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MAY 1949

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Canadian International Air Fair—Winnipeg  
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## The Central Flyer

Attention: CARL THOMPSON

BOX 232

MARTIN, SO. DAK.

"AVIATION IN THE NORTHCENTRAL STATES"



**CENTRAL FLYER**  
MARTIN, SOUTH DAKOTA

Vol. IV MAY, 1949 No. 5

**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"

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**CIVIL AERONAUTICS ADMINISTRATION**  
**Third Region**  
**ITINERARY FOR MAY, 1949**

- MAY 4—Wednesday ... Municipal Airport  
Baudette, Minnesota ..... Aircraft, Flight & Written
- MAY 5—Thursday ... Municipal Airport  
Bemidji, Minnesota ..... Aircraft, Flight & Written
- MAY 6—Friday ... Municipal Airport  
Grand Forks, N. Dak. .... Aircraft, Flight & Written
- MAY 11—Wednesday ... Municipal Airport  
Jamestown, N. Dak. .... Aircraft, Flight & Written
- MAY 12—Thursday ... Municipal Airport  
Bismarck, N. Dak. .... Aircraft, Flight & Written
- MAY 13—Friday ... Port O'Minot  
Minot, N. Dak. .... Aircraft, Flight & Written
- MAY 25—Wednesday ... Municipal Airport  
Williston, N. Dak. .... Aircraft, Flight & Written
- MAY 26—Thursday ... Worth Field  
Dickinson, North Dakota ... Aircraft, Flight & Written

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

**Fifth Region**  
**AVIATION SAFETY DISTRICT OFFICE No. 8**  
**ITINERARY FOR MAY, 1949**

- MAY 2—Monday ... Municipal Airport  
also 9, 18, 23, 31 Huron S. Dak. .... Aircraft, Flight & Written
- MAY 5—Thursday ... Municipal Airport  
Watertown, S. Dak. .... Aircraft, Flight, Written

(Continued on Page 5)

**Tailwind Tattler**

Several readers have written to ask if the airlines are training girls as stewardesses? Seems they want to apply for that very attractive type of employment. We took a quick look - see and find that a couple of the airlines ARE hiring girls again. Notably United Air Lines who expect to train 200 girls for that purpose. They graduate 36 student-stewardesses every 4 weeks. Applicants must be between 21 and 26 years of age, unmarried and with one or two years of college — or — one year of business and one year of college — or — be a registered nurse! If this column can be of assistance to readers, let us know, huh?

In case you're hooked with a double feature, and MUST see that latest George Raft hunka-unk movie (in order to see a GOOD picture) have a laugh when you see him take off in a B-23 ... and LAND (presumably on the same trip!) in a DC-3. We know about refueling in mid-air — but swapping planes in the blue yonder? Nh-Nh!!

The A. V. Roe Company up in Canada are banging right along on what will be the world's first jet airliner! Originally it was expected to make its first flight by March 1st. Now we learn that it won't fly before June or July. But they're STILL way ahead of us!

Here are a few little known facts Did you know — that in one day planes using LaGuardia Field in New York are filled with 175,000 gallons of high-octane gasoline — more than the Berlin Air Lift requires in a month.

That the highest recorded altitude ever reached by a human is 72,395 feet — and that tremendous height wasn't reached in a new jet plane. It was made in a balloon in 1935;

That the first free-flight parachute jump was made 150 years ago. Back in 1797, a Frenchman named Garnerin jumped successfully from a balloon 2,000 feet above Paris.

# STATE AERONAUTICAL NEWS

For North Dakota

## MORE RIGID SAFETY STANDARDS; AND ENFORCEMENT NEEDED

The Aeronautics Commission revealed today that there has been an excessive number of serious aircraft accidents since January 1, 1949 in the aerial hunting of predatory animals due to both violation of safety regulations and carelessness on the part of either the pilot or gunner. One accident near Hensel, North Dakota in January, 1949 involved a student pilot with a passenger. The pilot was neither qualified to carry a passenger nor hunt predatory animals by air. The pilot was in direct violation of safety regulations designed for his own welfare. Another accident in January 1949 near Ray, North Dakota involved a gunner and pilot with only 140 hours of total flying experience who was unqualified to undertake the aerial hunting of predatory animals. A pilot must have at least 400 hours of flying experience to qualify.

A recent aerial hunting accident near Kief, North Dakota resulted in two fatalities investigation of which is being continued by both the Civil Aeronautics Administration and the State Aeronautics Commission. The Commission has under consideration more rigid safety standards governing both the pilot and gunner. Past experience has indicated that carelessness and inexperience of the gunner may also be a contributing factor to the excessive accidents occurring in aerial hunting.

**MOONEY MITE** with 65-hp Lycoming Performance breathing, with cruising speed at 125 m.p.h. at 10,000 feet, about 115 at sea level (at 50 per cent horsepower). Ship climbed 1,100 f.p.m. with gear down. Single-seater stalls at 40, can safely operate from 500-foot strip with clear approaches. Fuel consumption 3 to 4 g.p.h. Plane already has CAA type certificate, is on market at \$1,995.

## VIOLATOR'S TRIED

According to Harold G. Vavra, Acting Director of the North Dakota Aeronautics Commission the following violators of the State Aeronautics Laws of State Game and Fish Laws have been apprehended and tried and convicted in court. Glen Hay, Delton Schwanz and Glenn Dohmstreich al pilots from Crosby, North Dakota on charges of aerial hunting of predatory animals without a state Game and Fish Department permit nor a state low flying waiver. Each man was fined \$10 plus costs by the Justice Court, Crosby, N. Dak.

Paul Olson, Aneta, North Dakota charged with low flying and repeated buzzing of the village of McVile, North Dakota Olson was convicted in District Court at Grand Forks, April 4, 1949 and fined \$25.

