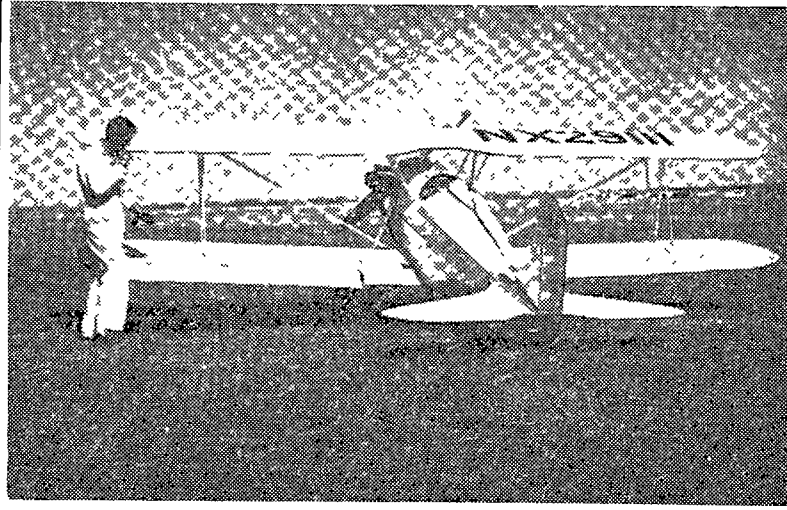
So You're a Bachelor

If you're a bachelor and you don't know why, maybe these tips from stewardesses of United Air Lines will take you out of the frying pan and put you in the fire. The 600 unmarried young ladies of the airline were quizzed recently to find out just what they wanted in the men they hoped to ground themselves for.

Here is a concensus of the replies:

The perfect man should be taller than the girl, but he doesn't have to be an Atlas — although one girl wanted one. He should wear white shirts, knit ties and his gabardine suits are not supposed to hang like potato sacks. He should be understanding, honest, 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 gals all want to marry for



One of the greatest top-most stunt pilots was killed recently at Jackson, Miss. When both left wings of Billy Fischer's special built Paraglider snapped off in a roll 100 feet above the ground. The little ship dove into the concrete runway and burned.

Billy Fischer is survived by his parents, Mr. and Mrs. W. P. Fischer and three sisters, all of Decorah, Iowa.

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.

This Greek God is supposed to be a quiet home type and a personality boy all rolled into one. The gals don't particularly want to work outside the home, but would if their ideal wanted them to — or the light company turned off the electricity. The lucky guy would have to work not only outside the home — but help around the house, too.

Hubby would only get a night out if he let his exstewardess wife have one too. Money has to be shared and both sides are supposed to be reasonable when an argument arises. The young man definitely cannot sport a moustache and he's got to be able to discuss politics, literature, athletics, business and clothes — his wife's of course.

Pet peeves were along the lines of conceit, 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 said, "Name your pet peeves," and in capital letters listed the worst quality in a male as — you guessed — Bachelorhood.

The AIR FORCE TIMES had a right smart cartoon in their last issue. Shows a big hunk o' brass giving merry 'ell to a jet pilot be-

cause 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 QUIT?

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 Henning. According to the pilot, "the engine quit" over the farm of the passenger's brother, although no engine 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 subsequent court action, the pilot pleaded guilty to careless flying and failure to register 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. Trumbauer
Assistant to Regional Administrator
For Personal Flying Development

HOT WEATHER SUSPECTED OF DARING ROBBERIES

St Paul Munn, 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 100 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 of an airplane. The pilot of the airplane, Mr. Sho Emall, commenced his takeoff run 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 the pilot and considerable damage to the airplane and fence. 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 Sunday, May 29, in the County of Stupidity. 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 1:00 p.m. and the airplane from which this was stolen was flying at an altitude of 50 feet over the home of the passenger, which was, of course, just a coincidence. The pilot of the airplane, Mr. Buz Zing, was very careful to observe all safety regulations by flying as low and slow as possible in order not to hit any high wires, trees or other obstructions and, therefore, all blame for the ensuing accident was placed on the airplane and Hot Weather's robbery.

