

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news

OCTOBER 1975



Trina Jarish

COMING EVENTS

NY-NJ Fall Sectional. Oct 31-Nov. 1
Ramada Inn, Armonk, N.Y. (Westchester
Co. Airport) Hostess, Grtr. N.Y. Chpt.
Phyllis Sproul, Chmn.

FLORIDA DELTONA DERBY

November 7-8, 1975. 1975 Deltona Derby
Air, Land and Sea Race, sponsored by
Spaceport 99s and the Deltona Cor-
poration. St. Augustine to Marco Island.
Entry deadline Oct. 30. Race Kit \$1.00.
Send to race chairman: Bonnie Quenzler,
65 Carrigan Blvd., Merritt Island, Fla.,
32952.

Give a Book by a 99 for Christmas



Sally Buegeleisen — INTO THE WIND
(Random House)

Jo Eddleman — COWS ON THE
RUNWAY (obtain from author)

Mardo Crane — LADIES! REV UP YOUR
ENGINES! (obtain from AWTAR Hdqtrs.)

Viola Gentry — HANGAR FLYING (write
4 Santa Fe Rd., Chelmsford, Mass. 01824.)

Page Shamburger — TRACKS ACROSS
THE SKY (Lippincott); CLASSIC
MONOPLANES (Crown); COMMAND THE
HORIZON (A.S. Barnes); ACES & PLANES
OF WW1 (Crown); SUMMON THE STARS
(A.S. Barnes); THE CURTIS HAWKS
(Wolverine Press, Paperback Crown).

Sheila Scott — BAREFOOT IN THE SKY
(MacMillan)

Louise Thaden — HIGH, WIDE, AND
FRIGHTENED (Air Facts Press.
Autographed copies from the Carolinas
Chapter)

These books should be a part of every
99s library. The authors addresses are in
our roster. Each will provide an autograph
which can be pasted easily in your book.
For that friend who has everything — she
hasn't if you haven't given her a BOOK BY
A 99!

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the 99news

Volume 2, Number 10, October 1975
The Ninety-Nines, Incorporated

Will Rogers World Airport
International Headquarters
Oklahoma City, Oklahoma 73159
Return Form 3579 to above address
2nd Class Postage pd. at North Little Rock, Ark.,
and at additional mailing offices.

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Published bi-monthly. Annual Subscription rate is \$6.00 and is included as part
of the annual membership of the Ninety-Nines, Inc.

MAILING ADDRESSES

Editorial: P.O. Box 477, Cupertino, California 95014

Circulation: Headquarters, Will Rogers World Airport, Oklahoma City, Okla. 73159

Cover: Trina Jarish, member of the Orange County, CA. Chapter, poses with the
Collins Micro Line "little package", which she says contributed to her BIG win in
this year's PPD. After seven previous tries, number eight made her **NO. 1** in the
longest air race in the country, the famed AWTAR.

President Pat's

ACTION LINE



Section meetings are so vital to our organization and 99s are so vital to Section meetings! Every year during the months of September and October, 99 Chapter Chairmen and members attend their Fall Section Meetings and exchange record ideas about 99 activities.

I have just returned from the Southeast Section meeting in Atlanta, Georgia, where the meeting was held at the beautiful Stone Mountain Park. Every chapter chairman was in attendance and made a verbal activity report at the Chairmen's Coffee on Saturday morning. Immediately following, Southeast chapter members met with the Governor, Bee Reid and Board members Peggy McCormick, Irene Flewellen and Virginia Proctor, to whom Bee turned over the gavel near the end of the meeting. My batteries were really charged - what stimulation to listen to all the many and varied activities in which the Southeast Section 99s are involved - and what joy to share in all their enthusiasm! Thanks, Southeast Section!

Remember, your Section can only be as active and productive as the chapters, and the chapter level is where it all begins - that's where the ACTION is! As I reflect back, I do want to remind you that we are a volunteer organization and we are an activity-oriented organization in the field of aviation, be it safety education, charitable flights or scientific endeavors. Of course, we should make our activities fun to accomplish, but we are not a social organization primarily.

