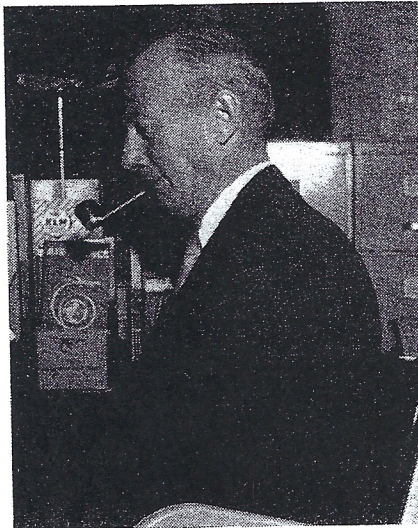


Form Business Aircraft Group

One of the most spectacular developments in aviation has been the phenomenal growth of business flying. Representing corporations that literally are "up in the air" are thousands of aircraft droning over the 48 states—carrying executives swiftly and comfortably to business rendezvous.

Use of this highly efficient mode of transportation has zoomed by leaps and bounds during the past decade. In 1948, there were only a little over 2,000 business aircraft in operation. Today this number has burgeoned to more than 16,000!

So great has been this development that an organization to promote and protect the interests of business-aircraft operators was needed. So it was back in 1946 that the National Business Aircraft Association, Inc., was formed. Logically, a number of local groups patterned on the parent asso-



Jim Magnus

ciation were set up.

Only a couple of months ago, a group of local pilots representing business aircraft formed the Minnesota

Business Aircraft Association.

Jim Magnus, pilot for Minneapolis-Honeywell Regulator Company, president of the group, defines it as "an independent, non-profit organization to represent and protect the aviation interests of its members, to present a united front in all matters where organized action is necessary to improve business aircraft, and to further the cause of safety and economy of business aircraft operations."

At present, the Association has some 25 members, most of them located in the Twin Cities. "Members" are the companies or corporations operating their own aircraft with their pilots the active participants in the Association.

"We are not a pilot's union and we don't aspire to become one," Magnus said. "We are simply a group of professional pilots interested in the furtherance of business aviation."

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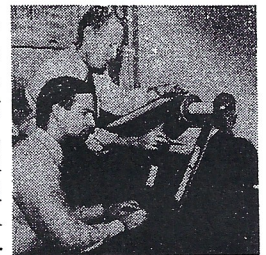
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Magnus and fellow officers of the Association, Jim Grogan of Pillsbury, vice president; and Norm (Bud) Mitchell, Star and Tribune, secretary, are now busily lining up the year's program for the group. Meetings take place at noon on the first Friday of every month at Coleman's restaurant in St. Paul.

"We're hoping to have a guest speaker each time—someone with a particular specialty that will be of interest to every one of our members," says Magnus. These will include such experts as Civil Aeronautics agents, weather bureau people, customs officials, the metropolitan airports commissioner, the state aeronautics commissioner as well as representatives of the National Business Aircraft Association.

At the same time, the group is setting up a half dozen or more committees, which will include Flight operations, Legislation, Public Relations, Industrial Relations and Technical Evaluations.

All of the group's activities are pointed at increasing the base of business flying. Statistics definitely show, states Magnus, that air travel—both timewise and financially—has a distinct advantage over other means of transport, including scheduled airlines. With them, an executive's schedule

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must conform to a timetable; with a company plane, the situation is just the reverse. The result: much time is saved—and time is money.

The introduction of newer utility aircraft with increased range, payload and safety, have enabled many business concerns to purchase and operate their own planes. Today there are literally thousands of organizations operating their own aircraft and new ones are being added each day.

Magnus says that it is the goal of many pilots to captain a company plane. "You see," he points out, "we never know where our next trip will take us—maybe Los Angeles, maybe

Miami, maybe Anchorage. It's a lot more interesting than following a regular course week in and week out."

Corporation Planes Set New Record

Proof of the importance of corporation aviation is the fact that there are now more corporation two-engine planes than multi-engine airline planes. And last year corporation planes flew three times more plane-miles than passenger planes.

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