The third crime of which Hot Weather is accused is the theft of engine rpm's and smooth air. The

FOR JULY, 1949

* * * * *
* **EDITORS WANTED . . .** *
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* to CASH. This work can be *
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* get paid for it. No experience *
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* est in Aviation in your Home *
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* **CENTRAL FLYER** *
* **Box 232** *
* **Martin, South Dakota** *
* * * * *

only clues were high temperature and turbulent air. This daring act was committed on the above date at about 2:00 p.m. at an altitude of 300 feet over the lake cottage of the pilot's parents. The pilot, Mr. U. N. Conscious, was circling the cottage, waving to his parents, in a very shallow, skidding turn. Since his attention was on the ground below him, he could not have been responsible for the unlooked for stall due to the turbulent air so conveniently placed there by Hot Weather, causing another fatal accident. The suspect, Hot Weather, is a dangerous, vicious criminal, and authorities warn that everyone should be on the alert for him. Hot Weather steals performance, rpm's, wing lift and propeller efficiency. This, coupled with low flying CAN steal your life.

FROM "THE PILOT'S 23rd PSALM"

More praiseworthy is he who can touch tail-skid and wheels to earth at one time, than he who loopeth and rolleth tall some damsel stares in amazement at his daring.

AIR SHOW JULY 2 AT MARTIN, SO. DAK.

The Tigers Air Circus is made up of the finest precision acrobatic pilots in the world.

One of the brightest stars of the Circus is Johnny Vasey, who has been judged the No 1 pilot at Los Angeles, San Francisco, Chicago, and Miami. See him at Martin South Dakota at the 10-ring Air Circus on July 2, at 1:00 P. M.

1949-1950 REGISTRATION OF NORTH DAKOTA AIRMEN DUE

All the 1948-1949 North Dakota airmen certificates expire June 30, 1949, according to Harold G. Vavra acting director North Dakota Aeronautics Commission. The Commission has mailed application forms to all pilots 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. Vavra said the Commission had already issued 800 new 1949-1950 certificates to airmen, however, at least 600 airmen have until July 1, 1949 to renew the certificate if they desire to fly in the state.

WEATHER FLYING

On March 2, 1949, an out of state Cessna 120 dived into a wooded 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 8:30 a.m. with both ceiling and visibility low and indefinite. The 8:30 a.m. weather reports at both Alexandria and Fargo gave Indefinite 200 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. Witness 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 109 hours.

UNOFFICIAL ALTITUDE MARK IS CLAIMED BY WOMAN

On April 24, a new unofficial light plane altitude record was set at an air show at Charlestown, S. C. by 23 year old Jewel Bailey. Miss Bailey pushed her 90 horsepower PA-11, loaned to her by Beverly Howard, up to 26,875 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-sonde transmitter was attached to the PA-11 so that the altitude could be accurately checked.

PAGE SEVEN

AVIATION

NEWS and VIEWS
By EDGAR BAUMAN

Women in Aviation

Aviation has always been popularly known as a man's game. But that idea is just as false today as it was twenty years ago when modern trans-continental airlining began. According to a recent Trans World Airline survey, more than a third of the company's employees are women, employed both in the United States and along its overseas routes as far as Bombay.

And when TWA on July 8 of this year celebrates the 20th anniversary of 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 woman flyer, who was named assistant general manager. Another woman, Margaret Bartlett, a University of Nevada graduate with a private pilot's license, held the important position of traffic agent in San Francisco.

In those days, women in the company were responsible for many of the conveniences on the fleet of Ford tri-motors. They selected the lavender table linens and dim-gold service which were used on small portable tables that were set up before each passenger for in-flight meals. They also had a hand in the lemonades, teas, and luncheons, and also in the baby foods, that were put aboard airplanes.

