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OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news

OCTOBER 1973

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the 99 news

OCTOBER 1973

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About the cover — Photo courtesy of Beech Aircraft Corporation



"FUN GALORE IN '74!" Plan NOW to fly to Puerto Rico for fun and games at the 1974 convention! Let's celebrate with a big international attendance.

For me, the Milwaukee Convention started on a pleasant Sunday afternoon flight in beautiful weather on top of the haze. Just 25 miles out, we lost the communications set on N15999 (my lightly equipped demonstrator) but Racine, Wisconsin was only minutes away. When Jan Millon and I landed the 235 Cherokee at Mitchell Field, amongst seen but not heard traffic, we found Dr. Anne Roethke, Florence Fintak and Virginia Britt waiting for us. The convention chairman and her co-chairman had checked flight plans; our Vice-President had slipped in ahead of us while we were phoning for permission to land. The fellows in the tower were very accommodating once they found their light gun.

Thanks to Dr. Anne, we enjoyed the high view from the Crown room the next evening. The changing scene on the water was complete with sailboats.

Restaurant visiting is a popular pastime in Milwaukee, so we worked by day, forgot about diets and enjoyed ourselves in the evenings. What a great food adventure it was in authentic German dishes.

Wednesday, members began arriving in great numbers as did the rain drops by late afternoon. On Thursday, the Governors got together with the officers and board members for breakfast and chapter chairmen joined the group later for an informal talk session. There was not enough time, nor chairs, but plenty of interesting discussion. The luncheon honoring Governors and past Presidents featured a fashion show put on by the Indiana girls. The dialogue was so clever and original; 49 1/2ers there found it hilarious too. Until the prices being quoted went out of sight, I thought it was for real.

The Oom-pah-pah party that evening allowed for some fancy dancing by the volunteers who dared to participate. It was lots of fun and the international members were a delight to hear from. Pat Jetton (Dallas) was a good sport, accepting an electric popcorn popper while her airplane rested in a corn field.

The first business session indicated the delegates wanted time to more fully consider matters for decision. They voted to rearrange the heavy business agenda and then began working on resolutions. In all, there were 4 crammed sessions on Friday & Saturday. These interesting and productive meetings produced many excellent suggestions. My personal thanks to all the members and delegates who stayed with it, in spite of the time-consuming roll call votes. Much was accomplished. Thanks to Alice Roberts and Virginia Hash for parliamentary advice and to Jay Hudgins and Cleo Sherbow. Thanks to Lois Aucterlonie and her committee for the tremendous job on the resolutions. We are well on our way to having a flexible set of bylaws to guide us more easily in the future. Our amended Articles of Incorporation will be published in the new roster, along with the constitution articles "merged" into the bylaws, as amended.

We will always be grateful for the work of Marilyn Copeland and the headquarters committee in preparing information about the headquarters building proposal. Their enthusiasm for this project is matched only by my own. This dream of 18 years will become a reality when the building is completed. We are pleased the members voted to accept the proposal and the headquarters will remain in Oklahoma City.

We appreciated the offer of Dayton, Ohio, where the museum will be located, and for the lovely framed sketch by Milton Caniff of Amelia Earhart, presented at the convention by Doris Scott.

It was an honor for me to present the Amelia Earhart medals to scholarship winners present. Broneta Evans, past president and scholarship trustee, made the awards of the certificates and Iris Critchell presented the traditional red roses. The candle lighting ceremony during the luncheon was unusual and impressive.

Our Saturday luncheon speaker told us enough about EAA to encourage our visit to the EAA (Experimental Aircraft Association) museum later that day. Invitations were received from Puerto Rico for '74, Bombay, India from member Mohini Shroff, Yael Rom for Israel and from "down under," Rosemary dePierres invited us to Australia.



Susie Sewell

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Corn As High As An Elephant's Eye

by Hazel H. Jones

We all practice forced landings during our training years, but a "real" one just "ain't the same"! I have just survived my fourth, and think it one I should share with you, since it runs the gamut of emotions with that proverbial happy ending.

Pat Jetton, Dorothy Warren, and I left Dallas on a Wednesday morning for convention in Milwaukee. Pat purchased, the day before, a sleek 1965 Debonaire, N568UC, "Uncle Charlie". Our first leg was uneventful. I was trying to follow a red line on a Sectional Chart; Dorothy was reading a book in the back seat. I'm afraid we gave her a number of shocks, shrieking with glee when we located a particular bend in the river, or an outdoor theater, or whatever. It was really a "fun" trip. About sixty miles out from Milwaukee, I dialed in VOR, the tower frequency, the ATIS — more "fun" until —

All of a sudden, without warning, either smoke or a liquid of some kind spewed from around the prop hub. The engine began shaking and vibrating. Pat quickly checked and moved things. I frantically began looking at the Chart for an airport. Never have I seen so much blank green! Then, fearing the engine would shake itself off the airplane, Pat shut everything down, and began to look in earnest for a place to put poor ole "Uncle Charlie". (Later, we decided Uncle Charlie couldn't stand three women herding him thru the sky and simply had a heart attack and died). As for me, I blew my first and only opportunity to call "MAYDAY" on emergency frequency. I just sat and watched the proceedings!

Pat set up a base leg, then turned final into a corn field to land parallel with the rows. The next thing I remember, the door was open; we were stopped; and Pat had a cut on her forehead. I grabbed something for a pressure bandage, which turned out to be her nylon bathrobe, which really ain't the best for stemming the flow, as the blood just kind of slid off. Luckily, not a serious wound, it soon quit of its own accord.

We got out to survey the damage. The corn had cushioned our landing and also stopped us rather abruptly. It was eight feet tall in all directions. We discussed the possibility of the aircraft catching on fire, and I decided that if it did, it wouldn't be with my clothes on board. I unloaded the bags, and Pat got our purses out. We steadied ourselves somewhat with a cigarette and a quick cup of coffee, while concluding that the best thing to do was to walk out (what else?). Following the corn rows we began our trek. Not being aware, however, that had we gone one way, we would have to walk a quarter of a mile. Naturally, we went the three-quarter-mile way. This has got to be the most fearful part of the trip. The corn was very tall, and very close together, and it was scary walking along totally surrounded by corn. I was

afraid of being snake bit! Then, it began to rain. I thought, "We survived the crash, survived the cornfield and no snakes, and now we will be struck by lightning".

We came to a road and a house (no one was home). A car came down the road not slowly, and Pat practically threw herself in front to make it stop. We told about the airplane crash, and asked them to drive us to the nearest hospital. They wanted to know where the pilot was, and I'm sure they didn't believe us when we pointed to Pat. Nevertheless, they took us to the hospital in Harvard. Wet, muddy, bloody, we proceeded to really mess up the place, until a nurse asked us to confine our activities to one area. We explained what had happened, pointing to Pat's head. While she was being glued back together, I took a shower, and was given a white hospital gown tying in the back, and a green one tying in the front — now to be known as our green and white ensemble.

Harvard Community Hospital has got to be unique in the world. They gave us a shower, called a doctor, got us coffee, and provided us with clothes. A lady, Mrs. Burkhardt, drove us to the "Hi-De-Ho Motel" in Hebron. And payment — "bill you later"!

Barefoot, in our green and white ensembles, we checked in. For some reason the manager made us pay in advance! Manager Phyllis Smith turned out to be quite a gal. She washed and dried our clothes; sent for some liquid refreshments; brewed us a pot of coffee; and got our dinner for us. The Hi-De-Ho is a clean, neat motel on Highway 47 but no phones in rooms. Phyllis also let us use her phone, with the end results that FAA would meet us the next morning; Helen and Kathy would drive down from Milwaukee to get us; our dear families were notified; and the Sheriff contacted to bring our bags from the cornfield. So all was well.

The next day, Helen and Kathy showed up with lots of words about ability as pilots. Manager Phyllis' parting remark was that in twelve years she had never had anyone check in wearing hospital gowns. We left for Harvard and as close as we could get to poor ole "Uncle Charlie" who had spent the nite in the cornfield with his nose in the dirt. We got all that 'nitty-gritty' tended to with the FAA before we proceeded to Milwaukee. FAA, Sheriff, et al commending Pat for the great job. We agreed! Pat's tale was, later, that she threw herself on the instrument panel to protect me, and I fell on her. In Milwaukee the convention presented her with a corn popper in memory of her time in the cornfield. Mighty appropriate!

Now back home, the accident is history. We all survived, which speaks well for the construction of airplanes and the training of pilots. The FAA says something broke

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Joan Barriage Details 1.8 Million Dollar FAA Safety Research Program

by Betty Hicks

The statistics of the National Transportation Safety Board are jolting!

NTSB's figures for 1972 tell us that a trip via our favorite mode of transportation is 60 times more likely to have a fatal conclusion than is one of comparable mileage flown on a scheduled air carrier. General aviation flight is more hazardous than is automobile travel!

Recent articles and editorials in aviation publications have hinted the Federal Aviation Administration is disinterested in general aviation. Writers have also accused the National Transportation Safety Board of a totally unrealistic approach to improving the light aircraft safety record. And to complete the indictments, Ralph Nader has condemned the manufacturers for gluing together lethal airplanes.

The questions of who must accept the blame and who is doing something constructive about light aircraft accidents clamor for answers.

99 News' reporter is reluctant to accept the portrayal of the FAA as pocomurante to general aviation's problems. The Accident Prevention Program alone has successfully wielded a knife-edge of persuasion in whitening away at the disaster statistics. NTSB, shocked at stall-spin accident totals, may have its corrective recommendation disputed but should not be admonished for a visceral reaction to these fatalities.

We are reluctant to point accusing fingers because we have had glimpses of other FAA programs, less dramatic perhaps and certainly less controversial than some current programs and recommendations, but all aligned for the same target — increased light aircraft safety. All refute the accusation that we are governed by a no-care FAA.

99 News filed a flight plan for Washington, D.C. recently, so that we might brief the membership on the current status of FAA's engrossment with general aviation safety. Scheduled was an interview with the Ninety-Nine who is immersed in these research programs. She is Joan B. Barriage, assistant chief of the FAA's Systems Research and Development Service, Aircraft, Safety and Noise Abatement Division. An aeronautical engineer produced by Purdue University, and a member of the Washington, D.C. chapter of Ninety-Nines, Joan's initial labors for the government were with the FAA's Flight Standards Service in 1956. She was assigned to Research and Development in 1965. She also has served on the FAA Women's Advisory Committee on Aviation, having just completed a three-year tenure. Joan earned her private pilot certificate in 1964. Once the co-owner of a Luscombe, she has flown the light aircraft fleet from that taildragger up through the FAA's Beech Baron, and so does not supervise the agency's research programs from any irrelevant void.