A complaint also has been filed with the Commission concerning a pilot, Orville H. Alexander, Hettinger, North Dakota alleging low and reckless flying over ranches and farms near Hettinger and hunting predatory animals without a State Game and Fish permit. The State Patrol at Hettinger is investigating the charges. According to Vavra many of the aircraft accidents occurring since January 1, 1949 have resulted from reckless and careless operation of aircraft. Steps are being taken to prosecute known violations.

Anton J. Schmaltz, Belle Fourche, South Dakota flying an airplane owned by Skyways Air Service, Newell, South Dakota cracked up the airplane, Saturday April 2 on an attempted take-off from a wet and muddy farm field down-wind at Linton, North Dakota. The airplane failed to gain flying speed due to the ground condition, crashing through two fences across a road over a hill into a swamp. The landing gear was broken loose and the right wing damaged. Pilot Schmaltz suffered a slight cut on the forehead.

## WINNIPEG OR BUST!!!

The Pegasus Flying Club of Watertown and vicinity is planning an International Flight to Winnipeg, Canada on June 10th, 11th, 12th. All pilots and other aviation enthusiasts who are interested are invited to join this flight which will arrive in Winnipeg during their celebration of the 75th Anniversary of the founding of the town. It is anticipated that as many as 100 to 200 South Dakota people will be on this flight. Arrangements for clearing customs, and for reservations are being made. A cordial invitation to come to Winnipeg has been extended by the city into all pilots from this area who can make the flight.

No charge is being made by the Pegasus Flying Club for parties who are not members who join this flight. However, in order to arrange reservations, etc., the Club is asking for a deposit of \$10 per person for all who wish to go. This deposit will be refunded to the members when they assemble at Watertown. Deposits may be sent to Dr. L. J. Moriarty, Pres., or to Miss Elaine Canty, Treas., C/O Pegasus Flying Club, Watertown, South Dakota. Deposits must be received by May 10th in order for the Club to make reservations in advance.

Present plans call for the International Flight to assemble at Watertown Municipal Airport in time to depart by 8.00 a.m. on Friday, June 10th. While little difficulty is anticipated in clearing customs, all pilots are reminded that airworthiness certificates, registration papers, and airplane operations records, as well as pilot certificates should be in order. All pilots are urged to bring their own tie-downs. Winnipeg is 350 miles directly north of Watertown. Aberdeen, Fargo, and Minot Sectional maps will cover the entire flight. Maps will be available at Watertown.

A Pilot who pre-flights  
In three minutes flat—  
Is apt to be killed  
In much less than that!

## CIVIL AERONAUTICS ADMINISTRATION

(Continued from Page 3)

MAY 12—Thursday .... Rickenbacker Field  
Stevens, South Dakota ..... Aircraft, Flight & Written  
MAY 19—Thursday .... Rushmore Field  
Rapid City, South Dakota ..... Aircraft, Flight & Written  
MAY 26—Thursday .... Municipal  
Lemon South Dakota ..... Aircraft, Flight & Written

### AVIATION SAFETY DISTRICT OFFICE NO. 4

MAY 4— Wednesday .... Municipal Airport  
Riverton, Wyo. .... Flight & Written  
MAY 9— Monday .... Municipal Airport  
also 16 and 23 Cheyenne, Wyo ..... Flight & Written  
MAY 17— Tuesday .... Wardwell Field  
Casper, Wyo. .... Flight & Written  
MAY 18 — Wednesday ... Municipal Airport  
Gillette, Wyo ..... Flight & Written  
MAY 18 — Wednesday .... Municipal Airport  
Greybull, Wyo ..... Aircraft  
MAY 24—Tuesday .... Brees Airport  
Laramie, Wyo ..... Flight & Written

Agents will be at itinerary points shown until 11 00 a m If no applicants have appeared or arranged for appointments by that time, the agents may proceed to next assignment. Aircraft examination by appointment only, on dates shown

### HOLD EVERYTHING

A mid-air collision last March resulted in death to the two occupants of one plane because they did not realize the nature of the damage to their ship

According to C. A. B report, "Witnesses stated that the plane, seemingly under control, glided toward a field but as it approached the ground the left wing dropped and the tip struck the ground causing the plane to cartwheel.

"It appears that the propeller of the other plane struck the underside of this ship's left wing, tearing off the left flap Loss of the flap was evidently unknown to

the occupant's and an attempt to lower flaps resulted in the plane banking sharply to the left wing tip striking the ground "

This result is in contrast to the experience of the pilot of a twin motor transport which lost the wing tips and both ailerons in a bout with turbulent air. Having regained control, this pilot held the ship in level flight for several minutes and then cautiously climbed. At a safer altitude, he gingerly tried out the plane to find out what its flight characteristics might be in its damaged condition. This testing enabled him to bring in a seriously damaged plane without injury to himself or any member of the crew

### MARIE GRESS APPOINTED



Marie Gress, former Associate Editor of the Dakota Flyer has been appointed North Dakota Editor for the CENTRAL FLYER. The appointment has been made to fill the ever increasing need for local state management of personal aviation news Miss Gress understands the problems of the private personal flying, being a pilot herself and formerly employed at the Dickinson Municipal Airport. For the present time she will also act as Advertising and Circulation for North Dakota also

Several applicant's are being considered for Editorial positions in other states covered by the CENTRAL FLYER.

A new model jet fighter contains 7,000 feet of electrical wiring, 1500 feet of tubing.

Capacity of a new freight plane is so great that 60 of them could take the place of 210 standard Berlin Air Lift planes.

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Pilots attending the South Dakota aerial spraying school and demonstration at Presho, April 19 and 20, showed keen interest in the new pump assembly and positive shutoff system developed by Eldon Sorensen, Worthington, Minn. Shown in the above picture are, left to right: Sorensen, Walter Ball, Huron, and Bill Moier, Sioux Falls. The pilot at extreme right is unidentified.

### SOUTH DAKOTA FLYERS STUDY WEED CONTROL PROBLEMS AT PRESHO

by Carl W. W. Sorenson  
Assistant Extension Editor SDSC

South Dakota's weed control program got an additional "shot in the arm" April 19th and 20th when about 70 airplane pilots from South Dakota and surrounding states showed interest in aerial spraying at the state wide school and demonstration at Presho, S. D.