That was back in the days when aviation was new and when 48-hour coast-to-coast service was phenomenal in deed. (Modern Constellations trans-continental time is now 10 to 12 hours.)

But there are still a great variety of jobs in airlining for women. In fact, as airline operations have become larger and more intricate, the positions for women have increased by leaps and bounds.

Today, the glamour girls of the airways are, of course, the hostesses who, too much of the flying public, are "the women in aviation." But there are many other women who help keep airline operations smoothly geared.

To mention a few of the more unusual jobs: There are women link tramer instructors, who regularly check out pilots on instrument flying. Women are sometimes in charge of assignments for all overseas crews, with a staff of women to assist her. Others know all the ins and outs of pass-

ports and regulations aboard and handle such matters for company personnel traveling on business.

Women are accountants, analysts, public relations representatives, reservation agents, ticket agents, teletype operators, company nurses, flight control clerks, and fleet service helpers.

Great numbers of women are employed in general clerical work and also in fabric shops and in working on interior fittings of airplanes.

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

And so aviation is a man's field? Well, the gals have an answer to that. In the operation of a great airline, they say they'd just like to see the men try to get along without them.

What's this rash of articles appearing in the magazine bashing the you-know-what out of private flying? First it was that idiotic story in last month's Cosmopolitan. Then there was one in the March 19th issue of the magazine that used to sell for "F.L.V.V.E a copeeeee" by a gal named Elsie McCormack. She called it "The Sunday Driver takes to the Air" and apparently thinks she's proved that private pilots are nothing but an air-happy bunch of nut-wits who're responsible for a terrific number of accidents! The industry's in bad enough shape as it is, without turning loose a bunch o'guys n'gals who haven't the slightest idea of what they're writing about! We wonder if Elsie is a pilot! Probably not! Articles like hers are usually written by people who've never been IN a plane, —let alone pilot one! The Personal Aircraft Council of the Aviation Industries Association ought to do something about setting the magazine reading public straight . . . because if many more stories like these last two appear, there won't be any personal aircraft manufacturers to "council" n'then they'll ALL have to go back to work!!!

Pan American Airways

We know this one is true because we heard it with our great big reporter's ears at 42nd Street and Lexington Avenue, where airline busses are allowed a left turn to the Airlines Terminal, but taxicabs aren't. The bus driver thought that the taxi was going to wait until he turned in front

of him. But they both started at the same time, and the bus scraped a whisp of paint off the taxicab's right front fender. He hopped out and glaring at the airlines' bus driver, queried, "Who tha' Hell y'tink y'are, — God?" "No" softly answered the bus driver, "Pan American Airways"

Flying Fishermen

Over six thousand miles from Berlin another air lift is just beginning. The first of hundreds of fishermen heading from Seattle to the salmon-rich Bristol Bay area in Alaska currently are being flown to the North on a miniature airlift. The operation will continue to grow in volume until approximately June 25 when 2 flights a day will be landing at the war-built Naknet Air base.

Although the fish and wildlife service has curtailed fishing in Bristol Bay this season this is an off year in the salmon cycle, between 2800 and 3000 maintenance men, fishermen and cannery workers will make the trip. Old-time cannery superintendents and fishermen agree that days when they spent two months journeying north on sailing schooners 'seem an awfully long time ago.' By plane they make the trip in 12 hours.

Camera Fan

Ever want to take pictures when you're up in the clouds? Anybody with a fifteen dollar camera or better can take perfect pictures of the Rockies or the skyline of New York. Fast shutter speeds aren't necessary, for in an airplane there is no sensation of speed. The ground drifts by quite slowly when you are at fifteen or twenty thousand feet and the clouds seem to just hang there waiting to be photographed. Even an expensive lens is unnecessary because there's usually plenty of light at those altitudes. The only gadget which may be necessary is a filter or two. A yellow filter will do for many shots, but a red one brings out the clouds and cuts the blaze. Color shots, particularly sunsets, turn out well in the air. But when it's hazy, colors are too blue. In such cases, save your

film and wait for a giant cumulus cloud to float by or below you.

