

OUTDOOR LIFE

# Outdoor Life

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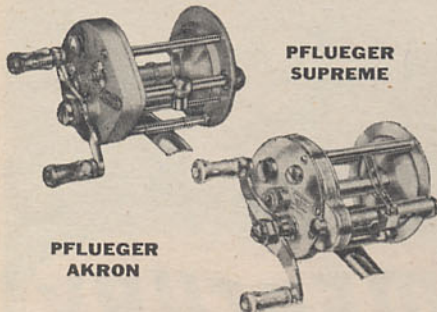
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VOLUME 98  
NO. 2

## Outdoor Life

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### CONTENTS FOR AUGUST 1946

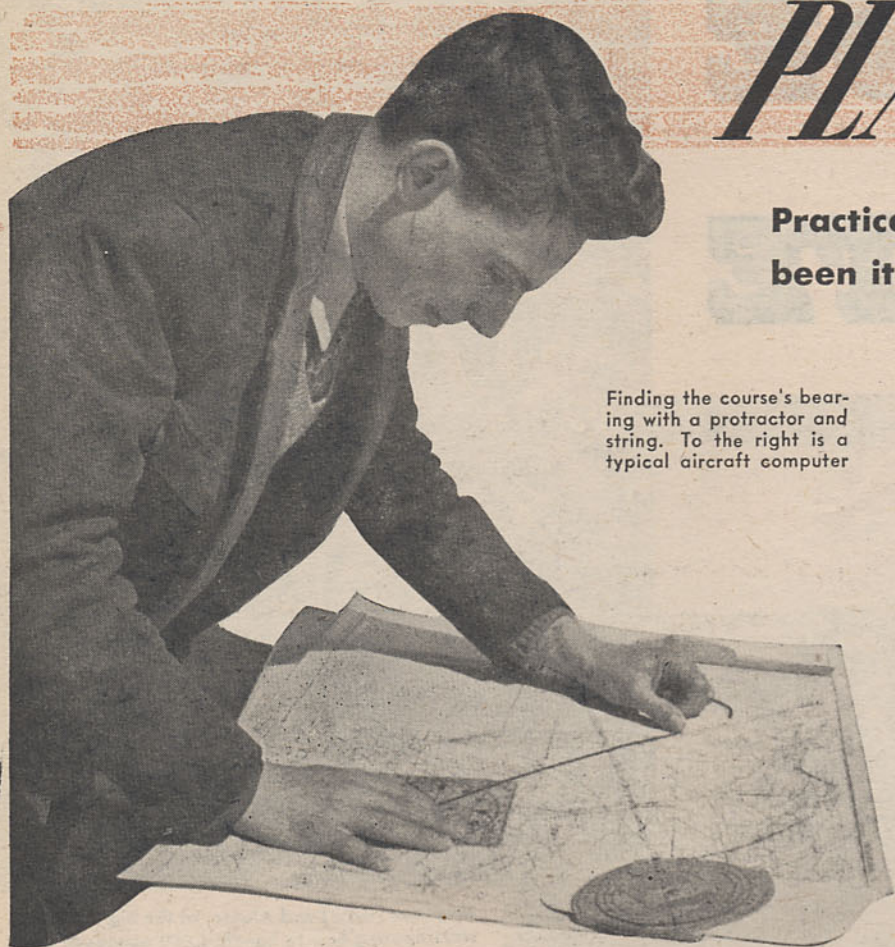
Does Pheasant Stocking Pay?.....	P. J. HOFFMASTER	25
A ranking authority answers a question now vexing American sportsmen		
Hanky Bait.....	LYNN WATT	28
He fished in his pocket—and yanked a lunker laker from a New York pond		
All Cougars are Bad!.....	SAM H. NICKELS	30
Don't let anyone tell you, says this New Mexican, that they fear man!		
Dixie Fights a Jap Invader.....	SHELBY F. ROBBINS	32
About the water hyacinth—deadly menace to the South's fish and game		
Partridge of the Water.....	STEVE ARCHER	34
Angling for Oregon's big yellow perch is real sport—not kid stuff		
Last-day Grizzly.....	JACK O'CONNOR	36
Our gun editor faces a Yukon silvertip, and a life hangs in the balance		
I Love Beagle Music.....	CHARLES ASKINS JR.	38
There's fun, and excitement, in this double-feature Louisiana rabbit hunt		
The Greenwing Teal.....	Painted by FRANCIS LEE JAUQUES	40
Feathered bullet of the bayous—a full-color portrait by a great artist		
Moose a Minute.....	JOHN DURANT	43
Right good shooting for a Canadian who'd sworn off hunting the critters!		
Planning a North-Woods Flight.....	ROB F. SANDERSON	44
Sportsmen-pilots: Here's dope on adding wings to your vacation dream		
Brownies With Big Ears.....	JOHN GARTNER	46
Those Oregon Loch Levens made him feel foolish—but he got back at them		
What Every Deer Hunter Should Know.....	ARCHIBALD RUTLEDGE	48
There's more to bagging a buck than just being at a white-tail stand		
Bobwhites in a Pigpen.....	HOWARD BRISCO	50
Tough, when even the dogs can't believe you're hunting Oklahoma quail!		
Cutthroats in the Spinach.....	JOE MEARS	52
When California trout prove willing to fight—down among the weeds		
More Game for Our Public Grazing Lands!.....	ARTHUR GRAHAME	54
There'll be good hunting for everybody, if we support a real management and control program for those 146 million acres of open range		
Outdoor Life in Pictures.....		57
A striking array, with four pages of photographs on camping made easy		
This Happened to Me: My trick-shot deer.....	ALBERT R. NELSON	64
Fishing Seasons for 1946.....	66	Camping and Woodcraft..... 134
Angling.....	69	Maurice H. Decker, Editor
Catching bass in the weeds		
Arms and Ammunition.....	94	Dogs..... 142
.270 and .30/06 compared		
Boating.....	124	C. Blackburn Miller, Editor
Build this plywood pram		
		Spaniels can fill the bill
		The Health of Your Dog..... 146
		DR. JAMES R. KINNEY
		Game Gimmicks..... 152
		GUS MAGER
		What's on Your Mind?..... 22

