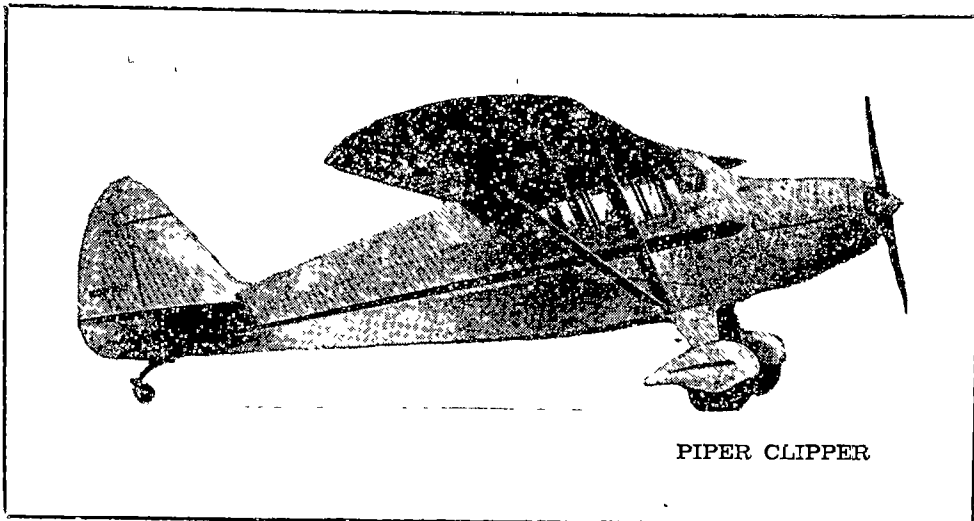


# Central Flyer

Continuing "DAKOTA FLYER"

MARCH 1949

20c



PIPER CLIPPER

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1st ANNUAL CONVENTION  
MARCH 17, 1949  
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## Gentlemen's Corner



A great philosopher of our time says that the most successful marriages are between people that do things together. In any event, that is the practice of Edna Levengood and her husband, Ray. When Ray began flying, he found his wife close at his heels. She just wasn't going to be left out of anything.

Edna Levengood is a teller at the James River Bank at Jamestown, North Dakota, she has been flying for the past year and made her first solo in only eight hours of dual instruction. Her husband is now working for his commercial license and Edna is also looking forward to her's. As they have always participated in various sports together they are now looking forward to the time when they will be able to fly together.

### ATTENTION SCHOOL AND CITY OFFICIALS

Is your city airmarked? Cameron, Campbell, Chillicothe, Elmo, Gainesville, Mount Vernon, and Rogersville are the latest additions to the list of towns in Missouri which have established standard airmarkers. Free paint, plans and instructions are still available to any person desiring to put his city on the air map with an airmarker. Just drop a postcard in the mail to the Aviation Section to obtain assistance.

MISSOURI AVIATION  
NEWSLETTER

FOR MARCH, 1949

"AVIATION IN THE NORTHCENTRAL STATES"

## CENTRAL FLYER

Martin  
South Dakota

Dickinson  
North Dakota

Vol. IV

MARCH, 1949

No. 3

**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"

Editor .....CARL THOMPSON  
Associate Editor ..... EDGAR BAUMAN  
Advertising and Circulation .....ELLA THOMPSON

One Year Subscription—2.00  
Advertising Rates Furnished Upon Request

### CIVIL AERONAUTICS ADMINISTRATION

#### Third Region

#### ITINERARY FOR MARCH, 1949

Mar. 8—Tues. Municipal Airport  
Jamestown, North Dakota .....Aircraft, Flight & Written Exam.  
Mar. 9—Wed. Municipal Airport  
Bismarck, North Dakota.....Aircraft, Flight & Written Exam.  
Mar. 10—Thurs. ....Worth Field  
Dickinson, North Dakota..... Aircraft, Flight & Written Exam.  
Mar. 15—Tues.....Bell Airport  
Devils Lake, North Dakota. ....Aircraft, Flight & Written Exam.  
Mar. 16—Wed. ....Port-O-Minot  
Minot, North Dakota.....Aircraft, Flight & Written Exam.  
Mar. 17—Thurs. ....Municipal Airport  
Williston, North Dakota.....Aircraft, Flight & Written Exam.  
Mar. 25—Fri. ....Municipal Airport

Written Examinations may be taken Monday through Friday of any week at 209 Walker Bldg, Fargo, N. Dak. Aircraft and Flight Tests at Hector Field, Fargo, N. D., may be secured by appointment only.

Senator Day of North Dakota has introduced a bill to the current Legislation for the State of North Dakota to purchase a Helicopter. It is to be stationed at a convenient place for the purpose of making mercy calls to all points in the state. This transportation is to be used in the event of any emergency. (Sen. Bill 141).

Senators Sandness, Reinke, Fraser and Bojorlie have introduced a bill (Sen. 176) for an experiment station of the North Dakota agriculture college for research and experiment for the control of weeds, insects, plant disease and crop treatment.

At the request of the Aeronautics Commission the Senate is considering a change in section 35-1301 (Sen. Bill 35) to include a mechanic or aviation operator to a lien on aircraft until all charges are paid on repair or altering of aircraft.

### WARNING OF PILOT SHORTAGE, AUSTRALIA

A potential shortage of air line pilots in Australia could be avoided if the migration of qualified pilots of suitable age were encouraged now, say air line officials in Melbourne, Australian Na-

tional Airways, Ltd., recently engaged 40 new pilots, and it was expected this would be the last time an air line could ask for a batch of pilots and get them. The air lines do not know how much longer they will be able to get enough pilots to keep all their services flying.

PAGE THREE

# STATE AERONAUTICAL NEWS

For North Dakota

## Hunting of Predatory Animals with Aircraft

Pursuant to authority vested in the State Game and Fish Commissioner under Chapter 20-0108 of the North Dakota Revised Code of 1943, the following regulations are hereby prescribed for the use of aircraft in the hunting, killing and taking of predatory animals upon which the State of North Dakota pays a bounty

1. A permit to use aircraft in the hunting, killing and taking of predatory animals may be granted for a limited period in any year to any person who complies with the following regulations and shall be valid only for the period stated in the permit and for the hunting of the predatory animals specified.
2. Application for a permit shall be made to the Game and Fish Commissioner on forms prescribed by him and shall be verified
3. The application must be accompanied by a cash bond in the sum of \$250.00, two hundred and fifty dollars, which shall be forfeited to the State of North Dakota if the holder of the permit is found guilty of violating the laws relative to hunting with aircraft or these regulations
4. The applicant must be at least 21 years of age and a resident of the State of North Dakota and shall be a duly licensed airplane pilot who has complied with all requirements of Federal and State laws, and regulations to entitle him to operate the airplane covered by the permit the term and within the area covered by the permit, involving low flying, landing on ground other than established flying fields, trespass upon private property and other operations incident to such flying  
(In order to insure the safety of the pilot and for the protection of the general public, rule Number 5 is prescribed upon recommendation and with the approval of the Director of the