Joan B. Barriage, Assistant Chief of FAA's Systems Research and Development Service, Aircraft, Safety and Noise Abatement Division, is the subject of the month's Newsletter interview. Joan, an aeronautical engineer, is a member of Washington, D.C. chapter of the Ninety-Nines. (Department of Transportation photo.)

99 News Interviews Joan Barriage

99 News: Let's assume I am a Ninety-Nine. Private certificate. I am preflighting my single-engine airplane prior to flight. The year is 1983. What will you in the FAA have done in these past ten years to make this flight safer for me?

JOAN BARRIAGE: We are optimistic that we shall have accomplished much in the ten years prior to 1983 to make this flight far safer than it would have been in 1973. We'll limit our answer, however, to discussion of the aircraft, not to improvements in navigation aids or air traffic control. They are not in the specific domain of this office, even though in an overview of the safety problem we must always consider the entire system: the man, the machine, the air-ground system.

In aircraft safety, we are identifying methods to reduce the likelihood of some of the major accident causes such as stall-spin. We recognize that we probably will never be 100% successful in accident prevention, so we have instituted a major three-year effort designed to improve crash survivability. This program in improving aircraft design, along with additional programs, such as in wake turbulence research and pilot training, should help us turn around the accident statistics.

99 News: How much is it going to cost

the manufacturers — and thus the airplane buyer — for this safer airplane which you may be regulating into existence?

JOAN BARRIAGE: Probably not significantly more, actually. The structure which surrounds you and your passengers as you sit in a 1973 light airplane may require very little change or addition in design to withstand air loads, landing loads, and to absorb crash loads. As examples of a couple of minimal improvements: we can make the seat legs of material which will crush and absorb energy rather than just bend once or break abruptly, and we can put two bolts instead of just one at the seat tracks, so the seat doesn't fly forward at impact. As you know, we have already made shoulder harnesses mandatory on new airplanes. These are relatively inexpensive items, but of inestimable value in an accident.

99 News: What are the limiting factors in building a safer airplane?

JOAN BARRIAGE: As Assistant Administrator John Baker once told our FAA Women's Advisory Committee, "We could make a very safe airplane to sit in." In other words, we can build this "safety airplane," but we must appraise the tradeoffs.

99 News: You listed accident prevention

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1. Type and double space your copy. No carbon, xerox, or colored.
2. Two pages is copy limit.
3. Copy **must arrive** at Editor's desk on the 1st of the month. Copy is for the following month's issue. NO copy is required July 1st or January 1st (refer to your Deadline Card).
4. Follow this format:
Name of Section
Name of Chapter
Name of Reporter
5. Black and White photos only. In making your caption, follow this rule; attach by tape on backside, bottom, of photo. Be sure L to R people in pix are named, together with title, if any, and event. If you want return of photo, indicate on Caption sheet, and write headquarters for return, include postage.
6. Content of copy: Your chapter should have a newsletter for all matters of interest to local or area 99s. Remember, this is an international 99 NEWS magazine, and those outside of your chapter may not be interested in so-and-so's son or

daughter having a beautiful wedding; or what you served at your meeting, fly-in, or banquet; or who attended, other than prominent guests and speakers, etc.

What they will be interested in is: flying activities of your chapter and members; achievements of members, like APT, new ratings, awards, public relations activities, such as speaking, pilot clinics, air-marking, etc.; race activities which you sponsor, or in which you take part; occasional biographical notes on your outstanding members; new ideas and new activities in connection with general aviation, such as aerospace education; Girl Wing Scouts; flights of an orientation nature for teachers, church members, or general public (penny-a-pound, etc.). In other words, information of interest to ALL 99s, which will be fun to read, will give them some good ideas for activities, and share experiences and personalities.

7. Notify Editor of any 99 you believe should be the subject of the features, The 99 NEWS Profile; or, Chapter Personalities. All questions, comments, and suggestions are gladly received.

Author! Author!

Famous pilot Louise Thaden's autobiography entitled, HIGH, WIDE AND FRIGHTENED, first published in 1938, will be republished, with an epilogue added and more photos, by AIR FACTS PRESS, 110 East 42nd St., New York, N.Y. 10017. Price is \$8.50, for what is the story of the "golden years" of flying — 1927-40 — real pages of history.

NOTAM

As voted by the delegates at the International Convention August 11, 1973, the following dues increases are now in effect:

Dues: New Members (Joining between Sept. 1 and March 1) shall pay: Initiation Fee \$5.00 - Annual Dues \$20.00 - Total \$25.00

New Members (Joining between March 1 and Sept. 1) shall pay: Initiation Fee \$5.00 - Half-Year's Dues \$10.00 - Total \$15.00

Reinstated Members — for reinstatement between Sept. 1 and March 1, member shall pay: Reinstatement Fee \$3.00 - Annual Dues \$20.00 - Total \$23.00

For reinstatement between March 1 and Sept. 1, member shall pay: Reinstatement Fee \$3.00 - Half-Year's Dues \$10.00 - Total \$13.00

Members Outside United States, U.S. Possessions and Canada shall pay in U.S. Dollars: Initiation Fee \$2.50 - Annual Dues \$10.00 - Total \$12.50

(Ed. Note: This poem was written by the husband of Fran Davis, Chairman of the Tennessee Chapter 99s. It was "published before I met him and years before I started flying," according to Fran.)

TO A FLYER DOWN AT SEA

(Amelia Earhart)
by Charles Davis

*The wings that sailed the skies so long
Are stilled, and the flight is o'er;
And stilled are the notes of the glory song
Of the soul that would bravely soar
Through the sun-bright day or starless night,
Nor feel the taint of fear or fright . . .
But now the wings that made the flight
Are stilled, and the flight is o'er.*

*They say that yours is a mariner's doom;
They say the sea is your turbulent tomb,
That there in the darkened depths you lie.
Yet no sea can hold a soaring soaring soul
That ever looks to a greater goal . . .
And your grave is the vault of the sky.*



1973-1974 OFFICERS

L to r: Lois Feigenbaum, Treasurer, Julie Vom-Saal (Exec. Bd.), Pat McEwen, Vice-president, Esme Williams (Exec. Bd.), Susie Sewell, President, Betty McNabb (past-president and Exec. Bd., ex-officio), Mary Able, Secretary and Thon Griffith (Exec. Bd.).

Sheila Scott, famed member of the British 99s, received the 1973 Memorial Trophy awarded by the Women's International Association of Aeronautics. This trophy, the Lady Hay Drummond-Jessie R. Chamberlin Memorial Trophy, was established in 1949, according to Doris H. Renninger, president of WIAA.

Sheila's list of credits is long and distinguished. She has broken or established more than 100 World "class" light aircraft records, and has many "firsts" to her credit. She is the author of an autobiographic book entitled, "I MUST FLY". Her new book, "ON TOP OF THE WORLD" will be released in November.

99 profile

Jean Hanmer Pearson, member of the Michigan Chapter 99s, presents a profile of accomplishment which we associate with the type of unusual women who are attracted to membership in our International organization. Yet, we must admit, Jean's achievements are particularly outstanding.

Her most recent honor was a Doctor of Humane Letters degree, awarded at Wayne State University. Her citation acknowledged her 20 years as science writer in the fields of medicine, aeronautics, and space; her A.B. and M.Ed. degrees; her recognition as the first newspaperwoman to crash the sound barrier, and to fly over the north pole; her reporting for the Detroit News, which led to being named Outstanding Michigan Aviation Writer; one of Detroit's Top 10 Working Women; WSU Woman of Wayne Headliner Awards, and others. She was also one of 1074 WWII Women's Airforce Service Pilots.

Although her flying started with the CPTP at Wayne University, her interest in airplanes went back to her childhood, when she built flying models, carving propellers out of balsa wood. During the first part of WWII, she joined Alice Hammond's all-woman CAP Squadron. Practice "bombing" of Great Lakes freighters, Jean remembers, "fortunately, our accuracy was not re-

markable, so no one was ever konked on the head by the floatable containers, or even the deck, and though we scored some near misses, the captains continued their steaming up and down the river."

Jean served in the ferry command during WASP days. When the WASPs were deactivated, she joined the Navy, and is now a Lt. Commander in the U.S. Naval Reserve.

She came on as an aviation writer at the time when aviation expansion and build-up presented many opportunities for her to join the missions of vital concern. Highlight of these was an experience made possible by the National Science Foundation and the U.S. Navy, to accompany the first women scientists permitted to do research in Antarctica, flying to the South Pole and to Byrd Station. An NSF oceanographic research expedition adventure from New Zealand, in a violent four-day storm through the Tasman Sea to Australia, was made possible for her on the way home.

Her husband, Morton, who is an attorney, is also a licensed pilot, and they share many of the "missions" together. One planned for this year will take them around the world, and Jean hopes to make wide use of her ability as a photographer.

In the 99s she has been able to contribute on the Amelia Earhart Scholarship



George Gullen, Jr. (left), President of Wayne State University confers honorary Doctor of Humane Letters degree on Mrs. Jean Pearson, Detroit News Science Writer and member of the Michigan Chapter of 99s.

Fund Board of Trustees. She has flown in several Powder Puff Derbies; participated in the WACOA program of FAA; and served on the Airport Zoning Board of Appeals for the Detroit Metropolitan Airport. She holds a Private Pilot's license with an Instrument Rating, and has logged about 1500 hours.

99 Jean Pearson is another woman who makes us proud of our international organization.

SPEAKING FRANKLY . . . with Mardo

We aspire to **greatness** in the Ninety-Nines — a tremendously worthwhile goal. We are now committed to the International Ninety-Nines Headquarters Building in Oklahoma City, and the Ninety-Nines Museum in Dayton. And we must do some thinking about our organization in order that we not be caught in the position of the "tail wagging the dog", as the saying goes

The early-day organization had, in my opinion, three main purposes: to enjoy the "fun" of communicating with other pilots; to interest women in flying; and, to gain acceptance by, and recognition from men pilots.

