Continuing "DAKOTA FLYER"

MARCH 1949

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**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**

REGINALD BADMAN

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CIVIL AERONAUTICS ADMINISTRATION

**Third Region**

**ITINERARY FOR MARCH, 1949**


Written Examinations may be taken Monday through Friday of any week at 393 Walker Bldg., Minot, N. D. Aircraft and Flight Tests at Hector Field, Fargo, N. D., may be secured by appointment only.

**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. An air line official in Melbourne, Australian National Airways, Ltd., recently engaged 40 new pilots, and it was expected this would be the last time an air line could set aside 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.
Hunting of Predatory Animals with Aircraft

Pursuant to authority vested in the State Game and Fish Commissioner under Chapter 20-01 of the North Dakota Revised Code of 1947, 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 violations of the laws relating to hunting with aircraft or three violations of the preceding paragraphs.

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 aircraft pilot who is familiar with all requirements of Federal law, and such regulations as may be prescribed by the Federal Aviation Agency.

5. The applicant must 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 painted on the fuselage far enough ahead of the tail structure to allow for that same 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 is not the granting of permission to trespass 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. Person's permit 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. During the 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 in such manner that the airplane may be used in the hunting of predatory animals, the State of North Dakota shall pay the amount stated in the permit to the owner of the airplane for each animal killed or destroyed.

AERONAUTICAL LAB

NOW IN OPERATION

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

Increased flying activity throughout the state, and modernization work that is done periodically on privately owned aircraft, makes it highly advisable that some agency gather, 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 research in aircraft.
My Vacation

Last year the weather man was good enough to warn me that earlier was about to make its chilly assault and I turned down Mexico way to bask in the sun a few days. This year for want of an aeroplane at the other end of my trip I thought of taking my time and driving south. That is where an aeroplane driver just might meet for Waterloo. After two weeks of hamburgers, toast, cunts, hotels, snow and more snow I was forced to vacate my car and look for an aeroplane. 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 this mine came in the form of more work and the mixture of a vacation I have found a great deal of enjoyment in being a small service to a great many people in the western South Dakota.

On January 13, 1949 the National Red Cross declared an emergency in the Bismarck Stressed Area of North Dakota and South Dakota. At that time, considered by many as a luxury became the main mode of transportation. The plane was one of only a few that could only return home at the end of the storm.

I should like to commend the many pilots who took part in the emergency. The extreme conditions and further mention some of the services in the following manner:

Hannegan and Partners were among the first to return home to the hospital. Hundreds of Red Cross parcels of food were distributed to needy families. Deliveries of fuel, coal, and gas were also made.

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 food and shelter. The loss of livestock is extremely problematical as yet we hear only rumors. Some report tremendous losses, others bring more optimistic. Until the range country is inspected, such loss will be entirely a matter of guesswork.

The sufferings, hardships and losses during and subsequent to the blizzard, and the speed of those that continued at short intervals throughout the entire month are already forgotten as long as we see it happen are here to talk about it.

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"BISMARCK'S AVIATION INSURANCE HEADQUARTERS"

FOR MARCH, 1949 PAGE 5
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 taken only with knowledge, information, and proof through successful experimentation. . . .

Avalanche must prove with side, 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. . . .

Induction-system icing is likely to occur when flying in clouds, rain, fog, drizzle, 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 or stove.

With a fixed-pitch propeller, if HPM or manifold pressure begins to drop, for no apparent reason, put your carburetor heat on. There will be a slight loss of power, then the 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 adjusting amount of carburetor heat.

Do you check whether your carburetor heater is functioning properly before take-off?

Check red mud bowl for water to avoid fuel line freezing. Always check for loss of HPN, 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 HPN 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 relighting the throttle — for either a glide or low power setting.

Keep your gas tanks filled to several condensation?

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

With IL5 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 around 1258 stadium, as we have seen in CAS'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 example of good sales management tells us to go all out to "lure" fear, and the only way we can "lure" it is by using the ones known best which has ever been able to do the job — information, knowledge.
Nebraska Farmer

The State of Nebraska is proud of its "flying farmers." They are the highest paid 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, to study soil erosion and conservation, to check fence lines or drop salt and feed to cattle. Many courthouses and friendship 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 32 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 lauding 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 handbook and assembly for these fields. In 1948 there has been an increase of 254 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 2,000 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. 1,002 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 forprint newspapers. New rural airports deliver their papers to the doorstep, often much faster than urban readers receive theirs.