American's

Ronnie Calvert is a little boy with an appealing grin and not long to live. He also is a little boy with a large desire for watermelons.

When three year old Ronnie got a sudden urge for watermelon this month, his mother couldn't tell him to wait until June when the melons would be ripe — acute leukemia might prove fatal before then.

Instead, she wrote a letter to a local paper. The paper contacted a produce company. The company called its Florida agent. The agent put three big ripe watermelons on the next plane. The melons were flown up from Florida to Chicago at five miles a minute then put aboard another plane and flown non-stop to San Francisco, and three year old Ronnie.

At first, he wasn't sure he wanted any part of the big green sphere. Then his hands crept around its smooth surface and clutched it. Slowly and solemnly he worked at it with a big knife. Finally he announced: "That's a watermelon"

Though there's no hope of prolonging Ronnie's life more than two or three months, a fruit company, a newspaper and two airlines combined to give him a day or two of happiness. The last thing Ronnie said before plugging into one of the melons was "I can eat a whole one."

Stanley Hiller

Since meeting Stanley Hiller again last week, — and flying in his aerial eggbeater, we're convinced that the young man has something! He doesn't intend to snafu himself with sprawling manufacturing plants and huge payrolls. He lets contracts and the other guy worry about the bricks and machinery! He merely assembles the helicopter at his small plant in Palo Alto, Calif. Last week's issue of TIDE Magazine, summed it up when it said "There's a neat lesson in the way 24 year old Stanley Hiller, presi-

dent of the United Helicopters Inc raised \$2,500,000 to finance production of his \$19,995 "Hiller 360" When aircraft firms and bankers showed no interest in his latest invention (he had already scored in the toy business), Hiller got clearance from the California Corporation Commissioner, started a newspaper campaign on the West Coast and took off on a cross country publicity flight! The latter has just ended — And Hiller has his \$2,500,000 from 3800 stockholders, is tooling up to turn out three of the new helicopters a week." He told this reporter last week that he expects to turn one a day starting in July and already has orders for 60 of them. Maybe the graybeards of the industry, who delight in talking about having been in aviation since it started, can learn a lot from these up and coming youngsters, —like Stanley Hiller. !!!

Lay bets that if there IS a Seventh Annual Aviation Clinic the locale will be Houston, Texas.

Did anybody else see a little item tucked away in a NY Herald-Tribune story about Bermuda? It tells right out loud that "Berlin airlift planes, — including the giant B-36's, use the field (Kindley) daily"!!!! B-36's to Berlin — HMMMMM!

Should Have Been Wrapped In Red Tape

We wonder if the Civil Aeronautics Administration expects newsmen or the industry in general to do hand springs and give 'em a gold star because we finally, last week, received a report from them entitled "AIRCRAFT USE IN 1947." Yes — that's nineteen forty SEVEN!! The booklet, received the end of April (1949) is dated February 1949. As Skippy would usually say, — "It's all very confooooozin!"

Cute little story we swiped from our favorite airport sheet Sealand News, (issued to customers and friends of Ansonia and Island Airports in Connecticut). Airmen were requested to note that the airport at Wallingford, Connecticut was to be temporarily closed this week while the landing field was to be given over to a circus!!!! (Unfortunately we shudder every time we see the name of Wallingford. It was just outside of that town that this reporter escaped with his life,

many years ago, in a catastrophic NHRR train wreck! The tag line should probably be "Then and there we decided it was safer to fly" but we won't use it. Too many of my young pals perished in the train wreck!

You probably hear 'em, — no matter WHERE you live! You know — those radio programs where they play a record, — followed by a commercial for a sponsor? Well we heard a lulu here in New York last week! The disc jockey bleated "You've just heard the record "Anything Can Happen." Then after a second of silence, came the familiar transcription that starts "Western Airline — now ready for departure— Eastern Airlines — now ready for departure!" Haw!!!