There is no doubt that the first objective of communicating with other women pilots through flying has been accomplished through our conventions, our sectionals, our fly-ins, and our own chapter meetings. Therefore it is no longer something toward which we strive. It is an accomplished fact.

In my mind there is no doubt that Amelia Earhart envisioned a 99s organization as including ALL women who possess pilot certificates who might wish to join. She

spent much time speaking all over the country, urging women to learn to fly.

WHY have we not accomplished this goal? Why does the 99s organization have some 4,500 women out of approximately 30,000 licensed women pilots today? Realizing that in order to have a voice in General Aviation we must have an organization of influence, and this means many voices together; not many isolated voices — why have we dragged our heels?

One reason, which appalled me when it first came to me in letters, is that there are some 99s who want the organization to stay "small and private". Another reason, also written to me, is that some 99s want everything to stop — as is — for, "there are already too many pilots in the air to suit me."! Still another reason, in my opinion, is that we are an organization of "Chiefs". Each member **has** to be a different type of individual, for although the day of the woman having to be a "dare-devil" is gone, still to fly takes an unusual type of 'achiever'. So, we find ourselves with "Chiefs" controlling "Chiefs". Those in control hesitate to assert their power because they recognize

this; and those in the membership hesitate to take more positive part in the organization — in voting — in serving as Committee Chairmen, or on important Committees — in making their opinions or wishes known to those who govern — all this because these member-chiefs feel they must surely be in good hands, since in the 99s organization all Chiefs are born equal . . .

The answer? Every President has pleaded for growth; every Committee Chairman has pleaded for member-involvement — that's all — just these two things which will make us really **great**!

As to the third original purpose — to gain acceptance by, and recognition from men pilots — for the most part we are there. True, there are still areas we must gain, but these are mostly in the area of educating the **public**, not the men, per se. We need to let Mr. & Mrs. John Q realize that **the airplane doesn't know whether a man or woman is flying it!** This is part of the 99s' job . . .

Yes, I believe we can be **great**, but we must **think** and **act**.

And — **NOW!**

Dedication of Welch Airport

by Pauline P. Genung

The Indiana Chapter met recently at the site of the old Welch Airport, in Anderson, Indiana, where long-time residents still remember the thrill of seeing aviation greats of the time, including Amelia Earhart. The occasion was the dedication of the Welch Airport, purchased by John Welch with the hopes of creating a successful airfield and selling it to the City of Anderson. While the field did show great potential, as shown in the almost daily newspaper accounts of aviation happenings, the depression and a disastrous fire in the hangar ended the dreams of its planner, and its glowing beacon and brilliant floodlights were never to shine again.

With the help of Gloria Lampert, who has made a hobby of collecting photographs and information about Amelia Earhart, and who has lived on the site of the old Welch Airport for many years, Ninety-Nine Monnie Payne was able to compile many me-

mentoes of the life of Amelia, especially the weekend she spent at Anderson, Indiana, by working through the library and newspaper archives and interviewing local residents who had met the famous lady flier while she was there. One of the photographs on display from the Anderson dedication showed Amelia Earhart with aircraft builder Fokker, and prints were made for each member present from this photo, showing Amelia holding a bouquet of roses.

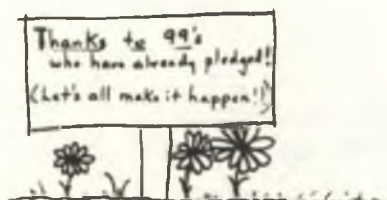
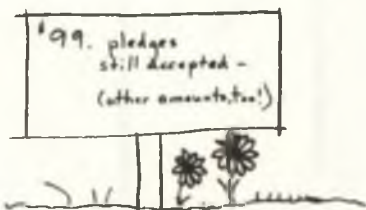
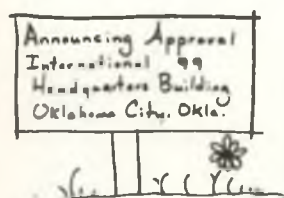
Anderson, Indiana has lived up to the dreams and aspirations of its aviation pioneers, being looked upon today as a progressive, aviation-minded community. For Ninety-Nines it will hold a special distinction for receiving some of its enthusiasm about aviation from such distinguished pioneers in the field as Amelia Earhart.

The photo of Amelia Earhart was taken at the dedication of Welch Air-



port, Anderson, Indiana during the Memorial Day Weekend of May 30 to June 1, 1929. The schedule of events for the dedication showed Amelia arriving on Friday, May 31, along with Reed Landis, Eddie Rickenbacker, Lt. Frank McKee, and Capt. Weir Cook. (From a larger photograph, standing beside aircraft designer and builder Fokker.)

International 99's Headquarters Building and Exhibit Area Will Rogers World Airport Oklahoma City, Oklahoma APPROVED



1. I want to belong to the 99's Building Club with a pledge of \$_____. (Pledges of \$99 or more will entitle you to belong to the 99's Building Club and to have your name permanently inscribed at Headquarters.)

or

2. I pledge my support in the amount of \$_____. (Pledges of any amount are welcome.)

I wish to pay my pledge by (date)_____

I plan to pay by check _____ BankAmericard _____ Master Charge _____

Name _____

Address _____

City _____

State _____ Zip _____

Please return to:
Marilyn Copeland, 1308 Kevin Rd., Wichita, Kansas 67208

Spatial Disorientation

by Mary F. Foley

"Fascination" is a type of disorientation due to an unusual response to visual stimulation. It is a psychological phenomenon in which the pilot fails to respond to orientation cues or other stimulus while his attention is focused on some other object or task. This pilot will demonstrate poor response and performance in spite of the fact that all the sensory cues necessary for correct performance were present. Pilot experiences with fascination can be classified into two categories. The first type, "target hypnosis", is fundamentally an error of perception. The pilot concentrates so intently on one aspect of the total situation that he ignores the other factors in his visual field. Military pilots not infrequently become so intent on hitting their target during gunnery practice that they neglect to pull up in time and crash into the target. Another victim of fascination is the pilot who is so engrossed in trying to make a good landing that he fails to hear the landing gear warning horn and proceeds to

land wheels-up.

The second type of fascination is called the "mental block" type. The individual may perceive all the significant aspects of the situation, but is either unwilling or unable to react properly. This is the fellow who misses his radio fix while he is busy gazing at the clouds or stars. Factors which contribute to fascination are hypoxia, fatigue and stress.

Spatial disorientation has long been recognized as a significant hazard in flight operations. Although advances have been made in cockpit design, instrument design and pilot training, it is likely that the majority of pilots will continue to experience spatial disorientation at some time during their flying careers.

Disorientation training devices, such as the "Vertigon", while they have limitations, are very useful in demonstrating the effects of vertigo. These devices have made believers out of numerous skeptics who had the attitude, "It can't happen to me."

The curious thing about spatial disorientation is that when adequate visual references are available, spatial disorientation does not occur even in the presence of the same linear or angular accelerations that will produce disorientation when there is no outside visual reference.

Mental stress diminishes a pilot's ability to resist spatial disorientation. While in transition from VFR to IFR the pilot is particularly vulnerable. The decision must be made to act on the information given by the aircraft instruments rather than his natural vestibular cues. This decision may be very difficult because acting on vestibular information is almost reflex.

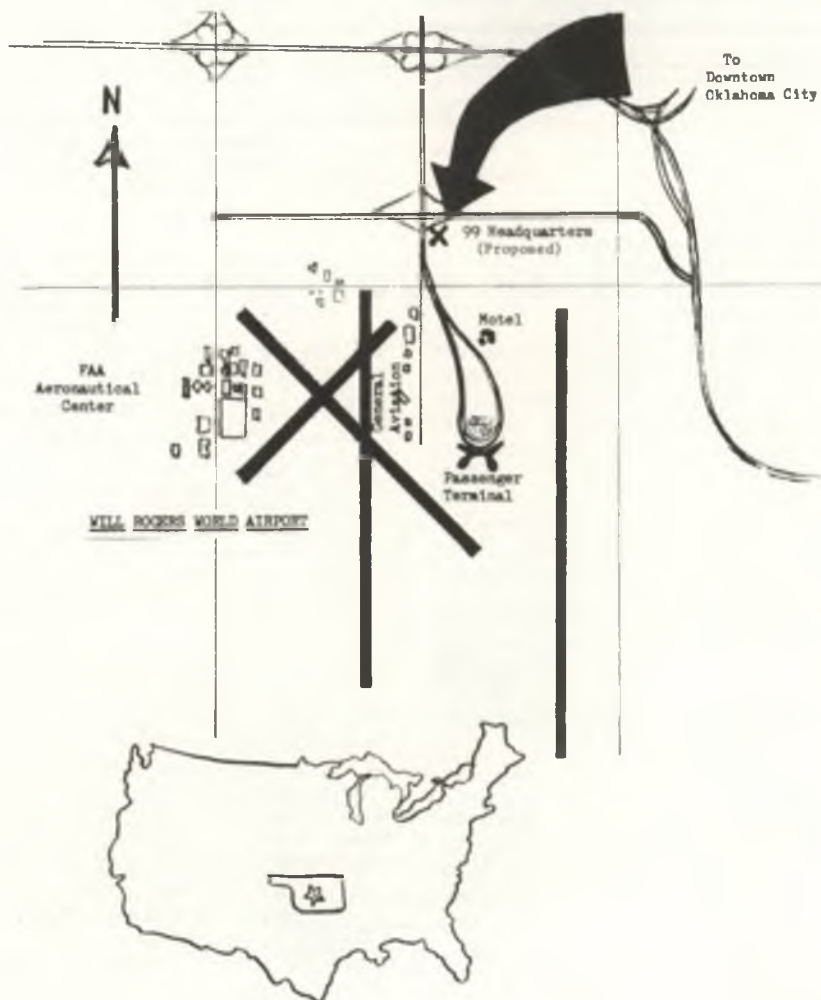
Increased emphasis on disorientation training, increased proficiency in instrument flying and greater respect for the darkness and weather may help to lessen the fatalities resulting from spatial disorientation.