Purpose of the school was to teach weed identification, recommended control methods, regulations concerning aerial spraying and other information needed to pass the written examination for permit to spray South Dakota crops and grassland with an airplane.

"It was one of the finest and most enthusiastic schools of its kind I have attended," said Dr. L. M. Stahler, USDA agronomist in charge of weed research in 13 midwest states, Brookings. Stahler was one of the speakers at the two-day school.

L. V. Hanson, secretary of the state aeronautics commission, Pierre, commended the state and federal weed specialists and research workers for the interest they have shown in encouraging

serial weed spraying. Both Hanson and L. V. Ausman, state secretary of agriculture, Pierre, discussed the new 1949 regulations on airplane spraying. It is expected that these new regulations will be made effective about June 1. In the meantime, the old regulations will be in effect.

Several airplane pilots expressed enthusiasm about the prospect of building a strong tieup between the flying industry and agriculture.

Walter Ball, Huron, said, "This is one of the biggest opportunities the airplane industry in South Dakota has ever had—it's a chance to tie up with agricul-

ture, America's most important industry."

Carl Hewitt, Pipestone, Minn., pointed out, "When we are working with farmers, we're working with one of the finest groups in the land—But he is going to insist on getting his money's worth."

Eldon Sorensen, Worthington, Minn., expressed the need for gaining the confidence of the farmer. "We have to have the willpower to turn down jobs on which we know we cannot do a good job. We have to know the hazards of spraying weed control chemicals in an area and we have to know which chemicals will control which weeds at specific stages of growth."

Sorensen also explained that he estimated he has been turning down five percent of the jobs offered him because, for some reason or another, he felt he would not be able to do a good job.

Last year, Carl Thompson, Martin flyer, sprayed about 17,000 acres during a three-weeks season. A good day's work would cover 1,000 acres. In addition to his flying, Thompson is editor of the "Central Flyer," a magazine published for pilots and airmen in the north central states. In the April issue of the magazine he began a series of editorials on aerial weed control problems.

At the Presho meeting, Charles J. Gilbert, state weed supervisor and chairman of the school, encouraged the pilots to enter the business of spraying weeds as a service to South Dakota agriculture. Gilbert also expressed the belief that there would be a lot

(Continued on Page 11)



CENTRAL FLYER



## CAP Shows Flooded Areas the High Value of Personal Planes

The Civil Air Patrol, which gained a new respect from people in stricken areas of the U. S. this winter, now is geared up to fight a new menace — floods.

Officials of the CAP, a volunteer auxiliary of the U. S. Air Force, have prepared their Missouri, Nebraska and Kansas wings particularly for this flood patrol and relief work. Other State Wings are ready to lend their assistance. Spring thaws already are causing new hardships to people in these plains states.

Experts who have worked in the snow areas this winter say it will take a miracle of good weather to thaw the deep snows so gradually as to avoid floods. In the Chadron area of Nebraska, for example, these snowfalls reached 61.2 inches during the month of January alone.

Head-hopping CAP pilots, cruising over flooded areas, will be able to gauge the movement of flood crests and fly ahead and drop warnings to people in the likely path of water, as well as performing rescue evacuation and supply missions. During the 27-day blizzard emergency, these personal plane pilots were out often from daylight to dusk, dropping messages containing emergency instructions wrapped around old spark plugs and trailing gaudy streamers, picking up snow-bound autoists and injured persons, as well as dropping food to humans and animals.

During the recent heavy snows many minor accidents and narrow escapes were daily fare of these

men. In February, two men Warrant Officer John Huff and Observer William O'Brien, lost their lives when their plane struck an unseen wire while dropping a message at a farmhouse near Alliance, Nebraska.

On another occasion, Captain Matt Brenan received a broken arm, ankle and concussion in a mishap while attempting to evacuate a marooned family. This devotion to duty, incidentally, carries with it no promise of disability payments or pensions from the government. All the CAP receives is the gas and incidental supplies needed for the job.

### Snow Rescue

Typical of the heroic missions carried out in snow-swept Nebraska was the time a CAP pilot spotted a distress signal at a school house almost buried in the snow. After the hazardous landing, he discovered a teacher and two pupils huddled in the doorway. Together, they trampled a runway in the snow and he hauled them out.

In these relief missions, however, it isn't just the pilots who work around the clock to help sufferers. Supporting those light planes are ground crews. In the Nebraska emergency these ground crews worked with shovels, tractors, and power plows to keep runways open. At Scottsbluff, one of the hardest hit areas, the whole town quit work for two days and pitched in with the CAP to dig a path to the airport and clear the runway.

## Mercy Wings



Typical of scenes being reenacted this spring is this photo of a CAP plane patrolling a flood area.

### THERE HE GOES HERE HE COMES

A pilot left Martin, South Dakota, April 6 and leisurely flew to Pierre, So Dak. At three the same afternoon he boarded an airline and in the next few hours made stops at Minneapolis, Chicago, Dayton and Middleton, Ohio. After visiting the Aeronca factory the next morning he flew back to, Yes you guessed it, The same old grind in South Dakota.

"N" OR "NC"? confusion over requirements of regulation dropping "C" has brought numerous inquiries. Here's what law requires that, after second letter is removed from planes now carrying it, owner must move "N" to right to fill in space. Blank space or dash in place of removed letter not permissible. All obsolete letters must be off planes by January, 1951.

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Ever chase a train in your car? Listen to this one.

When a United Air Lines flight pulled up to the blocks at Elko, Nevada a couple of weeks ago, a Beechcraft Bonanza was right behind it. The pilot of the light plane climbed out and asked if the United flight was going to Sacramento. He said he was a rancher and had to get there that evening. In fact, he had been chasing this particular flight for 10 miles hoping it was the right one. It was.

