NORTH DAKOTA CHAPTER OF 99'S AWARDED STATE CHARTER AT MINOT

Women pilots from all areas of North Dakota, including one from Alaska passing through the area, gathered at Minot on Saturday, December 5, 1970 at the Ramada Inn to receive a 99's State Charter for the N.D. Chapter of women pilots, from Betty McNabb, Albany, Georgia, International President of the organization.

About 50 women and their escorts attended the award banquet Saturday night, which was followed by a dance. Mrs. Helen Hurly, Minot was master of ceremonies at the charter banquet and served as a member of the arrangements committee for the event. Lou Weber, Bismarck, is Chairman of the N.D. Chapter.

Fourteen women pilots from N.D. are listed on the official N.D. Charter as follows: Audrey Baird, Dickinson; Betty Banker, Mohall; Florence Crawford, Rugby; Mitzi Dahle, Mohall; Helen Hurly, Minot; Lois Lange, Devils Lake; Beth Lucy, Jamestown; Geneva Olson, Dickinson; Eleanor Pietsch, Minot; Lorraine Smith, Bismarck; Kay Vogel, Bismarck; Ivy Walter, Minot; Lou Weber, Bismarck; Betty Woodward, Jamestown.

Betty McNabb told the North Dakota 99's that the International 99's have 4,000 women pilot members in 22 countries around the world.

Mrs. McNabb is also a Lt. Col. in the Georgia Wing of the Civil Air Patrol. She has a total flying time of about 7,400 hours, is a pilot for "Medico" in Haiti; is a medical librarian and holds pilot ratings of commercial, instrument, flight instructor and instrument instructor, both SEL and MEL. The 99's official tag for all males is 493.

DEPARTMENT OF TRANSPORTATION (DOT) RAIDS AIRPORT TRUST FUND

The Department of Transportation (DOT) submitted a supplemental budget to Congress in which it the (DOT) asks the Congress to appropriate $246,000,000 out of the airport allocation, leaving only $50,000,000 left for FAA airport aid in the 1971 fiscal year ending July 1, 1971. The Airport Airways Act of Congress authorized $295,000,000 per year for airports. The Department of Transportation proposes that $246,000,000 of aircraft user's taxes in the Trust Fund be appropriated for FAA personnel salaries and operation expenses. Usually, the FAA salaries and operation expenses are appropriated out of the "General Fund" of the U.S. Treasury.

So far in this fiscal year, about 10.6 million dollars have been allocated to airports before any appropriation was made by Congress, thus if the DOT proposal is accepted by Congress, airports would have only 39.4 million dollars remaining in this fiscal year. Since this money is divided up among the 50 States for airline airports and general aviation airports, North Dakota would be cut back from about $950,000. for airline airports to about $160,000. for the entire state and from $230,000 for general aviation airports to a level of $38,000. for federal aid to general aviation airports.

The Federal Airport aid appropriation bill, as this Newsletter goes to press, is in the House Appropriations Committee, where opponents and proponents of this raid on aircraft users trust funds are being argued. Congressman Mark Andrews, a member of the House Appropriations Committee advised the editor today, that he is doing every-thing possible to amend the DOT money bill, to recapture the $246,000,000 for airport assistance for North Dakota and the nation. Congressman Andrews says he is opposed to using aircraft user taxes for purposes which in the past have been paid for from the General Treasury of the U.S.

After this money bill passes the House, it will go into a conference committee between the House and Senate, because of the differences between the two bodies of Congress. You still have time to write to your Congressman and Senator and tell him how you feel about diverting users taxes into operations expenses of the FAA.

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MERRY CHRISTMAS AND A HAPPY NEW YEAR
The following is a reprint in its entirety from the Ohio Aviation News and is being printed for reader evaluation and response.

ESTABLISHING CONTACT: If you are sitting on the ramp making repeated calls to ground control without hearing anything, your transmissions are likely jamming the frequency. Other airplanes moving around you indicate that ground control is functioning. How about making sure you have your receiver set to receive prior to transmitting again.