Commercial and service airplanes have speeded up mail delivery to rural areas and are considered a tremendous help in foreseeable future automobiles on the farm.

Airmarking

"An airmarker in every Nebraska town" is the goal which is gradually being reached by the Department of Aeronautics. On June 30, 1947 14 per cent of the counties in the state had been airmarked and by June 30, 1948 26 per cent of the towns had completed airmarking. This increase indicates that twice as many towns were airmarked during the year as compared to former years. There were 130 airmarkings completed in 1948. Total expenditures on airmarking during the period from June 30, 1947 to June 30, 1948 was $1,790.63. The total expenditures on airmarking during April 1947 through October 1, 1948 and source of funds were:

State funds $1,154.27
Federal Funds $5,500.00
Total expense $6,654.27

This expenditure included the laying out and painting markings.

GOOD OPERATING PRACTICES AWARD

The State of Nebraska airmark stations second in the number of Good Operating Practices Awards issued in the nation. In 1947 Nebraska had fifty-eight airmarkings or 65 per cent of all airmarkings in the State qualifying in 1944 Nebraska ranked second only to Illinois. There were 72 qualifying airports in the State or 65 per cent of all airports qualified. Illinois had 79 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 31, 1949, James Schmidt of Tekamah, Nebraska pleaded guilty in County Court to the charge of operating an aircraft without a license or permit. He was fined $200 and costs. He was apprehended on the 22nd day of December and had allegedly been hauling passengers and lumber copies by air with no student permit or license to operate an aircraft. Mr. Schmidt was reported to have 6 hours of dual instruction and no solo time.

FOR MARCH, 1949
We'd Like You to ...  

This month we devote from our regular practice of introducing to you an Airport Operator to one of our CENTRAL FLIGHTS staff. Ed, our regular editor for the New York News Bureau. Many of you have in the past read the excellent "Aviation News and Views" in several of our leading aviation publications. Now we are proud to announce that starting with this issue, Mr. Baumann column will be a regular feature of CENTRAL FLIGHTS.

Mr. Baumann will be given the well-deserved name and the observation that will not always be the opinion of the publisher. He has sometimes sounded like just a joke on the back of an envelope and a laughing book. Nevertheless, unlike many fumivetsators, he calls the shots when they may. You will find Mr. Baumann a no-nonsense man of the aviation world, and at any time you have any comments on his columns, "We'll look forward to hearing from you."  

Three Memphis dentists do their "booth pulling" by air, according to Mineral President of the Pan-American. Drs. Mirro Malan of Memphis, and Dr. O.H. Greer of Tupelo, are now using a high-speed puller in a front-mounted, 4-C-18 Cub.  

Page Eight  

Hey guys! I've solved a problem you've been having! No more worries about your perfumes blowing up in those old-fashioned aircraft at altitude. Do a little research, and you'll find that you can make yourself smell pretty, just stick in a tiny vial and (don't be afraid, it's as easy as remembering your regular perfume). 

We have a few paid practices in the flight and some of the others are warm words. One of the most important is the flight of three, a small group that we've had on board that we've never seen. It's called the "Hudson Flies," the official publication of the Idaho State Dept. of Aeronautics. After we have seen the "winter" season of the course, we understand that they do use that poem AFT, all--is--to--it--weather's no trouble! Quirky Hardrock Hoke, our favorite short story writer, is still in a cold, fall snow.

When you think of the flight of three, you think of a man with a great personality, and that personality is a man who is, in a word, an old-timer. I
didn't appreciate it before I found it, and I'm not sure I ever will. Well, this aviation business has driven a lot of folks nuts, so one more won't make any difference. 

The guy that started "Operation Little Yanks" has come "We had breakfast with him last week and I've never seen a more souperable guy." He has Operation Little Yanks. 

