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Aeronautics Commission
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NORTH DAKOTA NEWS LETTER

NORTH DAKOTA CHAPTER OF NINETY-NINES ORGANIZED
(International Organization of Women Pilots)

Genevieve P. Sogaard, Minot, announced this month that a new Chapter of the Ninety-Nines Club has been organized in North Dakota. The Ninety-Nines is a famous International Organization of Women Pilots with headquarters in New York with 46 Chapters in the United States, four in Canada and one in Hawaii. The 99s also have members in France, Australia, Turkey, Puerto Rico, Brazil, Sweden and South Africa.

The Ninety-Nine Club derives its name from the number of Charter Members who banded together to further the role of women in advancing the cause of aviation. The organization was founded in 1929 with "Amelia Earhart" its first National president. Practically all feminine aviation records made since the founding of the club, have been made by 99s.

To be eligible for membership in the Ninety-Nines, a woman must possess an active pilot's license in either powered aircraft or gliders.

Members of the newly organized North Dakota Chapter are: Genevieve P. Sogaard, Minot, Chairman; Carol E. J. Baney, Minot, Vice Chairman; Anne Ross Anderson, Minot, Treasurer; Martha Blair Gaunce, Williston; Ardeth L. Strand, Minot and Doris Ann Field, Douglas. The North Dakota 99s received their charter in January, 1954 from Geraldine Mickelson, National President of the organization in Sacramento, Calif.

According to Genevieve Sogaard, Chairman of the North Dakota 99s, there are only three Chapters in the Northwest section which are located in North Dakota, Oregon and the State of Washington. The Chairman has the distinction of having organized a similar Chapter at Salt Lake City, Utah in 1950.

The official Ninety-Nines insignia was originally designed by Tiffany in gold and comprises two "99"s, square cut superimposed with a spinable propeller in the center. Charter members are entitled to have a diamond in the hub of the propeller. Official colors are blue and white. The official seal is a compass rose with the two square cut "99"s in the center, executed in blue and white.

The 99s print a monthly Newsletter available to each member. Some of their projects include sponsoring the All Women Transcontinental Air Race, International Air Race and the annual Powder Puff Derby. Under 99s' sponsorship the increasingly popular cross-country race has grown from one entry in 1946 to forty-four with seventy-seven women last year winging their way over the designated 3,000 mile course. Open to all women pilots flying stock model aircraft up to 300 horse power, the race is flown on an elapsed time, handicap basis. Not only is the race the top aviation sporting event for women, but it also provides cross-country flight experience of the most exacting nature, making efficient women pilots available in the event of national emergencies.

The purpose of the 99s organization is to coordinate the interests and efforts of women in the aviation field; to assist them in any movement which will be of help to them in aeronautical research, air racing events, acquisition of aerial experience, maintenance of a greater economic status for women in the aviation industry and administering through the air in times of emergency arising from fire, famine, flood and war.

Some of the famous Ninety-Nine members include Jacqueline Cochran, holder of five of the eight world speed records for women, was awarded the Distinguished Service Medal by the USA and the Legion of Honor by France; Ruth Nichols first National recipient Harmon Trophy, when she held simultaneously world's record for speed, altitude and distance; Louise Thaden, first woman to win Bendix Race from field of crack men pilots; Katherine Stinson, only woman aeronautical engineer on Civil Aeronautics Administration staff; Clara Livingston operates own flight school in Puerto Rico...is Deputy Wing Commander CAP...recently obtained helicopter rating.

Genevieve P. Sogaard, Minot, Chairman, said the membership of the North Dakota Chapter is being expanded. Interested women pilots may write to her for further details at 1225 - 8th Street, N.W., Minot, North Dakota.

N. D. WING HEADQUARTERS CAP GETS RECOGNIZATION FOR EXCELLENT COVERAGE ON SEARCH MISSION

The National Headquarters of the Civil Air Patrol recently carried a commendation in their news letter, of the excellent coverage of the search conducted by the North Dakota CAP for missing airman, Eugene Nelson, as reported by Lt. Col. Stan Cowan, North Dakota Wing PIO and Capt. Norman Schrader, Assistant PIO. The National Headquarters said that prompt reporting to National Headquarters was followed by complete reports on the progress of the search with photos and tear sheets. Col. Cowan and his staff gained much favorable notice for CAP through their alertness in covering the search exceptionally well, concluded the National CAP report.

NORTH DAKOTA CAP STAGES 42 FLIGHTS IN AIR DEFENSE TEST

North Dakota Civil Air Patrol planes operated by rated CAP pilots, staged 42 flights from a half dozen communities Sunday, February 14 in a tracking exercise to test efficiency of the Ground Observer Corps of the Air Defense Command.