VOLUME CONTROL: Occasionally, right after takeoff, a pilot will not respond to an important transmission. For example, a twin engine took off on Pt. Columbus' runway 28L, lost power and said he was landing on runway 10L. The local controller transmitted 5 times to a light aircraft that had just lifted off runway 28R to "....start a right turn immediately." The pilot didn't hear the controller but fortunately did see the head-on traffic in time to avoid it. To hear over the engine noise, you may want to turn up the receiver volume just before departure.

VFR SEQUENCING: Provided the local controller gives you a sequence in time for you to take a sequence and tells you what and where the traffic you are to follow is, it's up to you to adjust your flight path to be close enough so as not to back up traffic but not so close that you have to be sent around.

LEAVING THE LOCAL CONTROLLER'S FREQUENCY: After landing, please stay on the local controller's frequency until the local controller asks you to contact ground control. If you do make it upon yourself to leave the local controller's frequency while still on the active runway, make certain the runway you turn on to is not twice as active as the one you exit. And, too, when 2 or more runways are active, it helps the ground controller if you tell him on initial contact where you are.

STRANGE SPOTTERS AFTER DARK: Rather than make a wrong turn following a burst of instructions, why not tell the controller you're a stranger? Then you'll get more consideration. The controller will likely tell you something such as, "Turn left at the next intersection." After you complete this turn, then the controller will tell you, "Turn right at the next taxi strip," etc.

FORMATION COMMUNICATIONS: Confusion resulted when the approach controller turned the leader of a formation over to the tower in IFR weather. Instead of the leader continuing to communicate, a wingman called the tower causing the tower controller to think he had a show-up, unseparated from the formation, in the control zone in less than basic VFR.

ACKNOWLEDGEMENT: You IFR pilots often complain because the controller talks to you then goes right on to transmit to several other pilots without giving you a chance to acknowledge. Certainly, it is desirable to provide frequency time for acknowledgments. However, a controller with several simultaneous operations which demand instant attention cannot stop for acknowledgments. For example, the controller needs to turn 2 airplanes and descend another for separation, turn 2 more onto the localizer, and issue unknown head-on traffic to a 6th. The controller who allowed pilots to acknowledge in this situation would likely compromise the IFR separation of the first 3, run the next 2 through the localizer, and have to answer the 6th's question about the head-on traffic not being issued.

GYRO PRECESSION: During 3 successive surveillance approaches, the controller kept the 1st and 3rd airplanes tracking the extended runway centerline by furnishing a 10 degree cut into the wind. The 2nd required a 20 degree downwind heading to track the same extended centerline. You'll gyrate less if you reset your gyro after a period of straight and level flight and before you start an ASR approach. If you keep resetting your gyro while on an ASR final, your heading changes will be as rapid as the color changes of a 'chameleon placed on a Scotch plaid.'

YOUR CLEARANCE: Recently, 2 IFR flights with similar identifications worked 2 separate approach controls which were 180 miles apart but on the same frequency. One flight was at 6,000; the other at 5,000. The approach controller handling the 5,000 foot flight cleared him to 2,700. Both flights descended.

BOOTLEGGING: In one recent case, a pilot passenger witnessed an air taxi pilot duck through clouds in controlled airspace without an IFR clearance. The concerned passenger objected and reported the pilot to the FAA.

ACCIDENTS - Continued

Pilot: Hans Mengen, Petersburg, N.D.
Time & Place: August 8, 1970, 8:30 p.m., Michigan, N.D.
Pilot Time: Private, SEL, 160 TT, Age 52
Aircraft & Damage: Piper PA-11, Bent the propeller, on wing edge and strut.
Injuries: None
Pilot Recommendation: While landing on a farm airstrip, I didn't touch down soon enough and my landing roll took me into high thick grass which caused me to nose over.
Pilot Recommendation: By going around again and getting down on the end of the runway.