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# PLANNING

Practical how-to-do-it information  
been itching to make a wilderness



Finding the course's bearing with a protractor and string. To the right is a typical aircraft computer

By **ROB E. SANDERSON**

**P**REPARING for a trip is always fun, but planning a sky jaunt into the unlimited blue space above all the stalling and bustle of jammed highways is the most fun of all. The air trip will take a bit longer to plan, possibly—but you'll reach your vacation grounds in a fraction of the time required for an ordinary journey. What's more, you'll arrive fresh, instead of weary from the troubles or road travel!

With summer fishing here, many sportsmen are planning trips into the northern wilds. Already large numbers of outdoor enthusiasts have their own planes. As early as January a salesman tried to sell me a low-priced sports plane—complete with floats, brand-new, and ready to fly away—and our aviation factories are now producing dozens of sports planes daily.

Sky traveling presupposes guidance. Even when you know where you're going, you'll need a map or chart to get there—and if you're uncertain you'll also need a map to help pick your destination. There are several kinds to choose from—all of them good. The best charts for air navigation are published by the government at a very reasonable cost.

**I**N ORDER to find out just which ones you need, a free index map is obtainable from the Coast and Geodetic Survey, Washington 25, D. C., showing Aeronautical Charts of the United States. This index map is part of a six-page folder, which lists by states the agents selling the charts, and gives detailed information about them. Two types of maps are shown on the index. Those called World Air Charts are the forty-three smaller-scaled ones that cover a large area on each chart. These take the place of the seventeen prewar Regional Charts and are known by a number, such as WAC 219, which includes the Lake of the Woods country on the Minnesota-Canada border.

Then there are eighty-seven Sectional Aeronautical Charts, with a larger scale. These cover less area but show more

detail, and are known by a name, such as "Aroostook" (the map covering the northern tip of Maine).

The WAC's are drawn to an approximate scale of sixteen miles to the inch, and the sectional charts about eight miles to the inch. Both sell for 25 cents each and can be had for any part of the United States. There is a discount of one third on a shipment to one address when the value is \$10 or more.