North Dakota Division of Aeronautics)

5. The applicant shall have at least 400 hours of total logged flying time as an airplane pilot of which at least 200 hours shall have been devoted to flying an airplane or airplanes of substantially the same type as the airplane to be used under the permit, and at least 30 hours shall have been devoted to flying the airplane to be used under the permit within six months immediately preceding the beginning of the term of the permit
6. Application for permit must show pilot's license number and C. A. A. number and type of aircraft to be used.
7. The number of the aircraft hunting permit must be painted on both sides of the plane fuselage so as to be readable from the ground while plane is in flight. Permit numbers shall be of a minimum height of 18 inches, at least 3 inches wide, to be printed on the fuselage far enough ahead of the tail structure to allow for that size letter, using light letters if the color of the plane is dark and dark letters if the plane is light
8. Permits to hunt fox or coyote with aircraft shall be valid only during the months of December, January, February and March
9. The granting of a permit to use aircraft in coyote and fox hunting does not grant the privilege of trespassing on private land, or land which may later be closed by notice from the Game and Fish Department. Such permission must be secured from the land owner or operator
10. Holders of permits to hunt predatory animals with aircraft must, prior to July first of each year, make a complete report to the Game and Fish Commissioner of all animals killed while operating under such permit. Failure to make a report

will cancel aircraft privileges for the following year.

11. The permit shall be valid only for the use in such hunting of a specified airplane belonging to or under the control of the applicant, of such type and in such condition as to be suitable and safe for such use. The application shall state the name and address of the applicant, his interest in the airplane, the name and address of any other person having an interest therein and the nature of such interest, the N. C. license number, general description, make, model, color and distinguishing markings of the airplane and the number and location of the airport where it is based.

### AERONAUTICAL LAB NOW IN OPERATION

Newest of the activities on the campus of the North Dakota Agricultural College at Fargo to offer information and testing services to the state, is the Aeronautical Engineering Section, which was instituted in 1947 as a sub-department in Mechanical Engineering.

Increased flying activity throughout the state, and modification work that is done periodically on privately owned aircraft, make it highly advisable that some agency gathers, correlate and publish technical information, and do testing and design work on new ideas. The Aeronautical Engineering Section is such an agency.

The work of the Section falls into two broad categories: aeronautical laboratory work, and student instruction. The activities of the aeronautical laboratory are as follows:

- (a) Design of new equipment for aircraft owners and operators.
- (b) Testing of new or newly modified machinery and aircraft components.
- (c) Publication of technical material in the following fields: aircraft and engine design and modifications; airports; accident prevention, special devices.
- (d) Undergraduate visual in-

(Continued on Page 5)

## My Vacation

Last year the weather man was good enough to warn me that winter was about to make its chilly assest and I hurried down Mexico way to bask in the sun a few days. This year for want of an automobile at the other end of my trip I thought of taking my time and driving south. That is where an airplane driver just might meet his Waterloo. After two weeks of hamburgers, tourist courts, hotels, snow and more snow I was forced to vacate my car and look for an airplane. In all this two weeks I had made almost three hundred miles. Vacations for me, I had decided, should be limited to air transportation.



Every cloud has a silver lining and altho mine came in the form of more work and the sacrifice of a vacation I have found a great deal of enjoyment in being a small service to a great many people in southwestern South Dakota.

On January 12, 1949 the National Red Cross declared an emergency in the Blizzard Stricken Areas of Nebraska and South Dakota. Air travel, considered by many as a luxury became the main mode of transportation. My lot was Bennett County and for the next two weeks chalked up seventy some odd hours of flying time. The personal plane proved its worth following the blizzard.

I should like to commend the many pilots who took part in relieving the extreme conditions and further mention some of the services performed by these men. Ranchers and Farmers were marooned town and could only return home to care for livestock by air. Supplies of various kinds were delivered by air as rapidly as flights could be made. Necessary repairs were handled, hired hands were transported to care for cattle, vaccine and other medicine and supplies were distributed, in fact a service was performed which by any other means would have been impossible.

By reason of air travel a great many hospital cases were cared for. At times it was a matter of taking the doctor to the patient and later moving patient to the hospital. Hundreds of Red Cross parcels of food were distriputed to needy families. Deliveries of fuel oil, coal, and gas were also part of a day's work.

By use of the airplane many ranchers were notified of the whereabouts of isolated cattle and were able to proceed directly to them to provide feed and water.

The loss of livestock is entirely problematical as yet. We hear many rumors which cannot be confirmed. Some report tremendous losses, others being much more optimistic. Until the range country can be inspected, such loss will be entirely a matter of guesswork.

The sufferings, hardships and losses during and subsequent to the blizzard, and the series of blows that continued at short intervals throughout the entire month are already history not to be forgotten so long as we who saw it happen are still here to talk about it.

## N. D. AERONAUTICAL LAB

(Continued from Page 4)  
spection and wind tunnel laboratory operation.

Any aircraft owner, operator, or pilot may utilize the services of the aeronautical laboratory for design and testing work at the regular consulting rate for engineering work. The publications of the aeronautical laboratory will be made generally available through the college.

An example of the work of the aeronautical laboratory is the design and testing of new type aerial weed-control equipment which is under way at the present time.

Student instruction consists of a four year college course in Aeronautical Engineering leading to the degree of Bachelor of Science in Mechanical Engineering (Aeronautical option). The first two years are identical with those of Mechanical Engineering; the Junior and Senior years contain courses devoted specifically to aeronautical engineering. These include three quarters of aerodynamics, three of airplane structures and vibration analysis, one each of orientation, visual inspection laboratory, aerodynamics laboratory, aircraft engines, and aero-propulsion. During the last part of his training, the student undertakes the actual design of a smaller airplane.

Enrollment of students in the aeronautical engineering is growing, and is expected to level off at from 15 to 20 students.

Information on the consulting facilities and the aeronautical engineering undergraduate course of study may be had by writing: Mechanical Engineering Dept. North Dakota Agricultural College Fargo, North Dakota

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# Mac Service Letter

## LOST AND FOUND

Pilots who make emergency landings and then neglect to report their safety are a threat to the search and rescue procedures which are set up to help lost pilots. A few weeks ago a pilot in the midwest made a landing at a spot other than his announced destination, and spent 24 hours at a resort hotel before reporting to his base. In the meantime a friend had announced that he was missing, and planes set out in bad weather to make a search.