We had presto zinger-ale with Bill Odom last week and ev-  

The flight of three is getting a lot of attention these days, because of the "Hubbard Flies." The official publication of the Idaho State Dept. of Aeronautics. After we have seen the "winter" season of the course, we understand that they do use that poem AFT, all--is--to--it--weather's no trouble! Quirky Hardrock Hoke, our favorite short story writer, is still in a cold, fall snow. 

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 MAKING THE AIRPORT SELF-SUSTAINING

By EARL E. VOELTER

TRANSPORT ACCOMMODATIONS

We are coming into an era where we will find many entirely modern transport features to appear. 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 investment, industrial rates 18-20 modern units of this type are capable of producing 2,500,000 per month net profit. They are purely transient and the rates are $2.50 - $6.00 per night. This a logical tie-in with the restaurant, snack-bar, and cocktail lounge. Convention fare the traveler eats at and eliminates taxi-trips to and from the city. Presuming the airport is on a main highway, we would advance the establishment of transport facilities more conveniently located to the highway than to the airport administration or operating area, if necessary. This pattern occupancy of unused space by highway traffic after a normal period of airport usage has not been equal to the "Transit" type units where now established on airports have proved decidedly popular, and as stated above, for off-peak hours. The contracts for the car service. The investment is safe and sensibly unequaled if measured by necessity.

Just a few weeks ago I ventured with some officials in a prearranged operation to North Dakota City, and had the opportunity of discussing the possibilities of certain developments at their airport, an implement distribution center. The City Manager, responsible for the operation, was the one man who had ever been interested in the implementation of implement business at that airport, and with the able assistance of the implement firm, he has made it a great success. The implement firm, however, had expressed the City Manager that he would be interested in establishing an implement business at that airport, and with the assistance of the implement firm, he has made it a great success.

Further conversation disclosed to me that he was the only man on the airfield who had any knowledge of the use of modern equipment, and that he was aware that he had an aircraft of his own available for parts business; however, that part of the work is not the number of flying farmers who fly to the local airport where he meets 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 a favorable spot as an airport - highway area. During the war an old time airport operator in a popular Illinois community recognized the almost certain need for a recognized tractor-engine service center in his area. Utilizing a that empty hangar on his airport, and capturing his past record and experience as an "export aviator - 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 sold he could have kept busy 24 hours a day at a handsome profit. After the war, with his business continuing to grow, he began taking in automobile engines for minor overhaul. The customer, by the way, delivered the dismantled engine to the airport shop, and he received it again the same day. In three days, his job was all well done and he stocked must of his own tools. He then became interested in the use of the hangar for airport, and temperature he was forced to move his motor aircraft business away from the airport because no building there was large enough to hold it. This is just another idea to non-aviation development on the airport. The same has been done with aircraft radio repair shops, and in some cases radio repair shops as an extension of the radio business. Various types of business have been established at the airport.

Today we find on airports, many non-aviation revenue producing activities as barber shops, dry goods stores, forest and hardware shops, greenhouses, outdoor movie houses, home center of maintenance of every description, trucking service, auto service garages, filling stations, warehouses, mail and express services, state and country offices, agricultural development, research and experimental and numerous other businesses, all adaptable to airport parameter installation.

It is not meant that you should deduct from the foregoing that we advocate a Coney Island or a hinky-inky, 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 in logical location for something of value beyond aviation.

Many communities have profited by the establishment of "hanger" for private aircraft. The private aviation industry depends on the establishment of individual-type hangar. We cannot progress without it. 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. As many airports throughout the country where the hanger construction was previously near 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 worth 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 rod and a counter, but in many instances small investments on airports will turn rod furnishers into black.
Dear Editor;

I am very pleased with it's conveyence of this directory. It tempts me to wonder if similar service could be applied to maps of our area, instead of charts covering the site of a hangar when placed together, as seems to be standard practice.

Wallace Baldwin
Bowdon, North Dakota

*Editors note: The growing of slate maps are very expensive, so date Montana, Nebraska and Minnesota Aeronautics Commission have received appropriations for this expenditure. They in turn must charge as much as 50¢ to $1 to recover a portion of the mass. In the case of rectangular charts the fee 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 2,000 copies. These would be expensive, and with only 1,216 airmen registered in North Dakota in 1944 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 list previously but will be sure and have it in the next directory. Our airport is open to the public and the cross-country list charts are always good. It is located seven miles straight south of Strool, S. Dak. The John Strool, S. Dak.