Brutherrr! Not that we feel like printing a plug for a magazine, but you MUST read an article in this month's Cosmopolitan titled "DAMN FOOLS IN THE AIR." The sub-title states that "there are no stupider people anywhere than those who fly private planes Stupid." They are vicious, criminal, damn fools. Let's get rid of them before they give a black eye to organized air services." Now we're not going to let'em get away with tripe like THAT, are we? Read the article — then sit down and write 'em a letter and tell 'em where the author (we won't even dignify th' guy by mentioning his name!) should get off. He is NOT an aviation man! And don't take silence for confession that they agree with you! Keep at 'em! Th' guy just don't know what he is writing about!!! He hangs his whole story on the escapades of a few idiots in our midst — and condemns the whole civilian pilot fraternity!!!

Fish and game violators in Illinois are finding themselves up the proverbial creek with no means of locomotion. The airplane has done it, too.

The state department of conservation has a new protection set-up involving coordinated use of planes, automobiles and boats linked by radio. In its first big test, the warden's boys lowered the boom on three poachers. First, the observation plane flying up the Illinois River spotted the suspected violators, then radioed the information to ground forces in boats proceeding up the river and cars driving up highways parallel to it. The culprits, suspected nothing, even waved to the plane as it dropped down over them. Seven minutes later, officers of the law close in.

PAGE EIGHT

**A LETTER - -**  
(Reproduced, with permission, from NAVAL AVIATION NEWS Magazine)

Sirs My flying machine, as Mr. Towers probably has told you, is not in my opinion fit for use. I built it from parts of the Burgess F and Wright B, which are not exactly alike, and nothing fitted I had to cut off and patch up parts and bore additional holes in beams to make them fit.

The engine bed, made by Burgess, was not exactly square with the front beam, so the engine had to be mounted a little out of true. I have made more than 200 flights in this machine and recently, in spite of unusual care of myself and men, something seems to vibrate loose or off a majority of the flights made.

One of the propeller shafts is the same one used with the gyro motor on the old machine. It is the only left hand shaft here. While the engine runs smoothly, it does not deliver nearly as much power as when it was newer, and even then, it did not have enough power to fly safely in any but smooth weather.

It is impossible to climb over a few hundred feet with a passenger. The whole machine has just about served its usefulness and I would like very much to have a new machine of the single propeller type. Lieutenant Arnold of the Army, after seeing the machine run and examining it, said that none of the Army fliers would go up in it. Will you kindly let me know what the prospects are for my getting a new machine?

Alfred A. Cunningham, USMC  
(In fairness to our readers, we should mention that this letter was written to Capt. W. I. Chambers of the Navy Department from the Naval Aviation Camp, Annapolis, Md., and dated 25 July 1913. Cunningham was the No. 1 Marine aviator. The "Lt. Arnold" he refers to later became Gen. H. H. "Hap" Arnold, head of the Air Forces. The "Mr. Towers" became Admiral Towers. We present this letter merely to show how times change. Or do they?)

**ALL THIS . . . AND BOB HOPE**

The irrepressible gent known as Bob Hope is off again. Seems the guy just can't sit still.

He took off (April 18) on his second air tour in three months in a special United Air Lines Mainliner 300. Manned by the

same picked crew that flew Hope on that first tour, the giant DC-6 is going to land at 20 cities in 15 states. It's a rather easy tour—Hope's taking 15 days to touch that score of cities, and in each one standing-room only crowds forecast for the comedian. With him will be a troupe of 40 musicians and singers and together they'll make 24 personal appearance performances as well as two network broadcasts.

Last time he took his boys on tour, he found out just how much ground a modern DC-6 can cover. He appeared in 33 cities in 26 days despite the worst winter weather the U. S. has had in some time. During that period, he did 40 shows and put in 25 local appearances to aid the March of Dimes, YMCA, Heart Association and other campaigns. Hope thrived on it, and so did his audiences. They liked him so much, now he's back for more.

The nation's feminine flyers are set for the third annual all-woman's transcontinental air race from San Diego, to Miami, Florida. Scheduled for June 1, the contest will see scores of the top female pilots of the county racing across the continent in single engined planes. The contest is restricted to light planes of not more than 250 horsepower.

Sponsor of the race is the Florida chapter of the "Ninety-Nines," an international organization of licensed women pilots founded by the famed Amelia Earhart. The winner of the race will flash across the finish line during the Ninety-Nines' All-Woman World Air Show at Miami on the 4th and 5th of June.

**Airplanes Take Over**

Use of planes for wild life management and fighting forest fires is much more extensive than many people realize. The service has expanded from a few patrols flights by Army planes in 1919 to more than 5,000 hours of flying in 1948.

The U. S. forest service now has several dozen aircraft sporting its emblem. Most are late model transports, jungle-hoppers and

# AVIATION

NEWS and VIEWS  
By EDGAR BAUMAN

helicopters, but four are venerable old Ford tri-motors.

Planes are used for spotting and fighting fires, counting animals on ranges, spotting beaver dams and houses, and making it tough on fish and game law violators. They extend wild life management to remote areas and overcome the obstacles of winter weather. Probably their major role has been the flying of supplies of medicine, food, camp equipment and tools into isolated sections of America's six-million-acre forest land.

The forest service also runs the only "airplane saw mill" in the world. It's operated out of Missoula, Montana. When a ranger or lookout station is needed in the back country, the portable saw mill is flown in, assembled, put to work, and then flown out again.

Today the forest service is equipped to parachute men and supplies to fire areas, stopping blazes at their outbreak and preventing millions of dollars of damage by their quick action.

**Stall Warning**

A new type of aircraft stall warning indicator, which automatically shakes the pilot's control stick as his plane approaches a stall position, has been developed by Globe Industries, Inc., Dayton, Ohio, manufacturers of miniature motors. The indication, says the manufacturer, makes it virtually impossible for a pilot to be aware where the warning signal is given, since he can feel it and does not have to rely on his sight or hearing, which may be preoccupied with other matters.