Ninety-Nines to Have New Home

A Report from the Headquarters Committee

Marilyn Copeland went to the floor of the convention on two occasions and reported on the efforts of her committee. She had clasped in her hand, pledges for \$22,000.00 to provide "earnest" money for the headquarters building. It was not an easy task, but she was prepared and had done her homework well. When the vote was taken, it was overwhelmingly approved by the delegates. It must be understood that this is a "now" program and the museum is a future program. We need them both. They should not be confused. Here is a breakdown of what we can pay down and what the monthly rent will be. It is obvious that the more we pay down, the less will be our monthly payments. So if you or your chapter has adopted a "wait and see" attitude, now is the time to get your pledge in and be part of the building of this much needed home for the Ninety-Nines, Inc. Headquarters committee will be reporting from time to time on the ground breaking and the progress of our new house.

Balance	Annually	Monthly
\$80,000	\$6,218.48	\$518.21
70,000	5,331.17	444.26
60,000	4,663.86	388.65
50,000	3,886.55	323.87
40,000	3,009.24	250.77
30,000	2,331.93	194.32
20,000	1,554.62	129.55
10,000	777.31	64.77



List of Pledges to International Headquarters Building

\$99 Building Club Pledges (or more)

Adderson, Van
Aikins, Mary
Allison, Betty Best
Anderson, Bette S.
Altizer, Mercedes
Badgett, Mary
Banks, Marian
Barker, Dorothy L.
Barnick, Marion
Barris, Bernice M.
Barr, Norma M.
Beers, Cy
Bellows, Marion E.
Berkley, Ester G.
Bohannan, Kaye
Braese, Evelyn
Brandman, Mary M.
Brown, Mary Thelma
Brown, Virginia R.
Carpenter, Madine
Copeland, Marilyn
Cote, Shirley Tanner
Cox, Sally Jean
Crane, Mardo
Dando, Arlene
Davis, Miriam S.
Dawe, Millie
Dorr, Mary W.
Downing, Billie
Dunne, Lydia V.
Eacret, Doris M.
Early, Mildred
Eshelman, Irene S.
Evans, Broneta
Feigenbaum, Lois
Felsen, Gertrude
Ferris, Caroline
Fisher, Murray Hake
Gillies, Betty N.
Goetz, Barbara
Gonzales, Genie
Gorman, Marjorie N.
Graham, Judy Ann
Griffith, Thon
Hadley, Bonnie Roe
Hagan, Lydiellen M.
Hahn, Constance
Hallinan, Henrietta C.
Harper, Sue Mapp
Hatch, Margaret Ann
Havice, Lucy Thelma
Hayden, Bernice
Heise, Eugenia R.
Hibner, Marilyn P.
Jacobson, Wilma M.
Jex, Diane S.
Jetton, Pat
Johnson, Joy
Johnson, Ronnie
Johnson, Valera G.
Jones, Hazel McKendrick
Keller, Mary Margaret
Kidd, Louise E.
Kilbourne, Mary W.
Krejci, Barbara L.
Kurica, Claire Z.
Levitt, Antoinette Kuhns

Levy, Helen E.
Long, Kathy
Luke, Jackie
Lum, Vada Mae
Masonhall, Nema
McCarrell, Norma Jo
McEwen, Pat
McGuire, Emma
McNabb, Betty
McReynolds, Sara
Mayle, Ruth O.
Mickelsen, Geraldine W.
Miller, Bobbi
Million, Jan
Mlady, Patricia Ann
Nance, Garnett Hastings
Oliver, M. E.
Palmer, Juliet B.
Page, Tony
Parsons, Betty Jo
Paulsen, Dorothy
Pearce, Pauline N.
Pendleton, Carole
Peters, Charlotte Mae
Petty, Jackie
Phillips, Edith Grace
Pool, Marjorie
Potter, Ilovene
Powell, Dorothy
Reed, Jacklyn A.
Richardson, Gini S.
Roberts, Alice
Sage, Kathleen K.
Sasser, Evelyn L.
Seaborn, Alice
Sewell, Susie
Shearer, Patricia Kelley
Sherbow, Cleo S.
Shonk, Sara
Sleeper, Sara
Smith, Margo
Spielberg, Jeanne
St. Onge, Ruby
Story, Irma
Strickler, Brenda M.
Taliaferro, Esther
Teel, Nancy
Thompson, Lucy G.
Thompson, Marie F.
Thompson, Virginia
Tinker, Adelaide
Tucker, Radina Petersen
Vass, Kamala S.
Weber, Kay
Weinhardt, Shirley E. —
Westerman, Carolyn J.
White, Penny
Wilke, Helen
Williams, Esme
Wilson, Verna L.
Woodworth, Gene
Wray, Helen Heath
Wright, Mary Lou
Zelnick, Esther
Zimmerman, Gwen

Chapter and Section Pledges (\$100 or more)

Kansas Chapter

Northwest Section
Oklahoma Chapter
Shreveport Chapter
South Louisiana Chapter
Tri State Chapter

Other Pledges (less than \$99)

Allen, Harriet
Andrews, Marian T.
Banker, Elizabeth C.
Barlia, Betty
Bartolet, Hazel
Bigelow, Jaunda
Bliss, Ruth C.
Blue, Marjorie A.
Bock, Dorothy
Bonzon, Rachel
Blaum, Donna L.
Brown, Lee
Butler, Marci
Caryer, Jane H.
Cragin, Marilyn
Critchell, Iris
Dugdale, Mickey
Eisemans, Mary Ellen
Estep, Dorothy P.
Falkenberg, Charlene
Fellabaum, Mary Elizabeth
Fleming, Pauline E.
Gilliland, H. Virginia
Gillis, Judith E.
Holland, Patricia M.
Jensen, Lydia
Kelley, Emily Camp
Kenney, Charlotte
Lambert, Betty
Lane, Pat
Lange, Maxine Loraine
Lepore, Marie C.
Mahon, Shirley
Mason, Joan E.
Meiser, Joan
Miner, Olive S.
McKillip, Mary Jane
McPherson, Mary M.
McMasters, Maureen
Oakes, Hester R.
Petersen, S. K.
Powell, Barbara L.
Raabe, Angela D.
Ridgeway, Sonda
Robichaud, Gayle G.
Sells, Ruth Ford
Saxton, Patty Shea
Smith, Nancy E.
Speer, Virginia
Strassburg, Wanda
Sullivan, Sandra E.
Thern, Lucille E.
Vial, Mary
Voss, Mary Jo
Wagner, Eleanor I.
Walkup, Arlene
Wentzel, Virginia P.
Windsor, Carol Ann
Wolf, Marie H.

Ways and Means

Instrument Indicates
Dollars in Thousands

CONTRIBUTORS TO 1974 PPD

Greater Winnipeg Chapter
Aloha Chapter
Chicago Area Chapter
(In memoriam
for Lori McCorkle)
British Section
Colorado Chapter
Fresno Chapter
Fort Worth Chapter
Nebraska Chapter
Santa Clara Valley Chapter
El Paso Chapter
Pauline Glasen
Montana Chapter
Jan Gammell
Alberia Chapter
Coachella Valley Chapter
Orange County Chapter
San Gabriel Valley Chapter
Florida Suncoast Chapter
Garden State Chapter
Alaska Chapter
Dallas Chapter
Bee Jobs
All Ohio Chapter
Redwood Empire Chapter
Bakersfield Chapter
Marilyn Copeland
Monterey Bay Chapter
Tennessee Chapter
Michigan Chapter
Central Illinois Chapter
Sacramento Valley Chapter
Tucson Chapter
Tip of Texas Chapter
San Antonio Chapter
Santa Rosa Chapter
Golden West Chapter
Mt. Diablo Chapter
Hudson Valley Chapter
Coastal Bend Chapter
Shreveport Chapter
Wyoming Chapter
Reno Area Chapter

Greater Seattle Chapter
Dorothy Niekamp
Alameda County Chapter
Kentucky Bluegrass Chapter
Maple Leaf Chapter
Central Pennsylvania Chapter
Indiana Chapter
San Joaquin Valley Chapter
First Canadian Chapter
Tulsa Chapter
Cape Girardeau Chapter
Dallas Redbird Chapter
Quad City Area Chapter
Eastern Ontario Chapter
Los Angeles Chapter
New York Capital Dist. Chapter
Houston Chapter
Eastern Ontario Chapter
Eastern New England Chapter
Oklahoma Chapter
Kitty Hawk Chapter
Ilovenia Potter
Western Washington Chapter
Greater Kansas City Chapter
North Dakota Chapter
Kansas Chapter
Greater New York Chapter
Southern Sierra Chapter
Eastern Washington Chapter
High Sky Chapter
Connecticut Chapter
Tri Cities Chapter
Abilene Chapter
Long Beach Chapter
New York-New Jersey Section
Lubbock Chapter
Omaha Area Chapter
Eastern Pennsylvania Chapter
Chicago Area Chapter
San Fernando Valley Chapter
Spanish Peaks Chapter
Saskatchewan Chapter
Middle East Section
El Cajon Valley (Pledge)

AWTAR-99 WAYS & MEANS

Helen Shropshire

P.O. Box 534

Pacific Grove, Calif. 93950

Awtar - An International Flying Activity

by Charlene Falkenberg,
International Flying
Activity Chairman

If you were asked what one event or happening puts the female pilot in a favorite light in the public's eye, what would come to mind?

Anyone who has ever flown the Powder Puff Derby would have no hesitation in giving an answer. Nothing shows the general public what a lady pilot is more than this annual air derby. Not only does it bring out the proficiencies we have but it also lets the public see good sportsmanship, fellowship, safety, and how much we care for our fellow flyers. (Namely, the merit award). If there was no other reason for you to support and participate in the Powder Puff Derby this would be ample reason.

However, the benefits gained as a participant are many. Participating in the Powder Puff Derby has given the opportunity to visit spots in this wonderful country of ours that we would have never seen. We have flown over the snow-capped mountains of the west, the plains of the midwest, the cornfields of Illinois and Indiana, the green mountains of the east, over beautiful lakes, and many famous landmarks. We have met

governors, senators, and even had lunch with Mrs. Nixon at the White House. Not the least are the many people who come to each airport to greet us and wish us well, and the little ones who are always asking for our autograph. The fellowship and companionship we have shared is only equalled by the thrill of flying the plane from coast to coast from 500 feet over the ground to more than 13,000 MSL, as fast as you wish to run your particular ship. You have made exciting Fly-Bys 200 feet AGL over designated airports. Nothing gives you more confidence in your ability than this experience. You leave the starting point bright and shiny and arrive at the terminus, tired and 'sweaty', yet, a winner, for every girl who finishes is a winner and the world is proud of each contestant!