I am looking forward to attending more Section meetings next spring so don't fail to let me know the location and date of your Section meeting. If I am not already committed to another Section, would love to come and visit.

As with any living organism, so in the United Nations there are imperfections, born of haste and expediency. But a sign of vitality is the ability to develop and change. Structural reform within the United Nations system is the subject of a recent study made by the Secretary General's committee of twenty-five experts. Among the recommendations made by the United States is "Better consultative procedures to insure effective agreement among members with a particular interest in a subject under consideration."

This emphasizes the position of Article 71 of the UN Charter which empowers the Economic and Social Council to make "suitable arrangements for consultation with selected organizations for the purpose of ... securing expert information or advice from organizations that have special competence ... and, on the other hand, to enable organizations which represent important elements of public opinion in a large number of countries to express their views."

In the structure of the United Nations, Like a pyramid, it is composed of and depends upon three segments of society: sovereign governments, international civil servants, and the third group, comprising the private sector, known as Non-Governmental Organizations. In this segment are some 650 bodies drawn from business, labor, institutions, foundations and civic bodies. Among them are the Federation Aeronautique Internationale, Institute of International Law, American Bar Association, Zonta, World Council of Churches, Boy and Girl Scouts of America, International Federation of University Women. Specialized Agencies form much of the international civil servant group, among which are the International Civil Aviation Organization, World Health Organization, Universal Postal Union, the International Bank for Reconstruction and Development, the International Telecommunication Union, and the World Meteorological Organization.

Admittance as a Non-Governmental Organization involves rights rather than duties, gives an opportunity to make input by acquiring the right to make suggestions. Observers of such organizations may attend certain meetings of the special committees and the United Nations, and have access to certain documents. There are neither dues nor membership fees. Among the international non-governmental organizations which have observers participating when appropriate with ICAO and IAOPA, IFALPA, GAMA, IATA, IACA, and ICCAIAA.

We are an international organization dedicated to excellence and education in aviation. We are fulfilling our destiny and our purpose by accepting the privilege of responsibility and vision that made flyers out of us.



Maryann Jessup

The vote at Convention to request admittance of the Ninety-Nines to Consultative Status with the Economic and Security Council of the United Nations is a significant move. Auxilliary to this is the establishment of consultative relations with the specialized agency in which our organization has a particular competence, the International Civil Aviation Organization. The papers have been submitted and in due time we shall learn if we have been accepted.

This step is both a natural and a mature action on the part of the Ninety-Nines. For forty-six years we have been developing along with aviation and many members

have advanced aviation. It is fitting that in this year proclaiming the rightful status of woman that we offer our knowledge, expertise, experience, and viewpoint in the world councils on aviation.

By the year 4000 the 20th century will be noted in the annals of time for harnessing limitless energy, man's cleavage of space, world recognition of woman as a person in the legal sense, and affirmation of the supremacy of human interest in the order of values. To protect civilization from succumbing to possible uncontrollable excesses of State power, the nations united to establish a permanent institution to safeguard the future.

**Buy A Book By A
99
For Christmas**

CHAPTER PERSONALITIES

VERNA BURNS STUBBS

A Pillar of Support For The 99s

A 99 since 1946, Verna is still enthusiastically doing her part for the organization.

Verna's first airplane ride was in a Tri-Motor Ford with Reg Robbins as pilot. She became interested in flying from a flight instructor who bought an automobile from her. She was the first woman New Car Dealer in the State of Texas.

Verna soloed in a Je Cub, October 6, 1941 at Singleton Field, Fort Worth. She received her commercial license in the Spring of 1943 and her instructor rating in June, 1944. Now she has over 3000 hours. She has instructed at a number of airports in and around Fort Worth, ferried airplanes for the Cessna Company and was a Captain in the Civil Air Patrol. She inaugurated CAP flying programs, discussed and demonstrated the fundamentals of flying safety. Many times she has participated in Search and Rescue missions.