During the same week another thoughtless crew made an emergency landing on a farm, and failed to tell anyone about it. Search and rescue procedures were underway for them, too, when a sheriff's office discovered that the plane's occupants were safe.

These actions on the part of pilots are reminiscent of the old story about the boy who cried "Wolf" too often. The boy was always reporting the presence of a wolf, and calling for help just to get attention to himself. When a wolf really did appear and attack the boy, his friends thought it was another false alarm and they did not go to his rescue.

Pilots, C. A. A. officials, police and sheriff's offices can hardly be blamed if they discount reports of an emergency concerning a pilot who previously has been guilty of allowing a useless search for him.

It is a wise move for every cross-country pilot to file a flight plan. This will assure institution of search and rescue procedure in case the pilot does not arrive at his destination. Obviously the pilot must report immediately when he lands, whether it be at his destination or some alternate spot.

A pilot should report any variation in his flight plans even if they are not filed. It takes only a few minutes to make a telephone call or send a telegram, and this courtesy may save someone a lot of worry and trouble—MAC Service Letter

When you hear anybody blowing about how hot a pilot he is, don't take all his words too seriously. Remember the parrot. Among birds, he is the best talker and the poorest pilot.

## WHY DON'T MORE PEOPLE FLY?

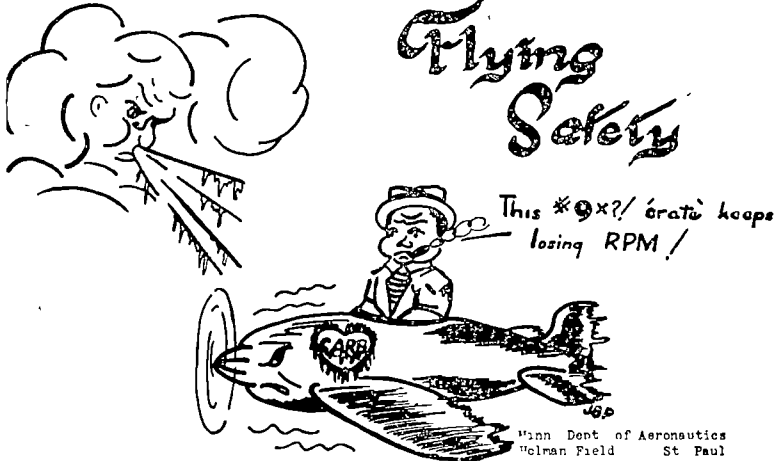
Recently a survey was made to find out why the people who don't fly, don't fly.

And the basic reason with the great majority is fear. Fear of crashes which receive so much publicity. Fear of what they don't know and can't understand. Fear of the unknown can be licked only with knowledge, information, and proof through successful demonstration. . . .

. . . Aviation must prove with safe, dependable performance and with an educational program which shows how they do it and why it is possible, if the public is ever to overcome its fear of flying. . . .

With ILS the pilot can see for himself when he is on course, or a few feet to the right or left of it, by just watching an indicator. With the automatic pilot tied into the ground ILS station, as we have seen in CAA's experimental plane, it does a marvelously and consistently accurate job (within a matter of feet) of landing the airplane by itself. . . .

If fear is the primary obstacle to increased sales of air transportation (and this survey indicates it is) then every principle of good sales management tells us to go all out to "lick" fear, and the only way we can "lick" it is by using the one known tool which has ever been able to do the job—information, knowledge



Induction-system icing is likely to occur when flying in clouds, rain, fog, sleet, wet snow, or when relative humidity is high. Ice is formed by a cooling effect on the evaporated fuel after it has been introduced into the carburetor air stream.

With a fixed pitch propeller, if RPM or manifold pressure begins to drop for no apparent reason, put your carburetor heat full on. There will be a slight loss of power when heat is applied.

**ALWAYS ACT QUICKLY UNDER THESE CONDITIONS. DO NOT DELAY. THE ACCUMULATION OF ICE IS PROGRESSIVE AND OFTEN YOU MAY HAVE ONLY A MINUTE TO DO SOMETHING ABOUT IT.**

Correct temperatures may be maintained by readjusting amount of carburetor heat. Do YOU

Check whether your carburetor heater is functioning properly

before take-off?

Check sediment bowl for water to avoid fuel line freezing?

Always check for loss of RPM, rough or noisy engine on pre-take off check?

Watch for propeller and carburetor icing during warmup in cold or damp weather?

Always use a constant power setting so that a loss of RPM while cruising makes you suspicious of carburetor icing during this time of year?

Apply carburetor heat gradually, but fully, when it is thought to be needed?

Make it a practice to apply carburetor heat before retarding the throttle — for either a glide, or low power setting?

Keep your gas tanks filled to prevent condensation?

Use of carburetor heat when not needed can cause your carburetor to manufacture ice. Ask your operator or A & E about use and duration of carburetor heat



Official

# STATE AERONAUTICAL NEWS

## For Nebraska

### Nebraska Farmer

The State of Nebraska is proud of its "flying farmers." They are the biggest single user of private aircraft within the state. The farmer has found that there are many uses for an aircraft in his daily operations.

In the course of a normal day he may use an airplane to go to town for supplies, for studying soil erosion and conservation, to check fence lines or drop salt and feed to cattle. Many courtships and friendships have been carried on by airplane. Emergency parts for equipment in harvest and planting times can be obtained by air with little delay.

There are 22 operations in the state, approved for aerial crop spraying. This is a growing business all over the country and more farmers are accepting this method of weed and pest control every day. Seeding by aircraft has lessened the farmer's planting expense and time.

Many farmers and ranchers now have landing strips on their farms and ranches. In June of this year there were 97 personal-use fields in the state. The Department of Aeronautics furnishes a windsock and assembly for these fields. In 1948 there has been an increase of 234 per cent in the number of personal-use fields and we have every reason to believe that this increase will continue.

We now have over 3,000 registered pilots in the state and though it is impossible to determine just what percentage are rural users, it is known that the percentage is high. 1052 aircraft are now registered, showing an increase of 31 per cent.

Many residents of rural areas formerly had to wait from 12 to 24 hours for printed newspapers. Now aerial jockeys deliver their papers to the dooryard, often much faster than urban readers receive theirs.

Feeder line service and airmail pickup have speeded up mail deliveries to rural areas. It is conceivable that in the foreseeable future automobiles on the farm

will be almost unknown except for trucks.

The Nebraska Flying Farmers' organization is probably our greatest sales organization for the utility of the light plane.

### PILOT AND AIRCRAFT REGISTRATION

Pilots and Aircraft owners are reminded for the last time that Federal Airman and Aircraft Certificates must be registered with the Department of Aeronautics for the period January 1949 through December 1949. Failure to do so carries a maximum penalty of \$500 fine and six months imprisonment or both.