The device itself is said to be light and compact, consisting of a small motor which drives an unbalanced weight, and is attached near the base of the stick. As the stall position approaches, the motor is actuated by an altitude sensing device, setting up a vibration which shakes the stick with a force of about five pounds.

The motor is a standard Moto-Mite model, with gear reduction, which rotates the eccentric weight at 1400 to 1800 r.p.m. Models are available to operate at specified voltage up to 26 volts and to pro-

duce any desired shaking force up to five pounds. A filter is provided to eliminate radio-frequency noise. The entire vibrator, including the filter, weighs only 1.06 pounds.

The Globe indicator was designed originally at the request of North American Aviation for use on its F-86 fighter aircraft. It is particularly useful on jet planes, whose maximum speed is so great that a pilot must be warned instantaneously when a stall is imminent. Although he may ignore a signal which flashes a red light on the panel or toots a horn, he will instinctively seek to correct his position when the stick is shaken, since his primary concern is with controlling the plane.

**"AIN'T DOIN' RIGHT BY US"!**

An interesting booklet has just been dropped on my desk by the Personal Aircraft Council of the Aircraft Industries Association who prepared it—adequately and aptly titled "A GUIDE TO IMPROVED PUBLIC RELATIONS FOR THE FIXED BASE OPERATOR." Hurray for the AIA!!

These many years I've been yapping about the opportunities the f.b. operators are missing in not quite understanding what's needed at their fields public relations-wise. The boys who DO understand and who DO the things they should,—continue to get business, while others sit around and feel that somebody "ain't doin' right by us"! I've had many personal experiences — and plan to send a specially marked copy to the operators of one or two I'll airports not too far from this mad-house fondly referred to as the City of New York!!

In this little booklet you'll find such interesting subjects as "The 'what' and 'why' of public relations," "Dress up your home grounds," "Garden Club Cooperation," "Attractive Furnishings," "Those Rest Room" "Air Markings," "Your Area of Operation," "Establish Contact," "Public Officials," "Civic Groups," "Press and Radio," "Public Service," "Headliners," "Essay Contests," "Model Plane Clubs," "Air and Wing Scouts," etc. etc. As we said "Hurray for the PAC of the AIA,"!!!

There's only one thing that the AIA seems to have forgotten!

And that's the question of how much advertising should the Personal Plane Manufacturers do in the aviation papers (like this one for instance!!!) that continue week after week to give their products free and valuable white space!

Time and again this reporter has given an occasional idea or thought to the AIA's Personal Plane Council — but usually get nowhere — in a hurry! It's just ducky for the AIA to tell the fixed base operators how to profit by public relations, — but looka AIA, how about getting those personal plane manufacturers to "practice a little of what they preach." As one aviation magazine publisher told me recently — "If the aviation industry thinks I'm going to continue indefinitely being a benefactor for them they're crazy!" He just folded up his publication with an "th' Hell with is" attitude. So the plane manufacturers now have one place less to get free white space. It won't be long before a lot of the fixed base operators, who try like th' dickens to sell a small plane, will probably come to the same conclusion. How about it Personal Plane Council of the Aircraft Industries Association?

**ROUND THE WORLD**

Ever wonder how it would feel to fly around the world non-stop, like the boys did in that B-50, the "Lucky" Lady"?

The skipper of that ship, Capt. James Gallagher, kept a kind of diary, a personal log of the flight. He called it: "Diary of a Sky Sitter." Here are some excerpts.

"SATURDAY NIGHT: I'm sitting up here thinking how Columbus might have liked this vantage point to check his theory that the world is round. My assignment is to stay up here and hold a course so that while the world goes around four times I'll be going around it once and we will both come out even at Fort Worth where I started my sit.

"All's dark below. My navigator says we're at a point over the Atlantic Ocean. I can't tell by looking down. We're closer to the stars than the earth.

"DAYBREAK SUNDAY: The old globe has turned around. The Azores are coming up with the

(Continued to page 10)

CENTRAL FLYER

FOR MAY, 1949

PAGE NINE



# Taxi Technique

## Airplanes Take to the Air Like Ducks Take to Water But Both Have Trouble on the Ground

An airplane is directionally unstable while moving on the ground because

(1) three wheeled vehicles are inherently difficult to handle and (2) the control surfaces of a plane are not efficient at a speed which is safe for ground travel. Taxi accidents are seldom wash-outs but the damage from them is a major factor in operating and insurance costs.

The basic device for ground control is the rudder. It is difficult to maintain a balance between slipstream powerful enough to make the rudder turn the ship and a speed which is slow enough to permit safe maneuvering. A walking speed is recommended for taxiing, with an extra blast from the propeller when necessary to produce a turn.

Ailerons can be used to assist turns on the ground. A down aileron increases drag when the relative wind is from the front of the plane. If the relative wind is from the back of the plane, a lowered aileron is pushed by the wind from the rear. Therefore, in a headwind a down aileron assists a turn toward that side, and in a tailwind the down aileron helps turn the plane in the opposite direction.

Turns on the ground frequently require that the controls be crossed, and this is impossible with the "safety" planes where rudder and aileron are coordinated for turns in the air. When turning with the wind from the front coordination of the rudder and aileron may increase the ten-

gency of the plane to capsize.

Taxiing should be done by use of rudder and ailerons, with the brakes reserved for emergency use and turns in strong winds where the rudder effect is not sufficient. Excessive use of brakes and pivot turning wear out the brakes and tires rapidly.

Soft ground is dangerous when taxiing downwind because of tailwind will push the plane forward on its nose if the wheels stick in the mud. Help must be secured for taxiing under these conditions.

Don't be afraid to cut the switch instantly if a collision appears imminent. Even a slight reduction in speed will lessen the damage from collision. Steering an airplane is neither instantaneous nor positive and turns must be planned in advance and with plenty of room.