6 Hour Solo

Betty Page, Sophomore at the Bennett County High School in Martin, South Dakota, soloed after only 6 hours dual in her father's new 90 hp Aeronca Champion!

Betty had her first flight last winter when all the roads were blocked after the blizzard. Her attitude after the first was "Why I could look over the whole ranch while the boys are saddling up the horses" Last week her father Dan Page, bought a new Aeronca. Betty started flying with her instructor Carl Thompson, of Martin, S D. Although Betty was a good student the fact was accomplished, Mr. Thompson said, because Betty had more time in the airplane on the ground than in the air. A course was followed on planning ahead of the flight, followed by practical application in the air.

Mr. Page says he believes the airplane is the answer to saving the ranchers a great deal of time and that "We will eventually all have to learn to fly" He has also joined the Flying Farmers and Ranchers Association.

FLASH! EXCLUSIVE! Still highly restricted — but I want to get this into the record so that in a few weeks I can say "I told you so!" One of the largest aviation corporations has just presented an idea to the government which will train combat pilots without using actual planes. This project will save the government billions of dollars a year. Repeating — BILLIONS!!!

... BUZZING ...

"In the Spring, young man's fancy turns to—flying." This might also be called the beginning of the BUZZING SEASON or the DANGER 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 these fatalities resulted from violating safety regulations, and BUZZING is the most frequent offense.

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

Hot weather, planned "carelessness", thoughtlessness, showing off to an audience, and outright violations of good flying habits and safety regulations cause most fatalities each year.

From evidence gained in the investigation of accidents, it appears that an equal number of unfortunates 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 impartially the pilots guilty of "buzzing" or "flat-hatting," whether these 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 incipient stall under 200 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— foolproof! 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 VASSEY PRECISION ACROBATIC CHAMPION

The Tigers Air Show is made up of the finest precision acrobatic pilots in the nation. Pilots that have been chosen for their acrobatics at low level 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 Tigers Air Show is Johnny Vassey. Vassey has been judged the Number One pilot at the Los Angeles and San Francisco, Chicago Air Races, Miami Air Maneuvers. This choice was made by pilot vote of commercial pilots attending these Air Meets.

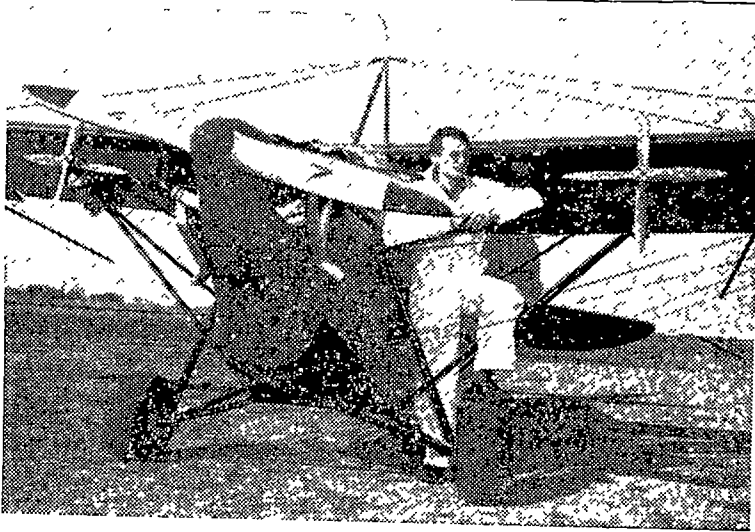
Johnny Vassey is 35 years old, hails from Austin, Minnesota, and is a veteran and Captain of World War Two. He is instructed at the Tex Rankin Flying School in Tulare, California for two years. While there he taught acrobatics

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 when he was the Kingpin in the acrobatic field. A number of Johnny's maneuvers were chosen because they were favored by Tex. Actually though, Johnny Vassey is the only pilot that has ever duplicated Tex's power on inverted spins, The Oregon Sea Serpent and the Lollipopusa, 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 acrobatic 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 acrobatic instruction to his credit. Vassey 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 Stearman bi-plane that is equipped with a Pratt and Whitney 450 horsepower engine. The plane is equipped with an inverted carburetor system and a smoke screen system.