The test began shortly after 9:00 a.m. when the CAP planes began taking off. Squadrons participating were Fargo No. 2, Grand Forks, Cooperstown, Valley City, Milnor and Forman. The planes flew designated routes, known only to the dispatchers, and each made several flights. During the exercise the CAP planes flew over more than 75 communities.

At the Fargo filter center calls from more than 100 ground observers stationed throughout eastern North Dakota and western Minnesota were received continually throughout the day. Volunteers at the Filter Center, directed by J. J. McGurren, "tracked" the planes on the huge plotting board.

Air Force officers said the test was successfully carried out and that no planes in the area went undetected. Some 40 Ground Observer Corps stations were operating.

PILOT - MECHANIC

Alvin C. Prussner, Tulsa, Oklahoma has written the editor stating that he has just completed a course at the Spartan School of Aeronautics at Tulsa and is seeking employment in North Dakota. According to his letter, Mr. Prussner holds a commercial license with flight instructor and instrument ratings, also an A&E license and ground instructor rating. He is twenty-five years old, married, and a native of Minnesota. He is interested in finding either a job flying or a combination pilot and A&E position. He advised the editor that he may be reached after March 1st at Box 276, Fulda, Minnesota.

ATTENTION, OPERATORS, EXECUTIVE AND COMMERCIAL PILOTS

Did you know that ground taxis up to 10 passenger capacity are exempt from the 15 percent transportation tax? Did you know that ground taxi services are an exact counterpart of air taxi services, with <u>both generally</u> representing comparatively short haul transportation? Did you know that ground taxis are direct competitors of air taxis and yet go entirely free from paying the 15 percent tax?

Ground taxis are an accepted means of travel where air taxi service is just beginning to be accepted; therefore, with the air taxi not being established on as sound economic basis as yet, they are being penalized by the imposition of the 15 percent transportation tax. Why should not the present law exempting motor vehicles seating under 10 passengers apply equally well to include aircraft seating under 10 persons?

There is an action underway for removal of the 15 percent tax on <u>air taxi and charter services</u>. Have you done anything about it? To date little has been received from the aviation industry to remove this tax. If you want it removed something must be done <u>NOW</u>.

NATA (National Aviation Trades Association) has suggested that <u>1000 letters</u> be sent to Representative Daniel A. Reed, Chairman, House Ways and Means Committee, Old House Office Building, Washington, D. C. and a copy to your congressman.

Remember this is <u>your pocketbook</u> we are talking about and the only way you are going to get any relief is to let your voice be heard. If 35 states will put in 30 letters each, that will be an indication of how air taxi and charter operators feel.

NATA doubts that this 15 percent tax was originally intended to be applicable to aircraft, but through rulings of the Treasury Department it has been applied. It would seem that this request to compete with ground taxis on the same equitable basis and under the same tax conditions is only fair. Again we reiterate, send your letters to Representative Reed.

(Courtesy-South Carolina Aviations News Letter)

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NEW AGRICULTURAL PLANE

Early in January, Jack and Dick Yentzer of Sheridan, Wyoming revealed a new agricultural plane called the "Stagger-Wing Cub"; a modified version of a regular Piper Cub. Lower wing panels have been added; an engine developing 200 H.P., and many other modifications which its builders hope will make it one of the safest and economical aircraft in the agricultural field.

The aircraft will operate at speeds from 40 to 100 miles per hour with a payload of 1,800 pounds, and possesses very good maneuvering characteristics which are essential for spraying and dusting aircraft. Tandem landing gear is provided for operations of rough terrain. Preliminary flight tests have been completed on this revolutionary aircraft. Complete information on the aircraft may be obtained by contacting General Airplane Service, Sheridan, Wyoming.

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LOW COST "FLYING FARMER" LANDING STRIP LIGHTING SYSTEM

A new "Flying Farmer" low cost runway lighting system has been put on the market by Line Material Company, Milwaukee, Wisconsin. The system operates on 120-240 volt house current supply and is simple enough to be installed by anyone with a few simple tools. A install-it-yourself kit is available for a 2,000 foot runway which consists of 18 complete runway units for installation 200 feet apart and 12 units with green threshold lenses. The kit includes the switch and 10,000 feet of number 10 insulated wire. The price of the kit is $600. Other kits are available for runways of 2,500 ft. and 3,000 ft.

For those that want automatic control a photo-cell automatic relay may be secured for under $40. A low cost rotating beacon is also available.

A complete brochure may be obtained upon request from the "Line Material Company" Airport Lighting Division, Milwaukee 1, Wisconsin. Ask for the "Flying Farmer" Landing Strip Lighting System.