**T**HESE maps show airport locations and elevations, towns, railroads, rivers, main highways, terrain configuration and elevation, prominent landmarks, danger areas, as well as radio and other navigational aids. You can draw a course line on these charts easily, and it's simple to measure distances. The sportsman will find to his delight that the lakes in the regions of northern Minnesota, Wisconsin, Michigan, Maine, as well as Florida and other areas, are shown with almost photographic accuracy.

For planning a long trip, it is well to have the Aeronautical Planning Chart of the United States (No. 3060b, obtainable for 40 cents from the same source). This is very convenient for appraising the whole trip at a glance.

However, it does not replace the other charts for actual navigational purposes in flight.

A most useful publication is the Airman's Guide, issued by the Office of Aviation Information, Civil Aeronautics Administration, Washington 25, D. C., and brought up-to-date at two-week intervals. Because it's in such demand a small charge may soon be made for this bulletin, which contains Notices to Airmen, Air Navigation Radio Aids, and a Directory of Airports (including in each case the field's elevation, length and nature of its runways, and other vital data). Thus you can check all the airfields along your course, and choose those at which you'd like to refuel.



This many-scaled plotter is invaluable for measuring chart distances

# a NORTH-WOODS FLIGHT

for those sportsmen-pilots who have hop—but didn't know how easy it is

If your plane has a radio, you'll want to consult, in the Airman's Guide, the section on Air Navigation Radio Aids. (This material can be had separately, from the same source, without cost.) It tells you all about airway traffic control and communications stations, and shows all radio ranges and airways distances. It has dope on Canada, too.

IS A RADIO worth while? It requires a battery and generator, not standard equipment in most light craft. This heavy equipment cuts down your baggage allowance. I have flown trips of more than 2,000 miles in a light, 65-horsepower plane with no radio, and without any trouble. A radio is handy in bad weather when visibility is low, and on ships of four places or more it is usually standard equipment. It's also valuable in obtaining weather reports from airways stations.

"This covers the States pretty well," you may be saying, "but when traveling by plane I can afford to go farther than usual—and I want to go to Canada. After all, it involves only a couple more hours of flying."

The Canadian government issues a fine set of air navigation charts at a scale of eight miles to the inch—corresponding to our own sectionals, and at the same price of 25 cents each. A complete index map listing all charts by name is available by writing to the Hydrographic and Map Service, Department of Mines and Resources, Labelle Building, Ottawa, Canada.

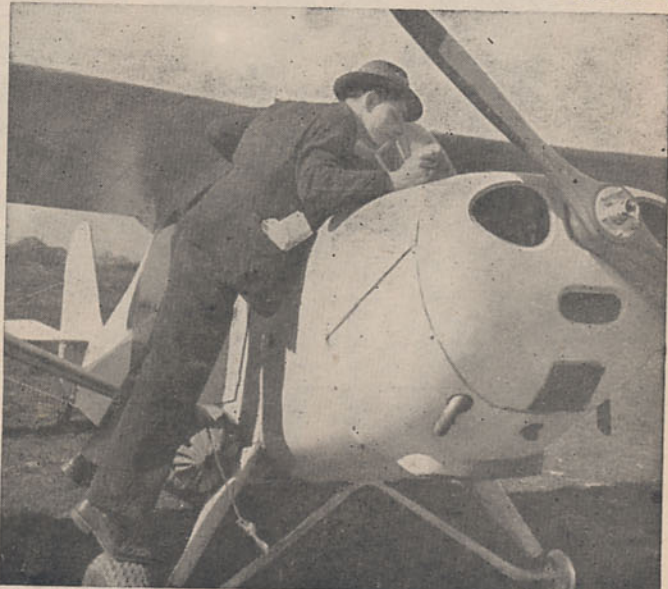
FOR charts showing radio aids to navigation, apply to the Civil Aviation Division, Department of Transport, Ottawa—and they'll supply material showing range stations, call signs, frequencies, courses, identifications, and so on. The same office also issues a civil-airport and seaplane-base directory. I have found the Canadian offices most prompt and cooperative in sending any needed material.