Don't Miss It—See the 10-ring Tigers Air Circus at Martin, South Dakota on July 2nd at 1:00 P.M. You'll see the fabulous Johnny Vassey, Lowell White, Roy Timm, and several others. Shown above is Howard Libersky 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 domestic 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 million miles in 1947. That sounds like big business, doesn't it? What about Safety? Industrial flying "Company-owned" aircraft flown by competent pilots have the world's best safety record — almost three times safer than the airlines, and last year the airlines had their safest year. Sounds wonderful, doesn't it? But now, let's face a fact. The accident rate in private flying is on the increase at present and it's time we all consider and do something about it. Regulation won't do it, but education will. And, I believe some of the points I have mentioned so far are of vital importance for the safe pilot to have under his belt. But let's be very specific now and recap, and add a few new items

Maybe 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 here 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, principally point to point flying, as most good pilots fly contact and not as he is taught from his book, which involves wind sectors, double 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 important pieces of equipment in the aircraft and he should know what can be accomplished with it. With a radio, and some knowledge of its use, he is never lost. He might be slightly misplaced, but he is never lost. He should know what

a good line inspection consists of and how to do it, and that preventive maintenance is the cheapest insurance.

No. 5—He should be familiar with his airplane. Unless he has considerable flight time, he should be thoroughly familiar with slow flight and the stalling speed of his aircraft at various altitudes. He should be reasonably proficient in his coordination, and he should practice power approaches for strange fields, never forgetting that a periodic check with a competent pilot will pay dividends

No. 6—He should know about density altitude. Any good pilot can explain it to him, or we will be glad to do so. Primarily, hot days and high airports cause trouble for the average pilot.

No. 7—He should understand the regulations and abide by them. They were written for his safety and were not just arbitrarily conceived.

No. 8—And a very important item — he should know the full

(Continued on Page 12)

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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. 9—He should know that we have arranged to broadcast the weather on the beginning and end of the sequence for his benefit to give him two chances at the local weather when the reception is bad, that reasonably soon the range stations will be identified by voice, and the new sectional charts will have much valuable information on the back that has heretofore been blank; that VHF transmission and reception is here, and it is the only thing to have compared to the old low frequency performance, and that omni sets will be available soon at reasonable prices, that a needle points to the station and a course indicator keeps him on the proper heading, and that much research is going on for his benefit, and that his future, and the future of the private aircraft is actually unlimited. There is the distance-measuring equipment, zero reader, and other startling achievements that will be his soon.

No. 10—I think is the most important of all—he should know that CAA, by law, is a service organization, and that there is a wealth of information for the asking at numerous offices throughout the country. Those offices belong to the private pilot. Any communicator, any control tower operator, any CAA Agent in the field, will help you with your problems regardless of what they are. Visit these people. Get to know them, or write them a letter. Ask questions, and be sure you get the answers. If the answer is not available in the field, write to your Regional Administrator. 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 so important to the industry. Use the radio in your aircraft, and if you don't understand an instruction that you have received for it in plain English. Ask for instructions that you can understand. Don't be



Mass flyaway of eight Aeronca Champions, Model 7CCM, 90 H.P., by Dakota Aviation Company, Huron, South Dakota.

Companies taking delivery were Aerial Weed Control Company of Winner, and Hoyt's Flying Service of Philip. All of these aircraft are to be equipped with the Sevdy-Sorensen Spray Unit, the spray unit combination known as the "Spray Champ."

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 misquote 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 next 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 itinerary of the Tigers Air Show is one that features Lowell White, of Molne, Illinois. Although White is over six feet and four inches tall, he is an exponent of the light airplane. And, although he is a very fine acrobatic 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 8 feet long and 8 feet wide.