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FEDERAL GOVERNMENT REVISES CONTROL TOWER TRAFFIC STANDARDS

The U. S. Air Coordinating Committee acting upon the request of the Civil Aeronautics Administration, Washington, D. C. has approved a new standard for determining the operational need for air traffic control towers which may affect Fargo and Bismarck's possibilities of getting their control towers back into operation.

The control tower operations were discontinued by the CAA at Fargo last July and the new control tower at Bismarck never completely staffed because the traffic volume did not meet existing federal standards.

Under the new standards just adopted, military traffic from a civil airport will be counted on a par with the scheduled and non-scheduled airlines. Itinerant business flyers in single and multi-engine aircraft will be counted on a par with scheduled airlines in determining a need for a control tower. The new CAA standards require an activity level of 24,000 operations per year as a minimum activity level to justify a federally operated tower. All aircraft landings and take-offs including civil and military may be counted in reaching the 24,000 annual figure. The only exception is purely local flights which operate in a local flight pattern only or within sight of the control tower which cannot be counted.

Under the new standards an airport would have to average 34 landings and 34 take-offs daily. The government has qualified the criteria to the extent that federal operation of additional control towers is subject to the availability of funds.

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FLYING FARMERS MEET AT VALLEY CITY

Mrs. Dale Rambough, Braddock, State Secretary of the North Dakota Flying Farmers, said the organization will hold a Board of Directors meeting at Valley City at

the Chamber of Commerce Office on Thursday, March 4, at 10:00 a.m. Plans for the annual State Convention and the Tri-State meeting will be discussed.

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CAA SIMPLIFIES PRIVATE PILOT MEDICAL CERTIFICATE

A simpler, faster procedure for private pilots to obtain medical certificates was placed in effect this month by the Civil Aeronautics Administration.

Under the new plan, the temporary third class medical certificates issued to student and private pilots, unless recalled by an authorized representative of the Administrator within 90 days, will be good for two years.

Previously, physicians other than CAA-designated medical examiners could issue temporary certificates good for only 30 days. After reviewing their findings, CAA issued the two-year certificates. This resulted in a backlog of approximately 8,000 applications, and placed some pilots in technical violation of the regulations until CAA could process their certificates.

To meet the situation promptly, A. S. Koch, Director of the CAA Office of Aviation Safety, has authorized regional administrators to rubber-stamp existing supplies of the temporary certificate form with a notation of the new conditions of issue. Pilots now holding temporary certificates may present or mail them to regional or district offices of CAA for stamping.

Designated medical examiners will continue to issue the two-year certificates without the 90-day stipulation. Non-designated physicians should report their findings on Form ACA-1345 to the CAA Medical Division, Washington 25, D. C., which will review them within the 90-day period and notify pilots only if recall of the certificate is necessary. Otherwise, the certificate becomes valid for two years unless voluntarily surrendered, or suspended or revoked by the Civil Aeronautics Board.

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DO YOU KNOW THE RULES OF THE AIR?

Editor's Note: Beginning next month a new column will be carried monthly explaining in practical language the legal implications of both the Civil Air Regulations and several state laws which affect civil aviation in North Dakota. The editor will call upon the CAA Aviation Safety Agents at Bismarck and Fargo to assist whenever the question involves the federal CAR. Recent experience indicates that several rules and laws are not completely clear to all airmen.

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GIVE AWARDS TO LEADERS IN AVIATION

Bismarck - Seven leaders in aviation in North Dakota received certificates of commendation Friday, February 26th from Gov. Norman Brunsdale, on behalf of the National Committee for the Celebration of the 50th Anniversary of Powered Flight.

The governor received a similar certificate signed by General James H. Doolittle. It was presented by Harold G.Vavra, director of the State Aeronautics Commission.

The governor presented the awards to Col. W. T. Cates and Major Harold E. Hasskamp, Fargo, Wing Headquarters of the North Dakota Civil Air Patrol, who accepted the certificate on behalf of the Wing and Col. Paul S. Roel, Fargo Wing Commander who was unable to be present.

Certificates were presented to Major Raymond W. Heinemeyer, Bismarck group commander of the Bismarck CAP; Richard Swenson, Belfield, president of the North Dakota Flying Farmers and Ranchers Association; Bart O. Sogaard, Minot, president of the North Dakota Aviation Operators Association; Daniel L. Wakefield, Devils Lake, secretary-treasurer North Dakota Aviation Operators Association; Everett Tuneberg, Bottineau, instructor North Dakota School of Forestry and to Vavra.

Tuneberg, an instructor at the Bottineau School of Forestry, was one of the North Dakota winners of an all-expense paid trip to Washington awarded for winning an essay contest on aviation.

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