There is no fee for registration with the State and many benefits are obtained by doing so. State Aeronautical Charts and Airport Directories are mailed free of charge to all registered pilots. These things and many others make it worth your while to take the few minutes necessary to mail in the application blank that was supplied to you.

If you have misplaced it, a new one will be sent you on request.

### AIR AGE EDUCATION

Department of Aeronautics in order to further the Air Age Education of Nebraska teachers and children has purchased a 16mm movie camera and a sound projector. It is planned that educational films will be made and shown. At the present time colored films have been taken on the relief work in the western part of the state. Plans are now being made to produce a film showing the steps in building an airport in a typical Nebraska town. A sequel will be made to this picture listing suggestions for making the airport support itself.

### State Owned Airfields

The State owned airfields are now in their second year of operation and supporting themselves. Bruning was taken over first, in June of 1947, and all were under State control by January of 1948. All buildings on the fields are under lease and all land is under cultivation.

### Airmarking

"An armarker in every Nebraska town" is the goal which is gradually being reached by the Department of Aeronautics. On June 30, 1947 18 per cent of the towns in the state had been airmarked and by June 30, 1948 36 per cent of the towns had completed airmarkers. This increase indicates that twice as many towns were airmarked during the year as compared to former years.

There were 120 airmarkers completed in 1948. Total expenditures on airmarking during the period from June 30, 1947 to June 30, 1948 was \$4,793.63. The total expenditures on airmarking during April 1947 through October 1, 1948, and source of funds, were:

State funds — \$12,247.25  
Federal Funds — \$1,500.00  
Total expense — \$13,747.25

This expenditure included designing of layout plan, and labor in laying out and painting markers.

### GOOD OPERATING PRACTICES AWARD

The State of Nebraska again rates second in the number of Good Operating Practices Awards issued in the nation. In 1947 Nebraska had fifty-eight airports, or 45 per cent of all airports in the state qualify. In 1948 Nebraska ranked second only to Illinois. There were 72 qualifying airports in the State or 53 per cent of all airports qualified. Illinois had 70 per cent of her airports qualified. Congratulations to all fields that qualified. We hope that next year they can be tops in the nation.

### VIOLATION PROSECUTED

On January 24, 1949, James Schmidt of Tekamah, Nebraska pleaded guilty in County Court to a charge of operating an aircraft without a license or permit. He was fined \$25.00 and costs. He was apprehended on the 22nd day of December and had allegedly been hauling passengers and hunting coyotes by air with no student permit or license to operate an aircraft. Mr. Schmidt was reported to have 5 hours of dual instruction and no solo time.

## We'd Like You to Meet . . .



This month we deviate from our regular practice of introducing to you an Airport Operator to bring to you a new member of our CENTRAL FLYER staff. Edgar Bauman, Manager of the New York News Bureau. Many of you have in the past read the ever interesting "Aviation News and Views" in several of our leading aviation publications. Now we are proud to announce that starting with this issue Mr. Bauman's column will be a regular feature of "CENTRAL FLYER".

Mr Bauman will be given the widest latitude and the opinion expressed will not always be the opinions of the publisher. His prose sometimes sounds like jottings on the back of an envelope in a lurching taxicab. Nevertheless, unlike many fainthearted writers, let the chips fall where they may You will find Mr. Bauman a public servant of the aviation world, and at any time that you have any comments on his column "We'll look forward to hearing from you"

Three Memphis dentists do their "tooth pulling" by air, according to Hilmon Pinegar of the Press-Scimitar. Drs. Mirles Matthews, Bill Grammer and Norman Grammer make weekly trips down White River from Batesville, Ark. in a float-equipped J-3 Cub.

PAGE EIGHT

Just in case your papers didn't carry the story we'd like to let you know that a Florida-New York train was derailed recently and there were scores of people hurt. The biggest newspaper in NY gave the story seven inches on page three!! BUT — if gof-fa-b-d it had been a plane — yipes!! (THE SAME TRAIN WAS AGAIN derailed two days later and not a word was printed about it! H-m-m-m-m-m).

A recent news story insisted "Truman is Still Ready to Receive Stalin" and then went on to say how nice it'd be if Uncle Joe'd fly over here. Even said that Truman'd send his "Made-special-for-Dewey" Constellation over for him. Didn't that dopey editor know that Stalin is afraid to fly — never HAS flown — and NEVER WILL!! Yeah! An' we'll BETCHA too!

A friends of ours in the aviation parts and supplies business received this letter recently "I am not mfg. company but ex-GI who has ideas for future aircraft as named above. (Super sonic type) Would like price listing & etc, on your products. Will appreciate all you can give me. Please don't obligate me for as yet need backer for the amount of \$679,400.00. I don't know if you take care of aircraft. Please reply if you do or don't." Well, — this aviation business has driven a lot'o folks nuts, so one more won't make any difference!

The guy that started "Operation Little Vittles" has come home. We had lunch with him last week and it was the most enjoyable one we remember.

Lt. Gail S. Halversen, the flier who originated the idea of dropping handkerchief-sized parachutes full of candy to Berlin children, brought a stack of letters, cards and watercolor sketches with him. He said they were part of the 4,000 thank you letters he has received from German children. Halversen also has a worried brown Teddybear with him. It came from a 6 year old girl who wrote to "Uncle Chocolate Flyer" telling how much she thought of her toy. "Because it means so much to me," she wrote, "I want to give it to you so you can know how much I thank you." The flyer says it is the finest gift he has ever received.

# AVIATION

NEWS and VIEWS  
By EDGAR BAUMAN

Hey gals — I've solved a problem for you! No more worries about your perfume bottles popping in your baggage while in planes at high altitudes. Do a little reasearch on th' subject. I found that the L'Orly Perfume Company will, by the time you read this, be marketing perfume put up in tiny plastic globules which won't act up under altitude pressure. When you want to make yourself smell pretty, you just stick a pin in th' gmmick and dab it on th' same as any of your regular bottled perfume. Th' stewardesses' love THIS one!

We have a few papers in California and in some of the other usually warm western states running our stuff. We had a little poem on hand that we swiped from "Rudder Flutter," the official publication of the Idaho State Dept. of Aeronautics. After we saw the "winter scenes" from out thatta way, we concluded that they could use th' poem. AFTER all, — so — here it is!

"Weather's no trouble"  
Quote Hardluck Sad Roe,  
As he took off one evening  
In wet, falling snow.  
"I don't need my gauges  
To tell up from down"  
We soon got th' rector  
To bury that clown.