Verna received Meritorius Commendations from the Commanding General of Fort Walters Army Air Base for activities in "mock bombing" and training of army infantrymen. She was always ready to help and gave many airplane rides and worked with air shows to sell War Bonds during World War II. Also during the war she flew trips with Military Personnel and parts for aircraft companies. Once she landed on the strip at an aircraft company and the security guards promptly marched her to the office, altho' she had aircraft parts for the company. The President of the company had failed to notify the guards that she was arriving! After the war she ferried military airplanes and flew many courier trips. She attended the christening of the first B36 and flew a Taylorcraft into Carswell Air Force Base with the Mayor of Comanche, Texas.

Remember the Short Snorter Bill? Well Verna has on her Bill such names as Gen. Arnold, Gene Raymond, James Stewart, Mary Martin, Col. D. Harold Byrd, and Col. R. L. Bowen.



Verna Burns Stubbs, Fort Worth Chapter, with her airplane at the Stubbs Ranch in Fort Worth.

With her warm and friendly smile she will tell you how great a part of her life the 99s have been. In 1951 she was AWTAR race chairman when Fort Worth was a RON stop for the race. Forty five Powder Puff Derby pilots came to Meacham Field that year.

She was Chairman of the Texas Chapter of 99s in 1953. She has and still is attending many State, Sectional and International meetings. She has been Secretary-Treasurer of the South Central Section and was Chairman of the 99 State Convention when it was held in Fort Worth. In those early years there was a Texas Chapter of 99s with a Fort Worth Unit, Dallas Unit, Corpus Christi Unit, El Paso Unit, etc. She was also very busy directing many air markings in surrounding counties.

Like many other prominent women in aviation, she was Secretary and Board member of the Fort Worth Chapter of National Aeronautics, Secretary and Treasurer of the Texas Private Flyers, plus the first woman Board member of the AOPA.

Verna also found time to be active in golf at Colonial Country Club, and she was a charter member of the Country Club

Women's Golf Assn. Tho' she is no longer active in golf today, she spends her time now still flying, traveling and fishing. She is a member of the White Settlement Chamber of Commerce, White Settlement Home Demonstration Club and the Broadway Baptist Church. As if these activities were not enough to keep an army busy, she is currently the Museum and APT Chairman of the Fort Worth Chapter.

Verna is a Texan and her and Johnny's ranch house and 1000 acre ranch in Fort Worth is a part of Texas history. The main house, whose corner stone reads 1872, was formerly a stage coach stop—the first stop out of Fort Worth. In 1878 it was a Post Office. They bought the place in 1941, artfully remodeled it and moved in in the 50's. On the ranch they raise registered Herefords and peacocks. There is an airstrip on the ranch which is shown on the Dallas-Fort Worth Sectional. Verna has owned four airplanes, but today there is only one at the ranch — her prized Tripacer.

You can believe when all the new programs begin shaping up for the coming year Verna will be there with her participation and support.

By Auleen K. Hall

NANCY ELLIS LEEBOLD

(From an article by James E. Mason, Aviation historian.)



Nancy Ellis Leebold, M.B.E. Sydney, Australia.

When Nancy Ellis Leebold, a member of the Australian Section of the Ninety Nines, opened up the twin throttles on a Lockheed Lodestar in October, 1950, she set up a first for women flyers in that country. She was the first woman to receive an endorsement to fly a heavy commercial aircraft. Australia's newest airline — TAA was just starting out and the Lodestar was operating on regular airline cargo schedules until TAA's own DC 3's, and later Convairs, could operate the routes.

Nancy says, "It was a very satisfying activity and I had hoped to achieve the first woman captain's rank on regular scheduled airline passenger operations but, at that time, the thought of a woman up front in command of a Convair was a little too way out for the domestic airline's P.R. boys to handle."