During the TIGERS Air Show, Lowell will not only land the brand new 1949 Piper-Vagabond 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 letter perfect.

White will also fly a surprise number in the show,—it would run 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 1949 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 Farmer planes landed at Rushmore and Halley airports to make the Convention the best yet. Special recognition was given the retiring Secretary - treasurer, Leonard Thompson for his undying 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. Chas. Wilson became the new president and John Spader, secretary-treasurer. The board of Directors included Evert Town, Leonard Thompson, Arnold Lowary, Edison Ward, Francis Young, James Alshousa, Roy Crisman, Colonel Vroman Jr., William Letellier and Ray Robbenolt.

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 Yankton and the selection of the CENTRAL FLYER 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

eligibles, 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 Alex Johnson Ballroom with Donn McFall of Spearfish as the Toastmaster. Guest speakers included Bert Hanson, National Secretary F.F., Governor Mickelson, Walter F. Ball, Col. Joe Foss, and Paul Jones of the CAA, also present at the supper was Lynn Hansen, Director of Aeronautics, South Dakota.

Fun Day

Despite high winds that prevailed in the forepart of the day the contests went off later in the afternoon. Col. Joe Foss and his own South Dakota Angels put on a regal display of acrobatics with their F-51's. Winners in the events at Halley airport included:

Economy race, Walter D. Miller, New Underwood; short take-off, 65 hp. Harold Salathe, 85 hp., Edson Ward, Martin, 100 hp., John Sapder, Oldham;

Spot Landing: Art Lehrkamp, Harold; Bomb dropping Alvin Lappe, Blunt, Youngest pilot, Frank Parker, Eagle Butte; prize for coming the longest distance, Mr. and Mrs. Hansen, eVrnon Center, Minn., Tallest Pilot, Art Kanningier, Shortest pilot, Otto Svarstad, Prizes for lady pilots piloting their own ship, Louise Lappe, Blunt and Dorothy A. Woodard, Longvalley

Award as the youngest Flying Farmer went to the one-year old son of Mr. and Mrs. Homer Cook, Rodney of Cottonwood. Banquet prizes donated by the Rapid City merchants went to Mrs. Collin Johnson, Tuthill; Alvin Weidenbalk, Omda, and Kenneth Sogn, Canton.

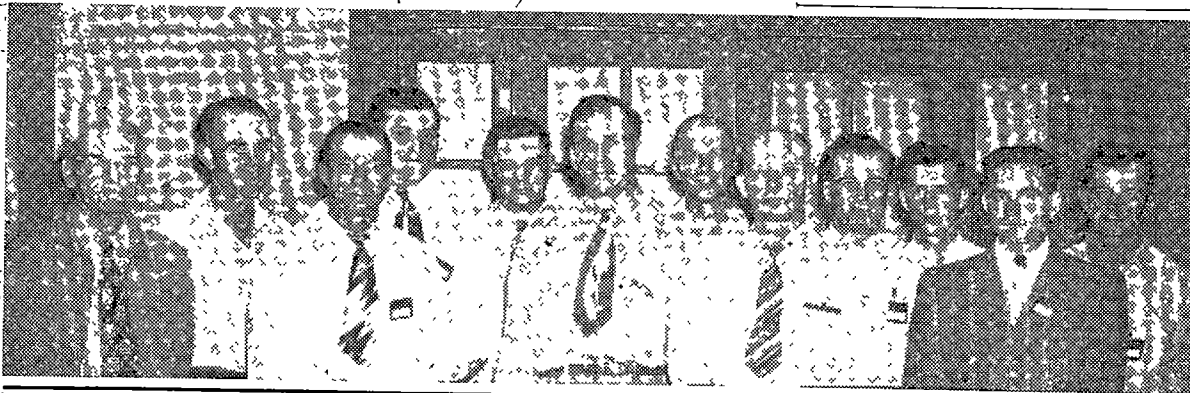
Governor Mickelson praised the Flying Farmers for their important services they rendered during the blizzard of '49. He pointed out that there were as many as 150 of them operating during the storm disaster. He said they had done a wonderful job delivering supplies and maintaining communications.