We had pretzels n' ginger-ale with Bill Odom last week and every time we chat with him the more we're impressed with him! We'd previously met him after he'd completed a round th' world trip sponsored by that publicity hating Chicago pen manufacturer. But that time, when th' press came to talk to Bill, th' sponsor basked in th' limelight to a point where everybody felt sorry for Bill and nauseated because of the antics of his erstwhile boss. This time through it was entirely different. His attempted non-stop trip in a small plane from Honolulu to New York was sponsored by Beechcraft and after his belated arrival in New York, the Beechcraft folks crept into the background — after making the simple announcement that Bill had been free to handle the trip

CENTRAL FLYER

any way he saw fit. Furthermore, they said, he will continue to have the same privilege on a "series of other projected trips" he will make for them. Paddy-cakes to Beechcraft.

Limited space prevents us from reporting all the interesting things Bill told us, but we thought you'd like to know for instance . . . Seventy five lbs. of survival equipment was carried in the plane. He had enough food and equipment lashed to the 1-man raft to live for thirty days. It included a radar fan-mast on which rescue plane could bet an easy fix. It was all attached to his parachute, so in case he had to bale out — it all went with him.

"The first ten hours are the hardest" on a trip like that. The knowledge that you're almost there keeps you stimulated the rest of th' way. Hard to keep awake? Not at all. He "chewed the fat" with radio stations and ham operators almost all th' time he wasn't engaged in navigating. HOW did he keep awake? Easy! "When you're the pilot, copilot, navigator, flight engineer and stewardess, — you just DO!"

He ran into unexpected thunderstorms for the first 7½ hours. He was escorted by a Navy PBY for the first 1000 miles. It's pilot reported that he was having more trouble handling the big flying-boat, than Bill was with his Beechcraft Bonanza.

He's not superstitious but started on the 13th of the month, because "that was th' day the weather looked the best."

He carried 260 gals. of gas and 58 qts of oil. Didn't need all that oil so will save weight next time by taking less.

Claims the whole trip could easily be navigated by radio fixes. Thus, next time will put in new radio navigation equipment (I think he said Lear's ADF Automatic Pilot) that'll only weigh about 20 lbs, thus saving still more weight. . . . He used a shoulder harness and insists it should be a "MUST" on all civilian planes (and all others, too, if Bill has his way). Claims that the presently used seat belt is merely a "stomach buster" in case of a

crash! (CAA PLEASE NOTE!!) . . . During the thunder storm the wing tanks in which he carried his extra fuel were flying straight and level but the plane (between them) was bouncing up and down!

Before he takes off he goes on a "training diet" which was prepared for him by United Airlines' Medical Director. Only takes along some small chicken sandwiches and tea with a lot of sugar in it. On the 22 hr jump during which he covered 2406 miles (to swipe the record from the Russians) he only ate six little chicken sandwiches.

The gas he used enroute from Honolulu cost about \$54. Fuel for the Honolulu-New York hop would only have cost \$75!! Shell Oil Company supplied the fuel (Oh don't mention it!)

He gets madder'n Hell when people refer to his trips as "stunts." He insists that's not so! The plane he used was a production model Bonanza and the trip was made to "prove the dependability and reliability of the small light airplanes, its engine and its many instruments as a means of family transportation and for use in everyday business trips."

Would he want to elaborate on some of the other trips in the "series" he will do for Beechcraft? Nope, not just yet! Will he try Honolulu-New York non stop soon again, "Hell, yes —" Bill's probably enroute for Hawaii again as you read this! As Bill says, "It's ONLY 5010 miles from Honolulu to New York." (The caps for the word 'only' are ours) He looks forward to that trip with about as much concern as you do when you roll the car out of th' garage every morning to go to the office!

We like Bill Odom. He's a sound, sane, experienced pilot who can easily demonstrate that "You too can fly your light private plane over great distances with safety and economy"

Other manufacturers should take the hint from Beechcraft. They probably won't!

When you see planes flying these days, their identifying letters lack the old familiar letter N. No more NC's and NR's adorn their wings.

The N was an international identification mark showing that the plane was of U. S. registry. The other letters indicated the

type of plane: C for certificated; R for restricted; X for experimental, and L for limited. The change was ordered by the Civil Aeronautics Board about eight months ago to simplify identification. Since a great majority of the aircraft are in the NC category, the second letter has been unnecessary for some time. Under new regulations, a special note must be printed on or near the main instruments of experimental, limited or restricted planes as information to pilots.

Air Force nurse, Lt. Margaret C. Flynn, of Philadelphia, became the first woman to fly over the North Pole when an Alaskan-based B-50 in which she was riding made the trip recently.

Illinois has its own version of "Operation Haylift." A plane piloted by Oliver Walton makes daily flights from Rockford to scatter feed to thousands of hungry ringneck pheasants. The daily corn flight, known as "Operations Feedbag," is financed by sportsmen and the state conservation Department.

An Air Force plane on loan to the United Nations flew into Belgrade, Yugoslavia last week with a load of anti-tubercular vaccine. Approximately four and a half million children will be tested in Yugoslavia. Perhaps a million will be vaccinated. The plane, bearing UN markings was on a regular flight in the international campaign against TB.

A new "highway and skyway" helicopter has been patented. Foldable rotors make it possible for the pilot to convert it from air to land travel and vice versa without leaving the cockpit. The inventor says the new copter permits detours by air to escape traffic jams, flooded roads and other obstructions.

In South Dakota relief fliers landing on a snowbound farm noted the tracks of another plane. They asked the farmer why it hadn't left food. "Oh hm," the farmer replied, "he just landed to serve eviction notice on one of my neighbors."

Stanley Hiller and United Helicopters received third type approval ever granted in U. S. for Helicopters.

PAGE NINE

FOR MARCH, 1949



# Making the Airport Self-Sustaining

By KARL E. VOELTER

(Continued from the February issue of Central Flyer)

## Transient Accommodations

We are coming into an era where we will find many entirely modern transient quarters. At present the writer is inclined to think of them in terms of the high class "motels" that we see throughout the West and down through the South. These are really high grade, each individual and with private bath. They are profitable. Investigation discloses that 16-20 modern units of this type are capable of producing \$1000.00 per month net profit. They are purely transient and the rates are \$4.50 - \$5.00 per night. This offers a logical tie-in with the restaurant, snack-bar, and cocktail lounge. Convenience to the traveler is great and eliminates taxi-trips to and from the city. Presuming the airport is on a main highway, we would advise the establishment of transient facilities more conveniently located to the highway than to the airport administrative or operating area, if necessary. This would permit occupancy of unused space by highway traffic after a normal period of airport usage had expired each evening. Transient type units where now established on airports have proved decidedly popular, and as stated above, offer handsome returns to the sponsor. The investment is safe and is easily underwritten if necessary.