The girl who wears the gold pin denoting that she has finished the Powder Puff Derby is a member of a very select circle and her experience cannot really be put in words. You have to join her to really know what you have been missing.

1973 RACES

CONTEST COMMITTEE-APPROVED RACES

Dr. Anne Roethke
4211 S. Whitnall Ave.
Milwaukee, Wis. 53207

Ms. Ellie McCulleugh, Chairman
1054 Royal Palm Blvd., Apt. 4
Vero Beach, Florida 32960

Ms. Helen Saller
1500 Chicago Ave. Apt. 716
Evanston, Ill. 60201

Name of Race	Chapter or non-99 Sponsor of Event	Dates Scheduled	Date Approved	Final Report
VIXON FRISK	Orange County Chapter	Mar. 24, '73	1/25/73	—
FRESNO 400 MEN'S RACE	Fresno Chapter	Apr. 28, '73	1/30/73	5/73
INTERNATIONAL AIR RACE (ANGEL DERBY)	Florida Women & Pilots Association	May 7-15, 1973	1/30/73	6/73
TUCSON TREASURE HUNT	Tucson Chapter	May 11-13, 1973	2/26/73	6/73
AWNEAR	New England Section	May 19, '73	3/14/73	5/73
ILLI-NINES AIR DERBY	Chicago Chapter	May 25-27, 1973	1/9/73	6/73
GARDEN STATE 300	Garden State Chapter	May 27, '73	3/14/73	6/73
MINI-DERBY	Golden West Chapter	HELD 6/2/73		
AWTAR (POWDER PUFF DERBY)	AWTAR Board	June 30, '73	3/14/73	7/73
PALMS TO PINES	Long Beach Chapter	July 9-18 1973	1/30/73	
APUEPUELELE		Aug. 16-18 1973	5/26/73	
NEBRASKA AIR RACE	Aloha Chapter	Aug. 19, '73	7/25/73	
INDIANA FAIR RACE	Nebraska Chapter	Aug. 25, '73	6/21/73	
ALL MEN'S PALOMAR AIR RACE	Indiana Chapter	Sept. 15, '73	3/15/73	
MICHIGAN SMALL RACE	Palomar Chapter	9/29/73	8/7/73	
PACIFIC AIR RACE	Michigan Chapter	Oct. 5-7	2/26/73	
KACHINO DOLL & ROAD RUNNER	El Cajon Valley & San Diego Chapters	Oct. 13-14 1973	4/19/73	
	Phoenix Chapter	Nov. 3, '73	6/21/73	

1974 Races
AWTAR (POWDER PUFF
DERBY) 28th
AWIAR (ANGEL
DERBY) 24th

AWTAR Board
AWIAR, Inc., Angel
Derby, Inc. FWPA, Inc.

July 1-10
1974
Apr. 22-May 4
1974
3/14/73
(date only)
7/25/73
(date only)

As of 8/27/73

FACT SHEET

PERTAINING TO THE APPLICATIONS FOR THE 99's AMELIA EARHART MEMORIAL SCHOLARSHIPS

The Amelia Earhart Memorial Scholarship application form is made a part of this Ninety Nine News. The criteria for a Ninety-Nine wishing to apply for the scholarship include the following:

- a sincere desire to further woman's role in aviation
- a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have the support of her chapter since her chapter chairman must recommend her
- must agree to complete the course and/or training within two years

The application consists of: Application form, Experience record, Eligibility form and letter of recommendation from the chapter chairman. Five copies of each of these must be submitted to her chapter Amelia Earhart Chairman, only one of which must be notarized. One head and shoulders photo of the applicant at least 2 1/4 x 2 1/4 must accompany each copy of the application.

The chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 20 members or major portion thereof. Regardless of size each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter the Chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s

or other member of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the Award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- is she worthy of the Award?
- how long has she been a 99 and how active has she been in it?

Chapter A.E. Chairman will mail her quota (or less) of the applicants to the Section A.E. Scholarship Chairman to be postmarked no later than January 15. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

Section A.E. Scholarship chairman will in turn select a committee (similar to that described above) and screen the applications submitted by the chapters to meet her quota. Each Section A.E. Chairman may submit one application for each 100 members of the section or a major fraction thereof. The section A.E. Chairman will then submit the Section's quota of applications to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than February 15. The Section A.E. Chairman will notify those candidates **not** included in the quota submitted to the Board.

A Section which does not have a chapter may itself submit at least one application regardless of size.

1974 APPLICATION FORM AMELIA EARHART MEMORIAL SCHOLARSHIP (UP TO \$900.00)

This scholarship is made possible through the desires of THE NINETY NINES, INC. to develop the talents of women in the fields of aviation and aerospace. The monies making this scholarship possible are drawn partly from interest on the trust fund and partly from annual donations by chapters, sections, individuals and special interest groups within THE NINETY NINES, INC.

Name _____ Airman's Certificate No. _____
(As it appears on Airman Certificate)

Address _____

Chapter _____ 99 Since _____ Month _____ Year _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ Ages _____ Other Dependents _____

Private Rating Rec'd _____ Pilot-in-command since Private Rating _____

Certificate & Ratings now held _____ Mo. _____ Yr. _____

Scholarship would be used toward _____

Reasons for applying (proposed use of rating, opportunities available, etc.) _____

Present position and Employer _____

Previous Employment _____

Husband's Position and Employer _____

EXPERIENCE

CROSS COUNTRY: (If your pilot in command time ~~exceeds~~ 500 hours, describe cross country in general, if ~~less~~ than 500 hours, give details.)

Instructing: (Year, place, approx. hours or duration of job)

Other Aeronautical Experience or Training, including former ratings:

Hours in various types of aircraft: (give details)

(Number of Flight Hours or Semester Hours)

Be it known that I am a member in good standing of NINETY NINES, INC., that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot-in-command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP I will complete the course of instruction for which this application is submitted within 2 years and I understand it is to be used only for the purpose or rating for which I am applying. I further agree to retain my membership in THE NINETY NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and to inform them, at least quarterly, of my progress.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed:

Subscribed and sworn to before me this _____ day of _____, 19____.

NOTARY PUBLIC

My Commission expires _____

ELIGIBILITY FORM

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor).

(Name of school or qualified instructor)

(Address of School)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give instruction stating that you are eligible and qualified for the training for which you are applying.

Approximate cost of Instruction:

Approximate hours of Instruction:

I have examined the credentials (certificates, logs, transcripts, etc.) of _____ and find her to be fully qualified to begin instruction for the rating or course entitled:

(Full name of course)

The cost quoted above is standard for this school:

Signed:

TITLE:

Date:

(If application is for more than one course copies of this form, duly signed, are required for each course)

The following is to be completed by the chapter A.E. Chairman:

I have examined all three pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the Chapter Chairman accompanies this application.

(Chapter A.E. Scholarship Chairman)

(Date)

If the Chapter Chairman is the applicant then the next responsible chapter officer will write the letter of recommendation.

Five copies of this application must be submitted to the Section A.E. Memorial Scholarship Chairman, postmarked no later than January 15. A black & white head and shoulders photo at least 2 1/4 x 2 1/4 must be attached to each copy. Five copies of the letter of recommendation from chapter chairman must also accompany this application.

The Ninety-Nines' Flyaway



The Second Flyaway at Atchison, Kansas, on July 24, with its international friendship flavor, successfully launched the 99s "Bicentennial Star" program. You cannot miss the enthusiasm when you read the various chapter reports in this issue of our magazine.

Chairman Fay Gillis Wells received two official letters; one signed by Hugh A. Hall, Acting Director of the American Revolution Bicentennial Commission, containing notification that the 99s program has been officially approved; and the other signed by David Mahoney, to the International 99s, inviting them to participate in America's 200th Birthday.

"In the Spirit of '76 — Let It Begin With Me!"



Planting a Mighty English Oak at the Amelia Earhart Airport, Atchison, Kansas, July 24, 1973. Left to Right: Mayor David Laurie of Atchison, Kansas; Yael Rom of Haifa, Israel; Anesia Pinheiro Machado of Rio de Janeiro, Brazil; Elizabeth Overbury of Whipshade, England; Jim Nighswonger, State landscape architect of Manhattan, Kansas, who designed the International Forest of Friendship; Rod Wilson, Executive Vice President, Atchison Chamber of Commerce; Kansas State Senator Daon Bromley and "Susie" Sewell, International President of the 99s.



L/R: Front row kneeling: Julie vom Saal, Ninety-Nine Executive Board Member; Jerry Roberts, New York/New Jersey Governor; Frank Blair, NBC Today Show, planting seedling during the historic 99s commemorative friendship Fly-Away in July; Doris Renninger, Vice Chairman, Ninety-Nine Museum Trust; L/R: Back Row: Peg Davison (AWTAR); Peggy Naumann, Chairman, Greater New York Chapter; Naomi Roberts; Betty Barlia, Treasurer, Greater New York Chapter; Jane Sultan, Secretary, New York/New Jersey Section; Herb Fisher, veteran Test Pilot, Port Authority of New York/New Jersey; John R. Clarey, Manager of Caldwell Airport; Alma Hitchings, Chairman, Garden State Chapter; Nancy Tier, Charter Member of the Ninety-Nines.



99s beside the Zontian plaque at the Amelia Earhart Airport, Atchison, Kansas, to launch the 99s "Bicentennial Star" program, a part of America's 200th Birthday celebration in 1976.

Chapter Personalities



Milton Caniff Portrait of Amelia Earhart and legend of the Aviation Hall of Fame Award presented to President Susie Sewell for the International Women's Air & Space Museum by Doris C. Scott for the Dayton Area Chamber of Commerce.



Alexander P. Butterfield, new FAA Administrator who was featured speaker at GAMA's June 14th Safe Pilot Seminar at Long Beach, poses with M. W. ("Wally") Funk II, first woman to become an FAA General Aviation Operations Inspector. Wally, a Long Beach 99, has just received a promotion and will be the first woman to join a SWAP team in the U.S. Her duties in the Systemsworthiness Analysis Program will be inspecting schools, flight schools and air taxi operations in the 3-state Western Region covering Nevada, Arizona and California. She will leave her present Santa Monica GADO position September 9th.