### —MAC SERVICE LETTER

FAIRCHILD F-47 got its CAA type certificate almost on same day Fairchild management decided to shut down personal-plane division. Plane looks like cross between Navion and Bonanza, cruised 157 m.p.h. on recent trip between Winfield, Kan. and Kansas City. Gross weight is 2,860 pounds, engine is 185-h.p. Continental. Only two F-47's built. One now at company's Hagerstown, Md., plant, other going to Ranger engine company for test work. No more will be built by Fairchild.

Balmy spring days produce thin air. Plan on longer take offs and landings as the weather warms up.—Practice without instruction tends to set faulty habits. Every pilot needs occasional check flights

## AVIATION NEWS & VIEWS

(Continued from page 9)

dawn. Now a B-29 is rising to give us gas

"SUNDAY NIGHT: Bright diamond lights above, but nothing but blackness below. My navigator says it's the Sahara. Without a moon, it's absolutely black"

Monday morning the "Lucky Lady" was refueled again. That evening, Captain Gallagher wrote

"That globe below is mostly water, for sure. Maybe that's why it seems we're the one that's standing still while it slowly twists around. All day it was mostly water — the Indian Ocean, the Bay of Bengal, and soon it will be the Pacific! India passed beneath us this afternoon.

"Tuesday Morning: The Philippines are under us. Two tankers have come up from Clark Field to revive our thirsty tanks. We can catch glimpses of the Jungle below"

Tuesday night it was more water. By Wednesday, Gallagher said the crew was weary; said it didn't seem like they were doing much except refueling each morning. Wednesday night they passed Hawaii and were on the home lap.

And when he landed at Fort Worth, his diary said Thursday morning, but by Fort Worth's Central Standard Time it was only Wednesday. The "Lucky Lady" had gained a day, then lost it again.

### HURON RANGE FREQUENCY CHANGED

As of April 12, 1949, the frequency radio range was changed from 353kcs to 391kcs. Many pilots are still not aware of this change, even though published in the AIRGI

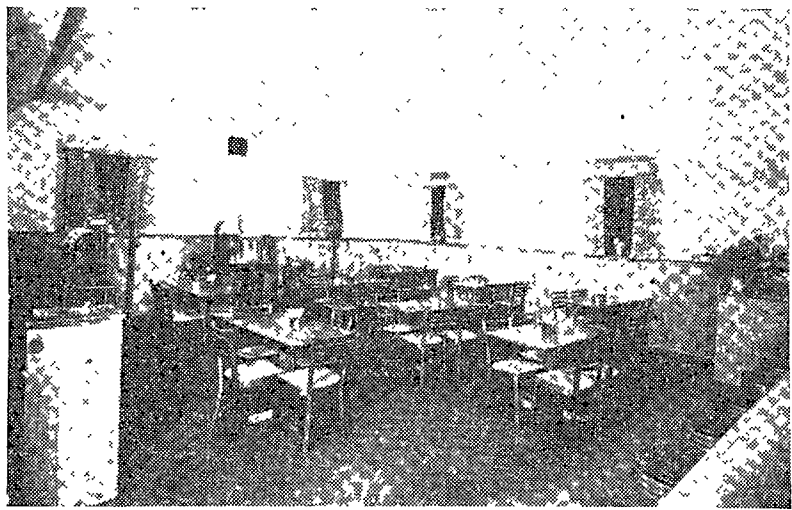
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## New Airport Cafe Open

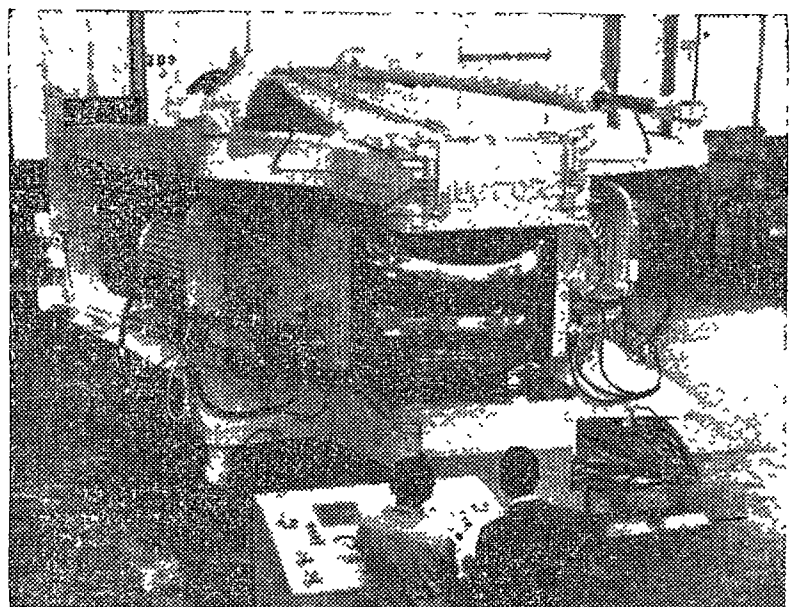


Mr. and Mrs. Frank Mumaugh have recently opened a new cafe at the Pierre Municipal airport. The cafe is open seven days a week from 7 a. m. to 9 p. m. At the grand opening on April 3rd a party of eighteen planes arrived from Aberdeen, Gettesburg and

Rapid City. A wonderful breakfast was reported by members of the flight.

A cordial invitation is extended by cafe manager Ilene Arneson and Mr. and Mrs. Frank Mumaugh to all pilots in the Central Area.

## Tough Metal Meets Tougher Machine



Above photo shows stretch-former converting a sheet of metal into an engine cowling ring.

## South Dakota Flyers Study Weed Control Problems at Presho

(Continued from Page 6)

more weed spraying from the air during the coming season than ever before.

Dr. Stahler encouraged greater use of airplanes in spraying large pastures and rangelands with 2, 4-D. In other states, he explained, records show that one spraying of a pasture he increased beef production by 40 pounds per acre. This was caused by improved pasture conditions when the weeds were killed and the grass given a chance to grow.

"One of the best 'sales talks' you can make," he told the pilots "is to get permission from a farmer or rancher to spray a single strip across a weedy pasture. The difference in grass stands between the sprayed and unsprayed areas will be significant."