Pilot: Carl H. Guild, 1010 SE Greystone, Bartlesville, Oklahoma
Time & Place: August 17, 1970, 12:13 p.m., 22 miles East of Warsaw, N.D.
Pilot Time: Private, ASEL, Instrument, 1237 TT, Age 49
Aircraft & Damage: Piper PA-24-100, Both blades of the propeller were bent. The left wing spar was warped. The right wing tip glass was broken, fuselage warped, windshield was broken loose from the cowling.
Injuries: Minor
Pilot Statement: I personally watched the filling of the tanks at Pilin Flon and saw that they were filled up into the neck. A flight plan was filed with The Pas Radio and position reports were made passing The Pas VOR at 14/44, Deer Lake VOR at 1618 and Pembina VOR at 17:01 Z. This last report was made to Grand Forks Radio. The left gasoline tank was used from 1522 to 1523 then the right was used until 1623, then the left until the engine stopped at 1703 after a total of 1 hour and 40 min. use of the left tank. The fuel line was then switched to the right tank and the engine stopped again at 1709 Z after only 1 hour 07 min. use of the right tank. At the 22.1 Hg manifold pressure cruise, the fuel consumption has been around 12 gal per hour. So the 60 gallons of gasoline should have lasted five hours, but both tanks were dry after 2 hours and 47 min. The terrain was mildly rolling. The airplane was landed gear up in a field of winter wheat. The ground was soft and the airplane skidded only 87 feet.
Pilot Recommendation: I certainly would like to know what happened to the gasoline.

Time & Place: August 18, 1970, Glenburn, N.D.
Pilot Time: Commercial, Instrument, SEL, 1680 TT, Age 46
Aircraft & Damage: Aero Commander, Both wings tore and bent, fuselage twisted and bent, horizontal stabilizer torn off, cockpit twisted and broken, landing gear torn loose, instrument panel damaged, prop and hub bent, engine cylinders cracked.
Pilot Statement: A normal take off was made an hour before the accident from Minot International Airport. The actual take off roll from Minot was 700'. Upon landing at Glenburn, I noted that the grass was somewhat heavy in some places along the runway. This added to the take off roll which I estimated at about 1600'. I was aware of the electrical wires located 800' from the departur and I made a slight left turn to increase the distance to the wires and got altitude. Maintaining maximum climb angle, I noticed well before I approached the wires that I would clear them. Apparently I did not see the top of one of the supporting posts which contacted my left wing main gear strut, which tore the left wing loose and put the aircraft out of control.

Pilot: J.J. Classman, Grafton, N.D.
Time & Place: August 23, 1970, 4:38 P.M., Underwood, Minnesota
Pilot Time: Private, ASEL, 318 TT, Age 46
Injuries: None
Aircraft & Damage: Mooney 20E, Skyn panels on belly damaged, slight bend to prop, broken crankshaft, internal damage from broken crankshaft.
Pilot Statement: Departed St. Cloud, Minn. enroute to Fargo, N.D. Incurred sudden loss of power, the engine vibrated and the prop stopped. I attempted a restart. Called Alexandria, Minn. radio to advise of emergency. Then looked for a place to land as the terrain is very hilly and rough. I chose a place to attempt landing, decided on gear up landing due to terrain, made high approach and with slips and a lot of luck, made it to the area.

Pilot: James Hoyhyla, Bismarck, N.D.
Time & Place: September 8, 1970, 3:30 P.M., Napoleon Airport
Pilot Time: Commercial, Pilot, Instrument, ASEL, 480 TT
Aircraft & Damage: Aeronca 2-2A, Nose wheel collapsed, canopy smashed, all the aluminum from cockpit back is bent, wings torn from fence posts, prop bent.
Pilot Statement: Began take off to the East. Lifted off approximately 200 yards from end of runway. Relaxed stick to build up speed. As the runway end came closer I began my pull up and the airplane wouldn't climb. I hit a steel fence post on the end of the runway because of bad vibration. I stopped engine, tried to land straight ahead, but saw no road, grading and straight ahead. Made a 45° turn to the right and through another fence. Tried to land in field; very soft field, when the nose wheel touched, the airplane immediately flipped and over end on its back.
Pilot Recommendation: I believe that if this model air coupe had a little more up travel on the elevator, I may have been able to clear the fence. The elevator travel is very limited, also I have flown on this strip before and there was no fence there. It had been put up about two days before the accident.