Just a few weeks ago I visited with Municipal Officials in a prominent North Dakota City, and during a semi-public discussion on the possibilities of perimeter development at their airport, an implement distributor came in. The City Manager, recognizing the implement man asked him if he would be interested in locating his implement business on their airport, and with out the slightest hesitation the implement man assured the City Manager that he would be happy to. Further conversation disclosed that he already does a vast parts business through the use of aircraft. I gathered that he has aircraft of his own available for parts deliveries, but he stressed the number of flying farmers who fly to the local airport where he

meets them with parts previously ordered by them by phone. The possibilities in this type business should be recognized by a majority of my readers. Beyond all this however, think of the practicability of an implement concern locating on as favorable a spot as an airport — highway area.

During the war an old time airport operator in a popular Illinois community recognized the almost crying need for a recognized tractor-engine overhaul shop in his area. Utilizing a then empty hangar on his airport, and capitalizing on his past record and experience as an "expert aviation — engine repairman" he opened the new project, which almost instantly was flooded with (cash) business. He added a crank shaft grinding machine which he later told me he could have kept busy 24 hours a day at a handsome profit. After the war, with his business continuing to flourish, he began taking in automobile engines for major overhaul. The customer, by the way, delivered the unmounted engine to the airport shop, and he received it again that way in from two to three days. His jobs were all well done and he stocked most of his own parts. It then became necessary to use the hangar for aircraft storage, and temporarily he was forced to move his motor overhaul business away from the airport because no building there was large enough to hold it. This is just another idea in non-aviation development on the airport. The same has been done with aircraft radio repair shops which took on home radio repairs as a side-line, and had to double and triple their help to handle the additional business.

Today we find on airports, such non-aviation revenue producing activities as barber shops, drug stores, florist and specialty shops, green houses, outdoor movie houses, home caterer amusements of every description, trucking services, auto service garage, filling stations, warehouses, material and equipment storage, state and county usage, agricultural development, research and experimental and numerous other businesses, all adaptable to airport perimeter installation.

It is not meant that you should deduct from the foregoing that we advocate a Coney Island or a honky-tonk development. Neither do we assume that every airport is adaptable to every business development described in the foregoing. We do maintain however, that every airport is adaptable to some part of our exploitation and is logical location for something of value beyond aviation.

Many communities have profited by the installation of "Tee" hangars for private aircraft. The private aviation industry depends on the installation of individual-type hangars. We cannot progress without them. If municipal capital is not available for their construction, try private capital. The investment is safe and it pays off in excellent dividends to the owner or sponsor. At many airports throughout the country where Tee hangar construction was previously sheer conjecture they now have waiting lists from aircraft owners. Any of our CAA District Airport Engineers are prepared to discuss this and other worthwhile phases of airport revenue development.

It is believed that anyone capable of thinking can see the value and wisdom of the foregoing discussion. There isn't a reason in the world why any airport, logically situated, should have to operate at a loss. Obviously facilities have to be provided to house most of these ideas. We can't start a business concern without a roof and a counter, but in many instances small investments on airports will turn red figures into black.

Young man fly high  
Young man drive Slow  
Years will go, and go  
Let Union National Life  
Make the Old Man's Life  
aglow!

### CONTACT

**DOROTHY A. WOODWARD**  
Special Agent  
Longvalley, South Dakota

# Over My Desk



Dear Editor;

I am very pleased with the convenience of this directory. It tempts me to wonder if similar ingenuity could be applied to maps of our area, instead of charts covering the side of a hanger when pieced together, as seems to be standard practice.

Wallace Baltrusch  
Bowdon, North Dakota

\*Editors note, The printing of state maps are very expensive, to date Montana, Nebraska and Minnesota Aeronautics Commissions have received appropriations for this expenditure They in turn must charge as much as 75c to try to recover a portion of the monies. In the case of sectional charts the 25c charged only covers the cost of paper, ink, and distribution If the "CENTRAL FLYER" were to undertake such a measure we would need a guarantee of the sale of at least 3,000 charts. These would be expensive, and with only 1216 airmen registered in North Dakota in 1948 it would be imperative that a governmental backing be procured.

Dear Editor;

We received the CENTRAL FLYER Airport & City Directory and think it a very fine thing Sorry we forgot to send in our listing but will be sure and have it in the next directory Our airport is open to the public and the cross-country pilot can always get gas. It is located seven miles straight south of Strool, S. Dak

Ike John  
Strool, S. Dak.

\*Editor's note, A thousand pardons, after missing that fine Chicken Fry last October I don't see how we missed listing your airport.

FOR MARCH, 1949

## CROSS WINDS AID PLANE TAKEOFFS

Planes equipped with cross-wind gear take off in less distance with side winds than they do in still air, according to a report by the National Advisory Committee for Aeronautics.

In a 90 degree cross-wind, a light, two-place plane uses 75 ft. less of runway on takeoff than under calm-air conditions, the NACA reported to the Civil Aeronautics Administration, which had asked for the tests and report.

The tests settle an argument which has continued since the CAA developed the cross-wind gear for six different types of planes Chief significance of the gear is its effect on airport design, and its proponents have argued that it makes possible single-strip airports for all sizes of planes The length of the runway required previously had been the unproved fact

During the NACA tests, side winds of 11.4 to 19.3 miles an hour, with an average of 16.4 miles an hour were in force. For the calm-air tests it was not possible to obtain completely calm conditions, but winds of 0.6 to 2.3 miles an hour existed.

For a takeoff speed of 40 miles, and with a 90 degree side wind of 16.4 miles an hour, the reduction in takeoff distance amounted to 24 per cent or 75 feet. For a 50 mile an hour takeoff speed, this reduction was 22 percent.

DONT MISS IT — Read it next month in the CENTRAL FLYER, another Article by Karl E. Voelter — Public Relations, as it Affects the Airport

## AIRPORT SIGNALS CHANGED SLIGHTLY

Certain changes in light signal procedures at airports became effective January 1 Changes were made to conform with recent changes in international standards.

A steady green light still means clear for take off and cleared to land.

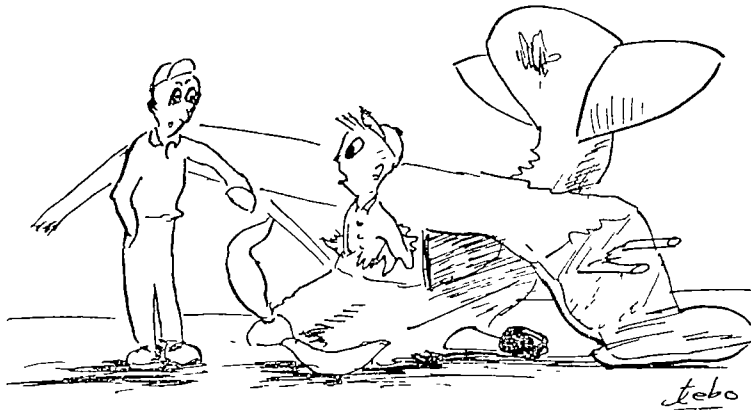
A flashing green means cleared to taxi, and if in flight means return for landing.