Coming Events

Oct. 13-14 — Gillespie Airport, El Cajon, Calif., Pacific Air Race sponsored by San Diego and El Cajon 99s. Terminus Buchanan Airport, Concord, Ca. Contact: Ann "Boo" Christensen, 3872 Jewell St., Apt. H-208. San Diego, Ca. 92109

Oct. 16-18 — Los Angeles Chapter 99s sixth Flight Instructor Clinic at the Airport-Marina Hotel in Los Angeles.

Oct. 20-21 — Second Annual Aircraft Mechanics Seminar, sponsored by El Cajon Valley chapter 99s, with participation of F.A.A. Rodeway Inn, San Diego, Ca. \$25 fee includes banquet; contact: Mrs. L.M. Chambers, 1440 S. Orange, Sp. 29, El Cajon, Ca. 92020.

Oct. 20-22 — 99 Barbara J. White invites all other 99s to the Venetian Sun Fiesta in Venice, Fla., which will include an All-Florida Air Show featuring aerobatics and skydivers.

Nov. 3 — Phoenix Air Race.

Nov. 3-4 — Los Angeles Chapter sponsors an introductory MECHANICS FOR PILOTS course, presented by Northrup Institute of Technology — 12 hours lectures & laboratory, \$35; or Tuition, plus fly-in package (includes 2 days' meals, lodging, tie-down, transportation to and from Hawthorne Airport), \$75. (Deposits; \$5 course only, \$10 complete package.) Limited reservations. Contact: Jo Ann Steiert, 5851 Columbus Ave., Van Nuys, Ca. 91401 PH: 213 781-3983.

Announcement

A news conference was held in Oklahoma City on Thursday, August 16, 1973, for the purpose of announcing acceptance by the Ninety-Nines of the proposal made by the Oklahoma City Airport Trust to build an International Headquarters Building there on Will Rogers World Airport.

Mayor Patience Latting participated in the conference with President Susie Sewell. There were three television stations, three radio stations and two newspapers represented along with the airport director, John Solomon. It was very exciting and the publicity received was excellent.

Flying On To . . .

New Horizons

Olive Gooch Tuttle, Phoenix Chapter (no cause listed).

Millie Burt of Storm Lake, Iowa. Died June 17, 1973. She had been a member of the Upper Iowa (now Iowa) Chapter from 1948 to 1955.

JOAN BARRIAGE DETAILS

continued from page 3

among your research projects. Since pilot error is predominant here, what can you do in your realm of responsibility which isn't already being done — the FAA's pilot educational programs, the Accident Prevention Counselor efforts — isn't this enough?

JOAN BARRIAGE: It's assuredly proved enough in that area of influence. However, we need to apply more scrutiny to those accidents so often deemed attributable to "fuel mismanagement, improper preflight inspection, inability to maintain minimum safety airspeed," with which we're all familiar. We're looking continuously at NTSB's records to observe the factors associated with accident causes.

99 News: Do you work with NASA in this program?

JOAN BARRIAGE: We work closely with NASA in appraising technological advances to determine which are economically feasible, to determine what new airworthiness regulations or interpretations of present regulations may be needed to implement safety technology.

99 News: Could you provide an example?

JOAN BARRIAGE: Many! For one, let's consider the advantages of spoilers on light aircraft. And I'm talking about interconnected spoilers, so that a pilot applying elevator pressure produces an automatic spoiler deployment. Maintaining an accurate glide path on approach is more easily assured with interconnected spoilers, and that means fewer overshoot and undershoot accidents, a prevalent fender-bender type mishap, and too often fatal as well. But interconnected spoilers change the airplane's stall speed. And now we are going to have to unsnarl the problem of how we are going to establish certification criteria for this airplane. Saving lives, you see, is not always as uncomplicated as slipping another bolt in a seat track.

99 News: Then are you really helping the manufacturer make a safer airplane, or are you merely going to ensnarl him in more regulatory tape?

JOAN BARRIAGE: We are reducing the manufacturer's risk in producing a new development. He will have some assurance of the length of the limb onto which he is crawling, as he works out a safety feature in his design.

99 News: We've heard there's a "variable stability" aircraft which is presently boring significant holes in the sky over Princeton University. Exactly what is variable stability and what are you hoping to accomplish with this airplane?

JOAN BARRIAGE: The Princeton variable stability airplane is actually a Navion — a very modified Navion — on which we can press some buttons and produce the stall characteristics of several light, single-engine airplanes. We can dial in the "feel" characteristics — the stick forces — and then give the experimental pilot a task similar to that in which we find a stall problem occurring. For example, we'll assign him a go-around, a frequent situation in which we find stalls occurring. We can record the experimental pilot's reactions and

responses to the situation, and then the safety pilot can take over — keep in mind we are conducting this research at low altitudes — and use the basic airplane characteristics to complete the flight safely.

99 News: So, you could interview a dozen flight instructors and come up with comparable data without going to Princeton.

JOAN BARRIAGE: And when was the last time you practiced stalls near the ground? Further, we need data not only from balanced flight situations, with low or moderate power settings — the "one-G case" — but we also need to know about situations in which we have maximum power, with moderate slipping or skidding, or with the added acceleration of a turn or a pull-up. Another important factor — missing in flight training, and missing by intent — is ground shyness: the tendency to be intimidated by the presence of the ground, in spite of knowledge and experience in regard to corrective action gained from practice of stalls at altitude. At low altitudes, many pilots are reluctant to relax enough back pressure on the stick to accomplish a full stall recovery, and consequently stall into the ground or obstacle. This is the situation about which we want information — the results of testing pilot responses at the near-burble point, and most important, near the ground. This is not data you gather in student training!

99 News: What about mechanical and structural failure? Certainly accidents are not all pilot-related!

JOAN BARRIAGE: Right now we are looking into better definitions of propeller stresses, for example, to enable us to do a better job of certification. Today we have improved instrumentation for measuring stresses through the entire RPM range. We have found there are certain propeller-engine combinations which parlay into a problem. The engine is excellent; the propeller meets our requirements; but put them together and it's a bad marriage, often ending in divorce, I might add.

99 News: Are you predicting that our fictitious Ninety-Nine, preparing for flight in '83, will be flying a safer airplane?

JOAN BARRIAGE: We'll be flying safer airplanes before 1983. We are constantly looking for — and finding — technologies being developed by NASA which could be incorporated in general aviation design to reduce pilot error potential.

99 News: Why aren't these technologies being used now?

JOAN BARRIAGE: We in FAA must first determine the technical-economical feasibility of upgrading regulations to require an improved level of safety. Sure, we could ground all the light aircraft in the country and have total safety! But we must realistically determine how to extract from each dollar of aircraft price tag the optimum in safety, compatible with such factors as performance.

99 News: What other concrete evidence do you have to offer to demonstrate that FAA is concerned about general aviation safety?

JOAN BARRIAGE: Of FAA total research and development budget of \$3.5 million, 35% is going into general aviation research. This should tell you something!

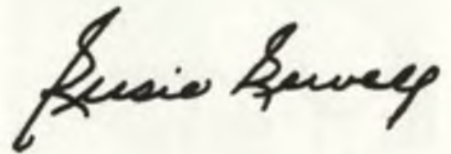
PRESIDENT'S MESSAGE

continued from page 1

Loma May (Michigan) kept the banquet program moving along at a delightful pace with her very own brand of humor. Ed Stimpson of GAMA gave us good news on improved accident statistics and thanked us for our work in the Safe Pilot Program. Other speakers were interesting and we were honored by the presence and remarks of our FAA Administrator, the Honorable Alexander P. Butterfield. He is very much interested in the work of the 99's, especially internationally.

Piper's Fly-away breakfast found everyone eating heartily for the flight home. I was hungry after a late board meeting the night before and stayed on to meet with a number of people including our News editor. She had departed early due to a flu virus, so I will meet with her on the coast.

Special thanks to those who worked so hard to make the convention a success. Also, to all who worked all year long at every level — chapter, section and international. It was a joint effort and we can be pleased with the results. May 1973-74 be just as exciting!



CORN AS HIGH

continued from page 2

in the engine and all the oil drained out. But, we will have to await the final chapter until they tear the engine down, and that won't be until September when they harvest the corn.

It was an adventure with the most meaningful part the way total strangers rallied around to assist us, going out of their way to help. The two nameless heroes who stopped to take us to town; the great shift of nurses at Harvard Hospital who tended to our physical and emotional needs; Mrs. Burkhart who spent her wedding anniversary driving us to Hebron (no rental cars!); the Sheriffs of McHenry Co.; and hospitable manager of Hi-De-Ho Motel, Phyllis Smith; plus the Ninety-Nines at convention who really "cared" that we were there. . .

It was something I would not have missed for the world! Mind you, I don't want to do it again, but to have such a renewed faith in the good people in this great country of ours, makes a few bruises seem well worthwhile.

That corn really **was** as high as an elephant's eye!!

Be an APT
Aviatrix!

Chapter Reports

French Section

FRENCH SECTION

Marie-J. de Beauregard, Governor

About the "RONDE DE NUIT," the French night competition mentioned in the French report of July, we omitted to specify that many French women pilots were participating in it. One of them, Francine Milhaud (99) as a race-organizer; another one as contestant, Janine Beisson (99), member of the winner crew.

Janine is a prominent biologist, known for her research works about the molecular genetics. She is presently Master of researches to the French National Center of Scientific Research and professor to the Orsay University. She is actually visiting the Berkeley University.



From left to right: Janine Beisson, Marie-J. de Beauregard, Jacqueline Malezieux. The photo has been taken at the "Groupe Aerien du Touring-Club de France" of what they are active flying members.

South African Section

SOUTH AFRICAN SECTION

Yvonne van den Dool, Reporter

The bi-annual meeting was held at Virginia Airport, Durban on 22nd April. Governor Ann White presided at the meeting. Jeanette Fraser-Hones and Lyn Wessels flew down from Johannesburg and Vice-Governor, Lo-an Roux traveled from Lady-smith, Natal. Five local members attended including Val Cunningham (Secretary) and Auriel Miller (Treasurer).

Peggy Mayo, a visiting member from Wisconsin U.S.A. was given a special welcome. Peggy is a Commercial pilot and Instructor in America and is in charge of the Flying Activities for her Chapter. Peggy was also able to attend our last meeting at Tzaneen. While she was home for Christmas, Peggy completed her Instrument Instructor rating and also did a flight from near the Great Lakes to Florida (over 1,000 n.m.) in her Cessna 150.