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

The North Dakota Flying Farmers and Ranchers Association staged their first Progressive Breakfast Flight on Sunday April 24 according to Richard Day, Moffit, President. Fun and fellowship was the theme of the occasion which was enjoyed to the utmost by everyone present. Even though the morning was gusty and not entirely too pleasant for flying a total of 18 planes made their appearance from various parts of the state some traveling a distance of nearly 200 miles.

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

(Continued to Page 14)



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N.D. PROGRESSIVE FLIGHT BREAKFAST

(Continued from Page 13)

Moffit the first of a series of four competitive stunts or games was enjoyed by the flyers Lorn Duemeland of Bismarck, was in charge of the entertainment phase and it was at this first stop where he arranged for a balloon busting contest. Balloons were inflated and released by the pilot, the object being for the pilot to break the balloons Tom Marking, Bismarck, won the first contest in 2½ minutes time

The Bill McDonald farm was the next stopping point. It was at this point where Mr. Duemeland arranged for a bombing contest. Pilots were given paper bags filled with two pounds of lime and tried their skill at dropping the lime bags in the center of a large circle drawn on the landing strip. Winning this contest was Duane

Larson, Ft. Clark, and Homer Andrews, Moffit, taking second. Mr. Larson flying a Waco. Bob Watts of the Capital Aviation Company, Bismarck, released a parachute to which was attached a dummy, but no one was the wiser that it was a dummy until it came floating down close to the field

The flight then proceeded to the Richard Day farm, Moffit, 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, Bismarck, with Don Schoonover, Bismarck, 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, swelling the crowd to an estimated 150 persons.

The final stop of the flight was at the Jule Doan farm at McKenzie. Here a spot landing contest was held which was won by Virgil Prouty, Bismarck and placing second was Clell Rambough, Braddock. Then again another round of refreshments was served consisting of coffee, ice cream, cake and sandwiches.

On the scene were Charles Murphy and Harold Larson from KFYR broadcasting station who made a 30 minute wire recording of the event which was released over the air at 10:39 in the evening. Ken Wright from the Bismarck Tribune covered the affair for the Bismarck Tribune.

Flyers present were the following: Walter Besler, Braddock; Dick Day, Moffit; Thorval Stevens, Hatton; Sammie Thompson, Hatton; Lorn Duemeland, Bismarck; Homer Andrews, Moffit; Don Dralle, Moffit; Alfred Hoover, Floyd Plath, Kindred; L. J. Alger, Grand Forks; Don MacDonald, Davenport; Ivan Sherman, Menoken; Duane Larson, Ft. Clark; Dale Rambough, Braddock; Howard Barton, Braddock; Cell Rambough, Braddock; Burton Naaden, Braddock; Alden Smith, Huff; Nate Thompson, Kindred; Chet Mulholland, Kindred; Joe Lippsmeyer, Bismarck; Tom Marking, Bismarck; Bill MacDonald, Moffit; Bob Watts, Harold Vavra, Virgil Prouty, Ell Torrence, Don Schoonover all of Bismarck; Jule Doan, McKenzie and Jule Doan, jr., McKenzie, N. D.

AERIAL SPRAYERS GAIN 100 PER CENT OVER LAST YEAR

The North Dakota Aeronautics Commission has licensed 62 aerial crop sprayers and dusters in the state operating a total of 118 spray equipped aircraft, it was announced today by Harold G. Vavra, acting director of the Commission. This represents over a 100 per cent increase in the number of aerial sprayers compared with the 1948 season. The 118 sprayer aircraft represents 12 per cent of all the aircraft in North Dakota. Of the total of 118 aerial sprayer aircraft represents 11 per heavy type Boeing Stearman while the balance of the 80 are light aircraft of the Piper, Aeronca, Cessna class converted for spraying

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