A steady red means stop on the ground and give way to other aircraft and continue circling if in the air.

A flashing red means taxi clear of landing area, runway in use, if on the ground, and do not land if in the air

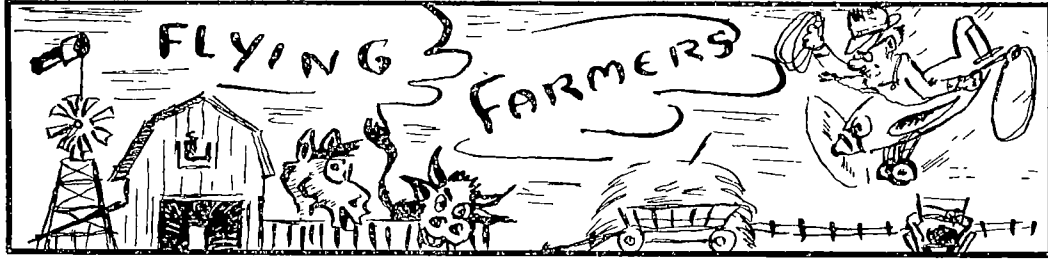
A flashing white light means to return to starting point on airport. This light will be used for aircraft on the ground only

An alternating green and red light means general warning — exercise extreme caution



"SAY SOMETHING, YOU JERK, THIS IS SUPPOSED TO TO BE FUNNY ..."

PAGE ELEVEN



#### TOUR BY AIR

A Three-county soil conservation tour by air, sponsored by the Nebraska Flying Farmers, Inc., is scheduled for April 8 in the panhandle of Nebraska. Cooperating in this effort are a number of organizations vitally interested in soil conservation. These are the Extension Service of Cheyenne and Kimball counties, the AAA committees of all three counties, including Deuel, the Soil Conservation Service of Deuel and Cheyenne Counties (Kimball county may complete its organization by tour date), the Farm Bureaus of all three counties, the Farmers Union of Cheyenne County, the Chambers of Commerce at Chappell and Sidney and the Lion's Club at Kimball; the Nebraska Reclamation Association. Between fifty and sixty planes are expected to participate, including all in these counties and several from surrounding area.

Everyone is to gather at the Sidney, Nebr., airport by 8 00 p m. Lee Girardot will brief the group on soil conservation, the route to follow and areas for special attention. Each county is to determine its own path of flight but will cooperate to make it uniform at county lines. Leonard Nelson, a flying instructor, of Potter, will direct the flight from the flying and safety angle. He will also be in over-all charge of the group. Both Mr. Girardot and Mr. Nelson will have the cooperation of others doing similar work in the other counties.

The flight will start about 9 a m to Chappell, Nebr. There the Chappell Chamber of Commerce will serve coffee and doughnuts. A short discussion and briefing will follow, before proceeding back to Sidney flying a different route.

Another flight will takeoff for Kimball about 1:30. There the Flying Farmers will be guests of the Kimball Lions' Club. After the reception the flight will again re-

turn to Sidney, or if individuals wish, they may return home.

They will thus have four half-hour flights and plenty opportunity for briefing, discussion, and talks of experience.

The farm organizations are putting up some money for gas and the other cooperators are helping out in a technical way and in helping with the publicity.

Each county is to make its own selection of passengers. Those outside these three counties should contact Leonard Nelson informing him of their intentions and how many passengers they can take.

Representatives of all cooperating organizations plus newsmen, photographers and radio representatives are expected to be in the group, along with many farmers not representing organizations.

#### FLYERS' CALENDAR

MAR. 6—Nebraska ATA Spring Meeting, Waldorf Hotel, Norfolk, Nebr.

MAR. 14—South Dakota ATA Meeting, Aberdeen, South Dak.  
MAR. 15 and 16—State Weed Conference, Aberdeen, South Dakota.

MAR. 17—First Annual Convention, U S Flight Instructors Association, Wichita, Kans.

MAR. 17 and 18—Short Course in Aerial Spraying, Bozeman, Montana.

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

APRIL 8—Three county soil conservation tour by air, Nebraska Flying Farmers 8 00 A. M. Sidney, Nebraska.

MAY 19-21—Northwest Aviation Clinic, Fargo, North Dakota.

APRIL 29, 30—Nebraska Flying Farmers Convention, Hastings, Nebr.

#### PLANNING AN AIRSHOW?

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Central Flyer

Martin, South Dakota

## Several 'Firsts' at N.Y. Plane Show

The New York Airplane Show which was held in conjunction with the National Sportsmen's Show at the Grand Central Palace, February 19 through the 27th, featured a number of aviation instruments and one new airplane never shown to the general public before.

These included the first four-passenger family type airplane to sell for less than \$3000 and several flight training devices which simulated for Show visitors unbelievably realistic flight conditions.

Aircraft shown were all the latest 1949 four-passenger models. They included the sleek 185 horsepower Beechcraft Bonanza which is a sistership to the Beechcraft flown by Capt. Bill Odom in his record-breaking Honolulu to California flight.

The new 1949 four-passenger 145 horsepower Cessna 170 was also displayed. This latest model built by the Cessna Airplane Company features an all-metal wing and increased roominess.

The general public had its first look ever at the Piper Clipper, the first 4-place airplane ever to be sold for less than \$3,000. This new family plane was just revealed by Piper last week.

The new 1949 Eyan Navion was also displayed with its greater power for faster climb and quicker take-offs. Re-styled, roomier cabin with additional sound-proofing are features of this latest model.

The display of aircraft has become a feature of the Sportsmen's Show because of the increased interest among sportsmen in using their own airplanes to reach distant hunting and fishing spots. Aircraft were exhibited last in 1941.

## Tailwind Tattler

A recent inventory showed that 95 per cent of the Air Force planes were World War II types. Con-

### WANTS STEADY OUTPUT



Congressman Vinson

gressman Vinson is one of the promoters of changing this drastic situation.

Production of the airline transport type planes in 1948 reached 170 units.

\*\*\*

For the first three months of operation, the U S Airlift for Berlin averaged 3,600 tons per day. This was in addition to the British 1,100 tons per day.

\*\*\*

It is 3,173 auto miles from New York to San Francisco. By Airline it is only 2,606 miles. And by air it is a matter of hours, vs Days and days by auto

\*\*\*

The sinking of the first battleship by planes was accomplished July, 1921. Seven U S Army bombers sank the German vessel Ostresland off the Virginia Capes.