Jeanette Fraser-Jones has passed her Instrument rating flight test. Jeanette van Ginkel is no longer an inactive member as she has once again obtained her Private Pilot license — after eight years. She had 20 minutes dual before being sent solo again. Auriel Miller was the first woman

pilot home in the Round Natal Air Rally. Merle Ball was the most improved pilot at a recent Durban Wings Club Day competition. Merle also had her first taste of Instrument flying in a Dakota while on a ferry flight from America with 49 1/2er Vern McWilliams and Bill MacKay. She also had her share of excitement when they had a fire in one motor and had to return to the Azores. Beth Salzer has a new night rating and flies regularly at night. Lyn Wessels (wife of Tony, the aerobatic pilot) has done some dual in a Navajo.

The S.A. Section has started a fund for a small scholarship for its members. Half the money collected annually will be awarded annually. It is hoped to give one or more of our members something towards advanced training such as Night rating, Instrument rating etc.

In the U.S.A. GAMA is organizing Safety Programmes. Our Section has contacted Wally Funk, coordinator of the programme and also Inspector of Flying with the F.A.A. When the details arrive we hope to go ahead with the project in association with clubs in this country.

After the meeting, 49 1/2ers joined the girls for sundowners and a buffet supper followed by a film shown on the making of the Concorde.



Left to right: Ann White (Governor), Jeanette Frazer-Jones, Val Cunningham (Secretary), Merle Ball, Beth Salzer, Peggy Mayo (Wisconsin Chapter). In front: Lyn Wessels, Lo-An Roux (Vice-Governor) and Auriel Miller (Treasurer).

South Central African Section

SOUTH CENTRAL AFRICA SECTION

Val Humphreys, Reporter

Here is a description of our visit and meeting at the Dunnottar Flight and Training School — an Air Force Base. Our host and guide for the day was Lt. Penhall who was patient and interesting. We had lunch at the Officers' Mess, were introduced to the DECCA navigational system and were treated to a demonstration of formation aerobatics, all of which were excellently done. Naturally we talked flying to all the bods around until we were hoarse! Among all these activities we still managed to fit in the meeting. What a good time we had and came away with only one regret — the South African Air Force, for some archaic

reason, cannot take women up in their aircraft. It is still possible for civilian males to hitch a ride and do aerobatics with an Air Force pilot, but we females are barred from this fun. Maybe the Women's Libbers have something after all!

The biggest bit of excitement around here has been Ingrid Heinz's and Val Humphreys' participation in the Powder Puff Derby. This was Ingrid's fourth TAR and Val's second. Both came home bubbling with enthusiasm. During her stay in Elmira, Ingrid got her gliding rating and thoroughly enjoyed this form of flying. One of Val's most vivid experiences was flying into J. F. Kennedy Airport with friends in a Cardinal. "Really the controllers in the States are wonderful men and treated us just as well as the Jumbo pilots," she said.

It is remarkable that they deal with such a volume of traffic and yet remain calm and pleasant to everyone — even us Pappa Charlie pilots!

I have just had a letter from Helene Robertson to say she's left Botswana and is going to live in North Carolina. We wish you the best of luck, Helene, and hope you will remember Africa fondly. Keep up your flying and let us know how you are from time to time.

Our next meeting we are planning to hold in Rhodesia where, hopefully, we will get a Chapter off the ground. We're on the move to keep flying keen and safe. Cheers till next time.

North Central Section

ILLINOIS - INDIANA - IOWA
KENTUCKY - MICHIGAN - MINNESOTA
MISSOURI - OHIO - WISCONSIN

CAPE GIRARDEAU AREA CHAPTER

Mary Boyd, Reporter

The Wisconsin Chapter did a fine job in planning the recent International Convention at Milwaukee including some lovely door prizes. Certainly one of the most unique door prizes was two hours of Aerobatic Instruction which were given by Dee



One of the most unusual door prizes at the recent International Convention in Milwaukee was two hours of Aerobatic Instruction in this Bellanca Decathlon owned by Wisconsin Ninety-Nine Dee Kluppel and Jake Miller (left) of Madison, Wisconsin. Winner of the prize was Mary Boyd (right) of Dyersburg, Tennessee, chairman of the Cape Girardeau Area Chapter. The prize was claimed early Saturday morning during the convention at the Milwaukee Airport.

Kluppel, a member of the Wisconsin Chapter, and her partner, Jake Miller of Madison.

As winner of that unique prize, I was privileged to meet Jake Miller at the Milwaukee Airport early on Saturday morning. Having considerable experience with a variety of flight instructors, I can say that Jake Miller is obviously one of the best. The Bellanca Decathlon which Jake and Dee own is a beautiful airplane that handles nicely. I had so much confidence in it that after Jake helped me fasten all the belts and buckles involved in the parachute required, I forgot to even ask him how to open the chute if we should have to leave the plane!

As one who dreads turns of more than thirty degrees and one who suffered through unusual attitudes under the hood while working on my instrument rating, I was apprehensive about aerobatic flying. However, I found loops and rolls a great challenge and aerobatic flying is certainly a test of flying skill, coordination, and confidence. I found that I could talk to the Milwaukee Tower upside down without too much of a tremor in my voice — at least the controllers didn't let on if they noticed it! It was a great experience!

CENTRAL ILLINOIS CHAPTER **Clarissa of Marissa**

The only thing that remains constant is that our plans are subject to change. Our September meeting was pre-empted by an air show at Mattoon-Coles County where we had a chance to help our treasury by selling tickets on Barbara Jenison's ELT. We plan the drawing now at the Monticello picnic in October and our Decatur meeting will be in November. The December meeting usually has to be somewhere central 'cause we may not be able to fly — weather-wise.

Our chairman, Jayne Schiek from Macomb, joined the gang for a fly from MKC to Oshkosh where she chaired two forums on women in flying. Then she flew Playne Jane to the activities at Milwaukee where she was a delegate from our chapter with Jean West at International Convention.

Margie Jones took her Cessna 172 to the Nebraska race and came through with a fourth place in the speed category. Rushed home to fly some friends to Hannibal. Really is getting speedy. She took me to Centralia to the funeral of Deane Kesterson who had flown his Taylor Titch into trouble near the Salem airport leaving our member, Bobbye, a son and two daughters to miss his enthusiasm for life and flying.

Jean McLaughlin and Lila Flint are sporting new ratings. Jean has her seaplane rating and Lila her ASEL.

Elaine Schwarz, one of our 66rs, has completed her X-country and is ready for the check ride.

Ronda Phillips has 10 hours toward her Instrument Rating!

Checked out again after 3 years on the ground, Arlene Johnson states, "It feels great and I expect to be APT soon."

Mary Waters and Barbara Brusseau went out of the country on this vacation. It was to Texas. They took in the Dallas Bonanza Convention. Back in Lacon, Mary used up all her film taking pictures of a couple of transient biplanes. Then she found the Richard Bach was one of the bearded pilots.

Rose and Frank Andrew have an Ercoupe that's really part of the family. They have

put 6000 hours on it and five engines in the past 20 years. Isn't that some sort of record?

Sheryle Kuizinas checked out in a club Cherokee and should not have trouble with the club Skylane after owning the Cardinal.

Jean and Bob West dashed up to Oshkosh to see what's happening in the sport aviation field, then flew 33 Lima — a 172 — back in time for our Peoria meeting.

CHICAGO AREA CHAPTER **Sandy Klock, Reporter**

The spot landing contest preceding our July 15th meeting and swim at Eva White's home at Naper Aero Estates brought in 21 entries. Winner was Shirley Keime (right on the mark!), with Mary Panczyszyn a close second.

The next exciting event here was our chapter air meet (a 200 mile round-robin proficiency race), flown out of Campbell Airport, Grayslake, Ill., on August 4th. Vice-Chairman Mary Stroh and Rita Adams took first place and the Rookie Trophy, Elsie Wahrer and Linda Rippey placed second, and Sylvia Sheldon and 49 1/2er Bayard placed third. Ruth Frantz's 49 1/2er, Bob, won the spot landing contest.

More Racer's Edge: Marion Jayne and daughter Nancy won the Intercontinental Air Race, Nancy having won her private license just five days before the race! Norma Freier and Mary Stroh won the Iowa "Wings Over The World" proficiency race, and Mary Krautkramer and Pat Friedman placed fifth in this year's Powder Puff Derby. Great flying, gals — congratulations all!

The helping hands of so many of our dedicated chapter members, their families and friends, at the DuPage Air Show made a bunch of money for us to help meet next year's expenses. This project means so much to the chapter.

A nice letter from Sylvia Sheldon tells of some of her fascinating adventures in New Zealand.

This reporter spent a few days up at the EAA Convention in Oshkosh, Wisc. in August — it was fabulous, as always!

Many new instrument ratings — Sylvia Harper, Juanita Harr, Jean Ingle, and Joan Kerwin.

Congratulations to Mary Stroh's 49 1/2er, Bill, on his brand new private license!

Welcome to new members: Polly Gilkison, Nancy Heraldson, Myrl Muka and Mary Chasely. We are growing by leaps and bounds!

GREATER KANSAS CITY CHAPTER **Dorothy Stratton, Reporter**

Our August meeting was held at the home of Nona Martin, Thursday, August 2nd. A potluck dinner was enjoyed by 22 members and guest.

Kathy Zimmerman, Chairman, told about being at Atchison, Kansas, July 24th for the 99's Second Flyaway and Launching of the International Forest of Friendship, which is to be formally dedicated in July 1976. The groundbreaking was attended by Lt. General Daniel A. James (USAF) American Revolution Bicentennial Commission member; Susie Sewell, International President of the 99's, Kansas Governor Robert B. Docking and Atchison Mayor David R. Laurie. Also present was a representative of the American Forest Institute and several 99 members from abroad, "Shorty" Machado, Brazil; Elizabeth Overberry, England, and Yael Rome, Israel. Charter

Members attending were Fay Gillis Wells, Washington, D.C.; Betty Huyler Gillies, Rancho Santa Fe, Calif.; Melba Beard, Scottsdale, Ariz.; and Alice Hammond, Milville, N.J. Kansas City 99's Lois Willy, Jean Wilson, Pauline Clendening, Marge Engelmenn, Karen Ballowe, Bobbi Miller, Fay Glenn and Kathy Zimmerman were joined by Topeka 99's Pat Lane and Sondra Ridgeway.

Trees and Bicentennial Flags were flown by Gay Glenn to Des Moines, Iowa and by Jean Wilson and Pauline Clendening to Jefferson City, Missouri.