Stahler also explained the hazards and advantages of airplane spraying. He cautioned the airmen to realize that 2, 4-D will kill valuable crops as well as weeds, if applied improperly. He indicated the 2, 4-D sprays will drift in the air as far as half mile and more if the plane is flown too high. And when it drifts some of it may land on susceptible crops like potatoes, sugar beets, clover, garden crops and trees. He recommended that the pilots fly as low as practical and to cover a swath of not more than 4 or 5 feet on each run.

The airmen paid close attention to the discussions on weed identification and chemical control methods. After the discussions and demonstrations a large number of them took examinations to qualify for a permit to spray weeds. These tests were given by the state department of agriculture.

It took 40 years to progress from the simple Wright Brothers' engine to a 3,000 h p engine. In the last five years, however, power has increased from 3,000 to 10,000 h p.

HALLEY AIRPORT

## Weber's Airport Repair Shop

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**NEBRASKA NEWS  
ENGINEERING NOTES**

Berggen and Sons Construction Co. of Scottsbluff resumed construction on the Lexington Municipal Airport, March 21. The contract for the Valentine Municipal Airport was let March 4 to the Missouri Valley Construction Co., of Omaha for \$65,000. Grading will begin within the next few weeks. At Harrison, Nebraska, March 22, the voters gave approval to a \$2500 Airport Bond issue by a 3 to 1 margin. Site surveys with CAA were made at Hyannis, Cody, Merriman, Bassett and Ewing. Preliminary surveys were made at Harrison, Bayard and Hyannis. Plan-in-hand inspections conducted at Creighton. The letting date will probably be in April. The letting for High Intensity Lighting and Fencing of the Omaha Municipal Airport was held March 8. The Henry W. Miller Electric Co. was the low bidder on lighting, and the Dodson Engineering Co. of Omaha was low bidder on fencing. The Project File was executed by the Mitchell City Council for improvement of the Municipal Airport. This to include extension of the present N/S strip which is sub-standard, and construction of a concrete apron. The voters at Imperial, Nebraska, in January voted approval of a \$6,000 Airfield Bond issue by a 6 to 1 margin. A joint inspection was made of the Wallace Airport site by CAA, Department of Roads and Irrigation, and the Department of Aeronautics.

An American test-pilot recently performed a complete loop with a helicopter. It was the first such maneuver in a helicopter.

**Honor Roll Cities**

CHICAGO, April 30 — For going through the entire year of 1948 without a single traffic fatality, 401 cities with populations between 5,000 and 10,000 have won places on the Honor Roll of the National Traffic Safety Contest.

The National Safety Council, which conducts the contest, announced that this marks an increase of 98 from the number on the 1947 Honor Roll.

Colorado had the highest percentage of Honor Roll winners with eight out of 10 reporting cities. Iowa had the next best record with 19 out of 24.

Hobart, Okla., which state records show has never had a traffic death since its incorporation in 1901, maintained its perfect record in 1948. The Council does not know of any other city in the population group which equals this record.

The Honor Roll cities in the Central area were:

**MINNESOTA**

- Moorhead
- Owatoona
- Willmar
- Chisholm
- Cloquet
- Stillwater
- Farmont
- Eveleth
- Little Falls
- Columbia Heights
- Ely
- Edina
- International Falls
- Hastings
- Detroit Lakes

**MONTANA**

- Bozeman
- Livingston
- Lewiston

**NEBRASKA**

- Allance
- Columbus
- Fairbury
- McCook
- York

**NORTH DAKOTA**

- Devil's Lake
- Jamestown
- Mandan
- Valley City
- Wahpaton
- Williston

**SOUTH DAKOTA**

- Brookings
- Lead
- Yankton

**WYOMING**

- Rock Springs

**Flyers' Calendar**

MAY 2-3—Aerial crop spraying, dusting, seeding and fertilizing Conference, Fargo, North Dakota.

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

JUNE 5—Airport Dedication, Hartington, Nebraska.

JUNE 11-12—South Dakota Flying Farmers Annual Convention Rapid City, S. D.

JUNE 13-14—North Dakota Safety Conference, Minot, North Dakota.

JULY 17—CAP. Airshow, Norfolk, Nebraska.

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

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

DEC. 6-8—North Central Weed Control Conference, Sioux Falls, S. D.

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# FLY-AT-COST PLAN

The public generally believes it costs too much to fly a plane. And whether you are learning to fly, operate your own plane or are renting one at the airport to take you on business or pleasure, the average man says it is too expensive.

To correct that impression and bring down flying costs, the following fly-at-cost plan will become operative on the 15th of April, 1949. Your criticisms, questions and interest are invited.

## Who Can Use the Plan

Anyone, anywhere. If you are a pilot, you fly it yourself. If not, you pick our own pilot from a pool of certified pilots approved by your local airport operators.

## What Kind of Flying

You may take lessons, go on cross-country trips business or pleasure, with family or friends.

## How it Works

Simply stated, your airport operators offer the public air transportation at rock bottom prices. They furnish planes in good condition at all times available. You pay only for the time you are in the air, accurately measured by a recording device in the plane. This recorder tells you the minutes and hours you have flown. You buy your own gas and oil when you use the plane.

## Figuring Actual Cost

Since per-hour costs go down as the use of the plane goes up, the object of this plan is to keep the planes in the air every day and pass on to you the savings resulting from volume. The following will be the basis of accurately computing the cost per flying-hour: 1—actual depreciation, 2 — repairs, 3 — clerical

and promotion expense of this plan, and 4— 10 per cent return on investment, that is value of planes flown.

## How You Pay

The plan is set up on a year to year basis, starting the 15th of April, 1949. You may buy as little as \$60 a year worth of flying time and pay for it \$5.00 per month if you wish. You may increase your purchase of flying time during the year, or sell any unused time to someone else. Or you may sell it back to the airport operators any time after 90 days, at not more than 10 per cent discount. You need not pay in advance for flying time but must have a credit balance in some amount at all times.