Canadian regulations, in most respects, are very similar to ours. However, any American sportsman who intends to fly much in Canada would do well to obtain a free copy of "Air Regulations, 1938," with amendments, from the Civil Aviation Division. Especially of interest are the appendixes, pages 52 to 65, which deal with arrangements between Canada and the United States. This information is important to you as an American pilot in Canada, and should be

(Continued on page 132)



Stow the duffel carefully, and you'll be amazed at what'll squeeze in



One of the most important "musts" is that last look into the gas tank



When you lay out your final flight plan, try and chart a course that will pass plenty of positive check points—like this river-spanning bridge

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## North-Woods Flight

(Continued from page 45)

read. In general, however, there is very little red tape or bother, as your license is valid there for private aviation purposes. If you write this division telling of your intentions, you will be supplied with all the necessary information, including ports of entry where airplanes may enter the country.

The most recent listing of these entry points I have includes: Montreal in Quebec; Toronto, Hamilton, and Windsor in Ontario; Winnipeg, in Manitoba; and Lethbridge, in Alberta. Whitehorse is the port of entry in the Yukon territory.

You'll need to give advance notice of arrival, and get a clearance from customs, to land a seaplane at Montreal. The same formalities hold true in Ontario for Ottawa (landplanes only), and Kenora (seaplanes only). Permission may also be obtained for entry at other points.

Remember—never attempt a trip to a foreign country without first consulting a copy of the latest regulations. Once you have all the maps and dope, you'll find you can spend many absorbing evenings planning trips into the wilds.

As the day for take-off approaches you will need to make other preparations. For navigation, besides the compass and air-speed indicator in your ship, the instruments are simple. You will need a straightedge or ruler scaled to measure miles, and a protractor with which to measure course angles up to 360 degrees. Several commercial firms have combined the straightedge, distance scale, and protractor into one item, known as a plotter. Made of transparent plastic, most varieties have several scales: one in inches, another eight miles to the inch to use with the Sectional Charts, and a third sixteen miles to the inch for the World Air Charts. These plotters are handy, easy to work with, and in convenience are worth the dollar or two they sell for.

Another useful instrument is a simple aircraft computer which will multiply and divide for you. This may seem unnecessary but it is a great timesaver. For example, from check points on the map you find you have gone sixty-four miles in thirty-seven minutes. In a second the computer will give you your ground speed for this distance. With it—knowing your altitude above the ground, the air temperature, and the reading on your air-speed meter—you can also quickly ascertain your true air speed. It will also enable you to figure how many miles you can go on so many gallons of gas with any given ground speed, or tell you how many gallons the motor burns an hour.

Lastly, every sportsman should have that prime navigational essential—an accurate watch.

Finding your way in the wilderness is no harder than navigation in settled areas—unless you get lost, in which case there are no municipal water towers from which to read a town name. But good maps present all lake and watercourse outlines so accurately that you can easily pick lakes by their shapes and fly from one to the next without trouble. Here roads and railroads are so rare that when found they cannot be confused with others on the map—as it's so easy to do, for instance, around Chicago, Illinois.

Before leaving on any wilderness trip, be sure to check your compass for accuracy. Line your ship up on a compass rose, which is a large circle painted on an airport apron, and usually graduated at fifteen-degree intervals. The compass rose indicates magnetic north. Each time you swing the ship to a new heading on

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OUTDOOR LIFE

the rose, note any discrepancy from the desired readings. This error—whether due to faulty installation or to magnetic disturbances in the plane itself—is known as “deviation” and is found in varying measure in compasses on all planes—even new ones! If the deviation is very marked have your compass corrected at an instrument shop.

I once made a cross-country flight in an unfamiliar plane with what proved to be a very inaccurate compass, and although I have flown the ocean many times through all sorts of fronts and other weather, that inaccurate instrument brought me the closest to serious accident that it's been my luck to escape!

No trip should start without a general inspection of the aircraft and its engine. Check the spark plugs, the fuel lines, and the radio if there is one; and be sure you have run a recent check on fuel consumption. Put aboard a liberal supply of tie-down ropes. And if it's a seaplane you're using, stow a small paddle with the regular gear.

Seaplanes must be harbored with care. From the air it is easy to pick out a good harbor on almost any lake, bay, or inlet which will protect the plane not only from the prevailing wind, but also from shifts in wind direction, which are usually accompanied by sudden and often damaging gusts. So it's best to pull your seaplane up on a beach of sand or muck, for a rocky shore may easily cause damage to the hull or floats. Then tie the wings and fuselage to tree trunks or solid stumps. An airplane, being a mechanical kite, is easily affected by the wind.