*Editors note: A thousand pardons, after morning that Chrisen 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 50 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, who had asked for the tests and report.

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

During the NACA tests, a side wind of 11.6 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 8.6 to 2.3 miles an hour existed.

For a takeoff speed of 45 miles per hour, and with a 50 degree side wind of 16.4 miles an hour, the reduction in takeoff distance amounted to 24 per cent or 72 feet. For a 50 mile an hour takeoff speed, this reduction was 22 percent.

DON'T MISS IT — Read it next month in the CENTRAL FLYER, another Article by Karl E. Vogler — 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.

A flashing white light means the runway is in use, and aircraft on the ground only.

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

"SAY SOMETHING, YOU JERKS, THIS IS SUPPOSED TO BE FUNNY..." PAGE ELEVEN
TOUR BY AIR
A three-county and conservation tour by air, sponsored by the Nebraska Flying Farmers, Inc., is scheduled for April 3 in the panhandle of Nebraska. Cooperating in this effort are a number of organizations vitally interested in conservation. These are the Extension Service of Champaign and Kambill counties, the AAA Committee of all three counties, including Deuel, the Soil Conservation Service of Deuel and Champaign counties (Kambill county may complete its organization by tour date), the Farmers Union of Champaign County, the Chambers of Commerce at Chappell and Sidney and the Lion's Club at Kambill, the Nebraska Reclamation Association. Between Sidney and Kambill the ladies expect to participate, including all in the counties and several from surrounding areas.

Everyone is to gather at the Sidney, Neb., airport by 8:00 a.m. Lee Girardin will head the group and explain, in layman's terms, his own thoughts on soil and conservation, the route to follow and plans for special events.

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

Another flight will takeoff for members of the Kambill Lions Club. After the reception the flight will again return to Sidney, or, if individuals wish, they may return home.

Several Firsts at N.Y. Plane Show

The New York Airplane Show which was held in conjunction with the National Sportmen's Show at the Grand Central Pal-

vee, February 19 through the 27th, featured a number of aviation instruments and one new airplane never shown to the general public before.

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

The general public had its first look ever at the Piper Clipper, the first 6-place airplane ever to be sold for less than $3,000. This new family plane was just revealed by Piper last week.

The 1949 Eric Navion was also displayed with its greater power for faster climb and quicker takes-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 Sportmen's Show because of the increased interest among sportsmen in using their own aircraft to reach distant hunting and fishing spots. Aircraft were exhibited (as in 1941)
Insecurity

Attempts to Conquer Feelings of Inferiority Cause Many Crack-ups

Man of the bravado who 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 looking out a world which is much more hard-boiled than parents ever were. It is a long drive proving competence by working up to a well-paying job, and young folks feel the need of a hobby to make them feel important. Older pilots and flight instructors should boost the ego of younger pilots by helping them learn real flying so that they will not need to maintain in show-off tactics.

Airport operators, instructors, and older pilots should emphasize the idea that business and show-off flying are evidence of incompetence. The pilot who really knows the stuff stays up in the air with plenty of flying speed. A pilot hopes to be considered competent and confident, and a feeling of security should be based upon safety and not foolish daring.

—MAC Service Letter

Non-rated National Pilot Flies Blizzards

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

Holder of a civilian license, the pilot is Second Lieutenant James Claxton Bingham of Lincoln, Nebraska, assigned to 192nd 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 W. Heminger, Lieutenant Bingham is engaged in removing persons in need of medical attention from snow-bound homes. His light plane is equipped with skis.

A veteran of 76 missions in the European Theater during World War II, Lieutenant Bingham has applied for a rating as a civilian 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, "Wise" 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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Please enter a subscription for (myself) (a friend) for one year to "Aviation in the North Central States." Include find $2.00 remittance.

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PAGE THIRTEEN
Classified Ads

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FIRST AIRCRAFT Co 4600 Dallas Denver, Colo

J-3 Cubs 1948 Model $400.00 and up P. A. Fargo. Also light aircraft in trade for Rowman Theos are all clean planes.

FOSS M. Strand Hesser Airport

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