## Determining Depreciation During Year

On 15th of April, 1949, the airport operators will post on their bulletin board their true declared value for each plane. Within 30 days any participant may buy the plane at that price. Same procedure on or before the 15th of April, 1950. The difference will be the actual depreciation. The figure midway between value at beginning and end of year will be basis of 10 per cent on investment. For example, if plane is \$3750 at beginning and \$2750 at end of year, 10 per cent would be taken of \$3250

## Per-Hour Flying Cost

During the year the 4-place plane will rent for \$7.50 and 2-place plane for \$6.00 per hour, flown. On the 15th of April, 1950, the total hours flown will be divided into the total cost for the year, applying the above formula to compute the per hour cost. Any result between the fixed price

(\$7.50 and \$6.00 per hour) and actual flying costs will be returned prorata to you as a dividend in cash, or at the option of the operators a credit on flying time under this or a similar plan for the coming year. No assessment will ever be made.

Having paid or signed up for flying time this plan, let us say you want to go to Omaha for a week end and take your family. Or maybe you have a week end of fishing at a lodge on the Canadian border. You will first call the airport to reserve the time and plane. They confirm and ask if you have your own pilot. If you don't maybe they know of one who would like to go on that trip. Or if you want them to, the airport operators will engage a regular commercial pilot for you at a small additional charge. When you come to the airport to leave, your plane will be full of gas and oil, completely ready to go. The reading of hours and minutes will be recorded on your flight ticket and certified by your pilot. When you return the plane will be refilled with gas and oil, the hours and minutes reading entered on your flight ticket to compute your trip flying time. Your pilot again certifies.

All matters pertaining to flying weather, eligibility of pilots, minimum hours per day during busy seasons, etc, shall be determined by the airport operators. Maintenance will not exceed \$1.50 and \$1.00 per hour (4 and 2-place planes respectively). Clerical will not exceed 50c per hour, promotion same (50c) for flown.

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### A Medical Examination Is a Pilot's Guarantee of Good Health and Ability to Fly.

It is human nature for us to stay away from a doctor as long as we can and until severe pain or discomfort drives us to seek relief. Periodic physical examinations are considered a nuisance, but they are invaluable in detecting trouble before actual symptoms arise.

Flying calls for the highest degree of physical fitness, as well as aeronautical skill. The pilot who cheats on a physical examination may be setting up trouble for himself.

Eyesight must be good, and the pilot must have depth perception. The only thing that can tell the pilot whether he is 20 feet off the ground or two feet off the ground is his depth perception.

A good sense of balance is essential. The ear examination is intended to disclose the general condition of the hearing system, and often indicates trouble in the balance canals.

The heart and other parts of the circulatory system become increasingly important as the pilot advances in age. The tempo of modern life is so fast that collapses and death from heart disease are increasing at a terrific rate.

**FOR SALE OR TRADE** 1946 Funk Custom 2-place plane, bought new May, 1947. Equipped with lights, radio, wheel pants, starter and generator, custom interior, new prop, 100 hr inspection just completed, 300 hrs. total time on automatic log. Sell or trade for late model car.  
**LORENZ BROTHERS, Bowman, N Dak.**

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**CHOICE GRAIN AND STOCK** farm for sale near Clark, S. D., Terms A O Nordseth, Box 295 Clark S. Dak.

Doctors who detect any condition which might result in a sudden attack of discomfort, fainting or loss of control, will prescribe corrective measures. A pilot should take the suggestions seriously and realize that a change in his habits may be necessary to correct the ravages of nervous tension.

Even though a pilot is in top physical condition in so far as a medical examination is concerned, he can put himself in a dangerous position by overfatigue. There have been many accidents in private and commercial flying which have been caused or aggravated by fatigue of the pilot. Depth perception is faulty and muscular coordination is lacking when eyes and muscles are exhausted.

A pilot is wise to keep his hours of flying down to the same eight or ten hours that he is willing to work. Modern job analysis indicates that an eight hour working day is all that the body and mind can stand and remain in good condition. Even though flying an airplane is fun, it is still work to the muscles and eyes. It is smart to set down for a good night's rest when fatigue is felt.

A Pennsylvania flying school has offered free flying instruction to any one over 60.

## SUMMER FOGS

The fair weather of summertime can easily cause pilots to relax their vigilance for fog. There is nothing more disconcerting than to have the haze turn into a solid blanket of white and leave a plane stranded in zero visibility.

The monsoon fog is one which is likely to occur in the neighborhood of large bodies of water such as the Great Lakes. Warm, humid air blowing over the relatively cool surface of a large body of water will result in condensation of the moisture in the air and reversal of the wind may bring this fog from the water over the land.

Ground fog forms during the night as the air cools and is most likely to settle in valleys and low places. A ground fog will probably be "burned off" by the sun during the daytime but its presence must be anticipated at many low lying airports if a morning landing is planned.

There may be fog in the cool air ahead of a warm front, which is causing rain to fall. An experienced pilot may feel that it is safe enough to fly through falling rain from an advancing warm front when the weather report indicates little or no turbulence in the front, but he must be prepared for lowering visibility as the warm rain falls through the cooler air at the surface. This is a condition which can occur through many parts of the United States during the summer season following a relatively cool spell.

Pilots are wise when they check the dew point to see whether it is near the temperature, because this is an excellent indication of possible fog. Low wind velocity and cold ground surface assist fog formation.

A pilot should never take off anticipating dissipation of fog unless a definite alternate is available. Change in condition of cloud cover may delay the "burning off" of a morning fog, or anticipated high winds might not develop in time to clear away the fog by the estimated arrival time.

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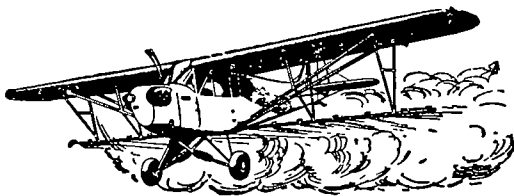
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