Packing a plane is quite an art. You will be astonished at how much fishing tackle, clothes, and equipment can be put into a two-place ship if the space for stowage and the shape of the containers are judiciously chosen. When you've done a careful job you may have room for extra gasoline cans in the fuselage!

After a trial packing, if you have done all the other things, you are ready for that sky trip—the first hop to faraway grounds with the speed of an eagle, instead of the pace of an ant! Out at the airport one early morning you'll call “Contact,” taxi off through the dew-covered grass and runways, run the motor up, and then you're roaring into the wind—soon air-borne and fading northward.

One thing more you can do. If you don't have a thorough background in aviation, either as a civilian or a military pilot, right now is none too soon to bone up on navigation and meteorology. Getting lost and running into bad weather are the principal headaches of the amateur airman.

Two low-priced and comprehensive books on the subjects are the Civil Aeronautics Bulletins entitled: Practical Air Navigation (No. 24, cost \$1), and Meteorology for Pilots (No. 25, selling for 75 cents). These and other worth-while C.A.A. bulletins are obtainable from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

This flying business is fascinating, every bit of it. Once you start planning a trip in your sports plane—if you haven't already done so—you'll find yourself staying up 'way late into the night, poring over maps, measuring distances, or absorbing dope from the manuals.

You'll find that getting ready for an air trip is a real adventure. Pilots' wives call the excitement that goes with flying “sky fever.” Anyone who hunts or fishes, and is once exposed to the possibilities of air travel by himself, soon becomes a convert. And I know of no other additional hobby that an outdoorsman can take up, and thereby find himself with more time to spend afield!

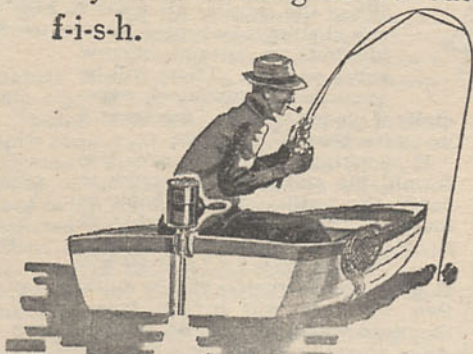


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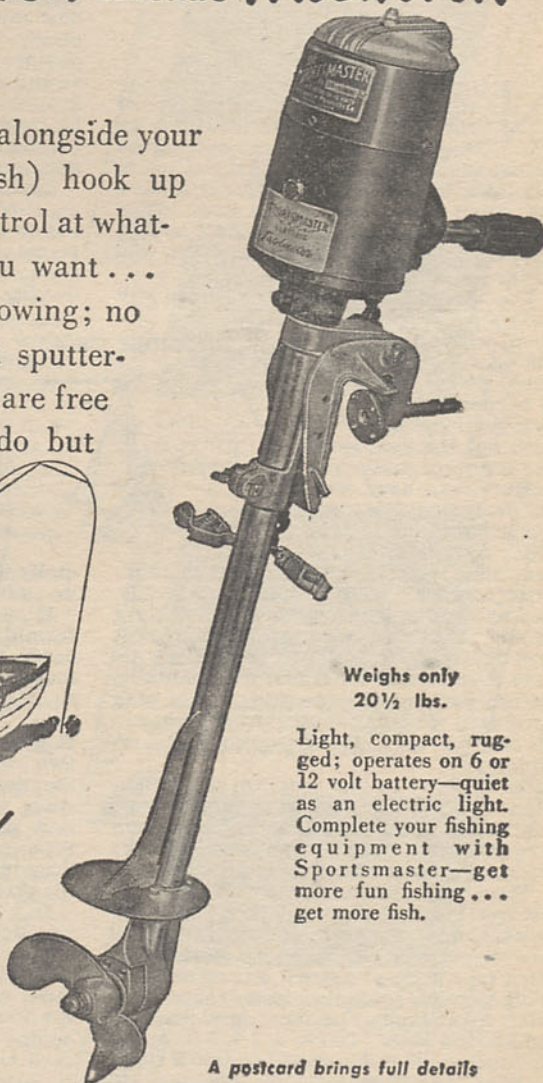
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