\*\*\*

In June, 1936, the German dirigible Hindenburg crossed the Atlantic from Ireland to Newfoundland in 22 hours and 50 minutes. Thus setting the first world speed record for dirigible crossing.

FOR MARCH, 1949

### INSECURITY

#### Attempts to Conquer Feelings of Inferiority Cause Many Crack-ups

Much of the bravado which is evidenced in flying results from the attempts on the part of pilots to overcome feelings of insecurity.

It is natural that people should struggle to prove their competence. Unfortunately the proof frequently takes the form of daring acts in which a person shows off before his friends.

Young people have been brought up in the security of a home, and almost overnight find themselves fighting a world which is much more hard boiled than parents ever were. It is a long drag proving competence by working up to a well-paying job, and young folks feel the need of a boost to make them feel important. Older pilots and flight instructors should boost the ego of younger pilots by helping them learn really skillful flying so that they will not need to indulge in show-off tactics.

Airport operators, instructors and older pilots should emphasize the idea that buzzing and show-off flying are evidences of incompetence. The pilot who really knows his stuff stays up in the air with plenty of flying speed. A pilot likes to be considered daring, but it is not so pleasant for him to be considered incompetent. Real confidence and a feeling of security should be based upon safe flying and not foolish daring.

—MAC Service Letter

### NON-RATED NATIONAL PILOT FLIES LIAISON PLANE IN BLIZZARD

For the first time in history a non-rated National Guard liaison pilot was given authority to fly mercy missions to help ease suffering in the wake of blizzards sweeping the far west.

Holder of a civilian license, the pilot is Second Lieutenant James Clinton Hungate of Lincoln, Nebraska, assigned to 195th Heavy Tank Battalion of the Nebraska National Guard. Authority was granted him to fly liaison planes of the Army National Guard within an hour after his request was received in the Bureau from the Adjutant General of Nebraska, Brigadier General Guy N. Henninger. Lieutenant Hungate is engaged in removing persons in need of medical attention from snow bound homes. His light plane is equipped with skis.

A veteran of 70 missions in the European Theater during World War II, Lieutenant Hungate has applied for a rating as a liaison pilot and his papers are being processed.

Reports received in the National Guard Bureau show that the National Guard is actively participating in the relief program in seven states — Idaho, Utah, Colorado, Nebraska, Nevada, South Dakota, and Wyoming. Personnel, planes, trucks, "Weasel" jeeps and communications equipment of the Guard are being used 24 hours a day, along with other service material and manpower.

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Gentlemen: Have you been following the monthly column "Gentlemen's Corner?" If you know some lady in the Dakota's, Montana, Nebraska, Wyoming or Minnesota that is a pilot, we would like to know about her Just drop us a card to-day and **THANKS** Central Flyer, Box 232, Martin, S Dak.

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## AVIATION GROWTH

Through concentrated effort by the Nebraska Department of Aeronautics, registration of Airman's Certificates, Aircraft Certificates, and Airports has risen to an all time high of 3500 pilots, 1200 aircraft, and 232 airports, which represents an increase of 250 per cent in pilots, 50 per cent in Aircraft, and 82 per cent in airports You are reminded that anyone who has not registered their airman's certificate, or their aircraft with the Department of Aeronautics is in violation of State Law. It is also required by law that a waiver must be obtained from CAA for any operation of an aircraft which violates the low flying restriction of CAR and this waiver must also be registered with the Department At the present time there are filed 45

## ON THE COVER

**THE FOUR-PASSENGER PIPER CLIPPER** The lowest-priced 4-place airplane ever to be put on the market is the new 1949 Piper "Clipper" manufactured by Piper Aircraft Corporation, Lock Haven, Penna This latest member of the world-famous Piper line is powered with a 115 hp Lycoming engine which gives the "Clipper" a top speed in excess of 125 mph, a cruising speed of 112 mph., and range of 480 miles. Standard equipment includes electric starter, generator, flight instruments, hydraulic brakes, steerable-full swivel tail wheel, the new Piper Cross-over exhaust system and muffler Rear seat has separate door on left-hand side to permit maximum ease in getting in and out and also to facilitate cargo loading when rear seats are removed. Last price is \$2995.

\*\*\*

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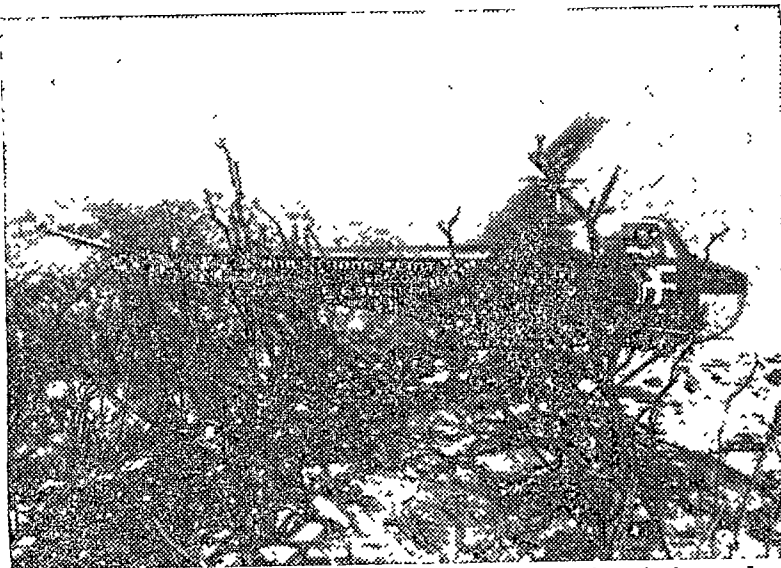
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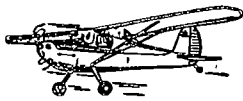
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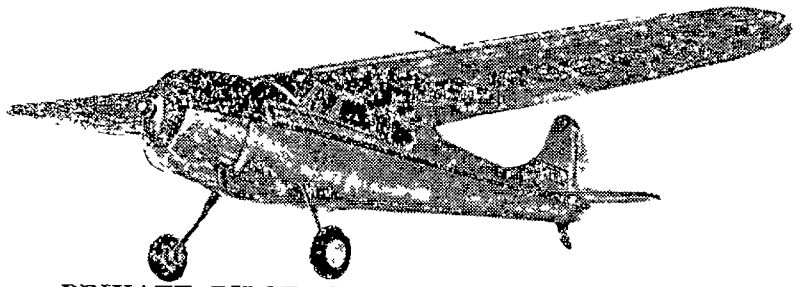
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