Air Marking was finished at McComas Airport on August 21. We will sponsor an airshow at the McComas Airport September 9th. This includes bomb-drop and spot-landing contests.

Aviation Day at the Lawrence, Kansas Municipal Airport on September 23rd will be another work day at our concession stand.

Mary Ann Hamilton and husband Gordon just returned from a two month trip to Europe. An exciting experience was a trip across the English Channel in a Hovercraft. Mary Ann's son Richie got his private license the same day she returned home from the trip.

Barbara McCravy and husband Gene have ordered a new Pitts Special, two holer, and expect delivery in June next year. They have made trips to the factory at Afton, Wyoming and South Carolina recently. Barbara has been working for her commercial license.

The August Fly-out was to Emporia, Kansas, August 23rd. Arriving for lunch, it was learned the restaurant opened at 4:30 so pilots were driven into town for lunch, thanks to the airport manager. He also took them by a local art gallery. Attending were Jean Wilson, Billie Bordner, Pauline Clendening, Lois Willy, daughter and granddaughter, Roberta Jones, Kathy Zimmerman and son, Fran Dunfield and husband Gerald, Joan Maple and Ann Jones.

IOWA CHAPTER **Ruth Ulfers, Reporter**

Our August meeting found nineteen 99's, their families and guests enjoying a picnic along the Iowa River in Fort Dodge. We needed a relaxing day to recover from our July meeting which was tucked into a late hour during the Waterloo stop of the PPD.

Annetta Haack, Gloria Harmon and Mary Lou Wright had been in Milwaukee for the International Convention and reported on the highlights for us.

Carolyn Rowney, Claudette and Bill Parker, Gerri and Don Walker and Mary Jane and Eugene Swanson attended the American Bonanza Society Convention in Dallas, Texas, August 8 through 12. There were 419 Bonanzas represented at the meeting.

Phyllis Barber reported there were 48 people and 16 planes on the Flying Farmers' Alaskan tour. This was a repeat trip for the Barbers and they had a great time.

Lois and Chuck Bendixen flew to San Diego for a Flying Physician's convention July 22 to 27. They also carried a DRF shipment to San Diego where fellow California 99ers picked it up and took it on to Santa Barbara.

The Iowa officers for the new year are: Chairman, Gerri Walker; Vice-Chairman, Jeanne Bedinger; Secretary, Eleanor Linderbaum, and Treasurer, Sonja Miller.

South Central Section

ARKANSAS - COLORADO - LOUISIANA
KANSAS - NEBRASKA - NEW MEXICO
OKLAHOMA - TEXAS

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

Lola Madden reports an exciting trip to Milwaukee and Oshkosh! At Milwaukee she was our official delegate to the 99's International Convention. In Oshkosh she especially enjoyed the aerobatics of the Red Devils, the U. S. Aerobatic Team. She says she saw Pitts Specials all over the place! She planned to stay a couple of days and remained instead an entire week.

Berniece Swartz and 49 1/2er spent a leisurely holiday in San Clemente, California, and saw the Palomar Airport Derby Start.

Margaret Perez must have found timing for the Derby quite exhausting as she immediately announced she was going far away — like to Madrid, Spain.

Claudia Beckner says she "has flown more than anyone not to go anywhere." (It's tough being a flight instructor!) Roz Kinlen along with other Albuquerqueans attended a hearing in Santa Fe on plans to pass legislation affording tax relief to certain private airports serving a recognized public need.

Johnny Hickey tells me she gets up at 4:20 a.m. to study for her Instrument written! That's determination! We were happy to have B. J. Slawson of Coronado Airport as a guest at our last meeting. B. J. is busy working on her Commercial.

Eleanor Sanchez and her crew (Ray and children) had a lovely flight to the West Coast in their newly purchased Cessna 182.

Peg Noltensmeyer has asked for a transfer to Wichita and we're really going to miss her. She did a marvelous job as Chief Timer for the Derby stop here.

Becky Lutz flew with her brother Manuel in his Debonair to Denver and then on to Manhattan, Kansas, where they visited their brother Richard who is now teaching at the University of Kansas. Becky spent the Labor Day weekend in Raton with her parents flying solo in Cessna 77L. Roz Kinlen and Becky also flew aboard a Bellanca Super Viking to San Carlos Bay in Mexico for a weekend in the sand and sun.

The chapter assisted the New Mexico Aviation Association in their reception and cocktail hour for Col. Hughes, Col. Runyan, and Lt. Col. Sumpter, ex prisoners of war. We're looking forward to the Sectional to be held in El Paso next month!

ARKANSAS CHAPTER

Cary Hunt, Reporter

Our two TARS, Kay Newth and Ruth Gray have returned and brought us news of the Powder Puff Derby, at our July Meeting at The Holiday Inn in North Little Rock.

Ruth Gray and Dr. Ed, on returning home, flew to The Flying Physician's Meeting in

San Diego, California. Ed was re-elected Secretary of The Flying Physician's Group. Ruth reported that she took an Instrument refresher course while there.

Cary Hunt received her Instrument rating in early July.

Four of our members completed a two night F.A.A. Safety refresher course on General Aviation Safety in July. Cary Hunt and Beverly Harp registered all members attending.

COLORADO CHAPTER

Ann Luce, Reporter

Our August Meeting, a Fly-In to Fort Collins Valley Airport was a great success, arranged by Lucile Vessey.

Jan Gammell, our most experienced 99 Air Racer, (8 years) had some advice for the would-be racer, "Try shorter races first," she suggested. "A 300 mile, one day, round robin race, like the Pacific Air Race or the Nebraska Air Race would give the novice racer good experience, with fewer starters than an international race."

Jan flew her Comanche 260 in three International Air Races this year, starting with the Angel Derby from Monterey to Santee, S. Carolina. Jan and her co-pilot Helen Pustmeuller flew the Comanche in the 3-day race coming in 5th. Jan's second race was the Intercontinental Air Race, also from Monterey, around the Gulf of Mexico to Miami, and on to Nassau. Jan flew solo and placed third. Actually both these races were sponsored by the Florida Women's Pilot Assoc., which had been split by internal friction. Said Jan, "I hope they only have one race next year, as there were only half as many planes in each race."

"I came in 21st out of 107 starters in the Derby," said Jan when I asked her about it. "I felt I flew a good race." "What about flying solo?" I asked. "It's not really any more difficult to fly solo, but it's only half as much fun."

Velda Mapelli also flew her Comanche 260 in all three international Air Races, all of them solo. "Actually I think I am a better pilot when I fly alone," she said, "the auto pilot really helps." In the Angel Derby she placed 9th. In the Intercontinental Air Race to Nassau she won second place, plus a trophy and \$1,500.00! Congratulations!

This is Velda's second year in competition. She started out last with 450 hours. By the end of the Powder Puff Derby this year, she had a whopping 800. "How did you do in the Derby this year?" I asked. "Well, I came in 36th, but I had problems," she answered. "As you know they impound the planes in Carlsbad for 5 - 8 days, before the race, so they can be inspected, etc. The day before the race began, the committee notified me that my plane was unlocked. Fearing the worst, we went to look at the plane, but try as I could, I found nothing missing. It wasn't until I was in the air the next day that I learned what damage had been done. None of my avionics were operating. What must have happened was that someone was in the process of stealing our very excellent package of avionics when they were frightened away by a guard. I don't know. But I do know that the plug that connects all of them to the electric system had been smashed. This meant that I had to make an extra stop at Waterloo as well as Topeka, Kansas to try and get things working. Needless to say, this put me behind on my way to the finish line in Elmira. "How much does it cost to fly the Derby or other

aces?" I asked. "It's hard to put a figure on it," said Velda. "You must have an annual or 100 hour inspection before EACH race, and you know how that costs. Then there's the cost of gas to and from the race as well as during, plus room and meals for 5-8 days before and during the race. My fuel bill for May, for example, was \$236."

DALLAS CHAPTER

Judy Cobb, Reporter

For Aerospace Education Dallas joined N.A.E.A.; sponsored a joint seminar (multi-engine) with the FAA, GAMA, and North American Rockwell. In addition, a tour of Addison Airport was made by a Brownie Troop; an elementary school display was set up commemorating Wright Flight Day; and a program was presented on Search & Rescue by two CAP Captains.

Dallas participated in six airmarkings, and two airport beautifications. Among the flying activities were — co-sponsoring the Dallas Doll Derby, September 1972; hostess for the South Central Fall Sectional, September 1972; one member flew the Bahamas Treasure Hunt, November 1972; helped with Angel Derby Stop at Redbird Airport, May 1973; one member flew in ICAR, June 1973. One particularly ambitious member received ratings this year in Jet and Flight Engineer.

Community activities, in addition to the aerospace education program, included — a donation to the Trinity River Indian Mission; participation in the "FAA Flight Instructor of the Year" Program; three newspaper articles about the 99s; established a lending library of aviation books; and distribution of information about the 99s to interested persons (both men & women) at the Antique Aircraft Show in Denton, Texas, June 1973, and the E.A.A. Convention in Oshkosh, Wisconsin, July 1973.

The 1973-1974 year begins with a meeting at the home of our new Chairman, Jerry Melton, with a presentation by the FAA on the layout, and procedures for use within the newly established DAL/FTW Terminal Control Area.

WELCOME 1973 - 1974 WE HAVE PLANS FOR YOU!!!

EL PASO CHAPTER

K. K. Garlitz, Reporter

El Paso Ninety-Nines are all busy working on convention. We appreciated the help of fifteen members of the Civil Air Patrol Cadets. They helped about three hours with our convention mailing, August 23rd.

We are pleased to have Phyllis McCarthy, who is very active in the Civil Air Patrol, back with the El Paso Chapter again. Also welcome to Betty Wright as a new member of the 66's. She worked as a line girl this summer at Southwest Air Rangers and has just soloed and completed her cross-country.

El Paso 99's had a booth at Southwest Air Ranger's Open House, Sunday, August 19th. They displayed 99 posters and our Chapter scrapbook. Betty McNillis, Marilyn Cragin, Ann Nobles, Margart Thompson and Doris Shreve helped with the booth.

Ann Nobles will be in Ft. Worth from September 7th till 24th attending a Flight Standards Workshop.

GOLDEN TRIANGLE CHAPTER

Carol Callan, Reporter

The meeting for August was a gala event

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