For Nancy it had been a constant and enjoyable challenge since she first went solo in a De Havilland Moth 60 at the outbreak of World War II. Progressing on to the Tiger Moth she engaged in army co-operation work and calibration flights for Australia's thin coastal anti-aircraft defenses. She recalls: "I had to steal time away for flying because I was engaged in war work in the propeller division of the De Havilland Company who were, conveniently, near the air base."

As Australia commenced to build its own war planes Nancy became engaged in the engineering side of the production of twin-engined Bristol Beaufort Medium bombers while still taking very long lunch and coffee breaks to build up hours on the Tiger Moth which now included regular night flying.

After World War II she engaged in a lengthy program of ferrying single and twin engined war surplus aircraft from Royal Australian Air Force bases to the capital cities and notched up a variety of experiences, the opportunity for which, "comes once in a lifetime", as she recalls.

Following upon the Lockheed Lodestar interlude Nancy held the post of Chief Flying Instructor with the Dubbo Aero Club and in this capacity influenced many families to learn to fly and buy their own aircraft in the inland western district, sheep, cattle and wheat country.

There had been a long-cherished idea in Nancy's mind to fly internationally and while visiting the Farnborough Air Show in 1954 she undertook to ferry a single engine Miles Messenger aircraft some 12,000 miles from Britain to Australia. Just prior to departure from Gatwick, England, she married Australian business man and private flyer, Arthur Leebold.

The Miles Messenger aircraft was rated at 145 h.p. and had a total electronic line-up of one four channel short-range VHF transceiver. With no omni or radio compass, navigation was by dead reckoning and a lot of faith in a war surplus R.A.F. p8 type magnetic compass.

Having won an Amelia Earhart scholarship, Nancy applied this to furthering her aeronautical engineering qualifications which led to her joining Rolls Royce (Australia) Pty Ltd. She was directly engaged on the Dart turbo-prop and Avon jet engines just then entering service on the Vickers Viscount and R.A.A.F. Sabre fighters, respectively.

In the most recent years Nancy has operated her own pilot and navigation

SPEAKING FRANKLY WITH MARD0

As pilots, each of us has a responsibility to **know** about aviation history, particularly about **women in aviation**. My mail shows that too many are confused about who-did-what-first. The press has latched onto several different women pilots in recent history and proclaimed them the **first** without any regard to the truth, and usually, much to the embarrassment of the person so named.

Just for the record, put these facts in your notebook:

Helen Richey became the **FIRST** woman pilot on a regularly scheduled airline, when in 1934 she flew as co-pilot on the Central Airlines, a passenger airline flying from Detroit to Washington. She stayed with it for a year. Helen Richey also was the **FIRST** woman to be licensed, as an **instructor**, by the newly-formed CAA in 1940.

Katherin Stinson was the **FIRST** woman to "fly the mail," flying unofficially in Montana in 1911. Official air mail service in the U.S. began in 1914.

Ruth Nichols was the **FIRST** woman to fly air mail out of New York in a seaplane. She flew as co-pilot.

Phoebe Fairgrave Omlie was the **FIRST** woman to receive a transport pilot's license in 1927.

Jerrie Cobb was the **FIRST** woman to qualify as an astronaut.

Louise Thaden was the **FIRST** woman to win the famed Bendix air race in 1936. Flying with her as co-pilot was Blanche Noyes.

Ann Shaw Carter was the **FIRST** woman to be a licensed helicopter pilot in America in 1947. Hanna Reitsch of Germany was the **FIRST** to fly a helicopter in Berlin in 1938.

There are other "**FIRSTS**", but these are the most commonly abused. And these women were all Ninety-Nines.

supply company on Sydney's general aviation airport, Bankstown and keeps her Beech Debonair in a hangar nearby.

Right now, she is currently working on acquiring enough land for a 3,500 foot airstrip of her own which she says will be well away from protestors and too far out of town for developers to snuggle up against with new housing estates. She also adds: "I would like to visit the moon before I hand in my final flight plan but, in the meantime, my airstrip will be a place where flyers, young and old can enjoy their own aviation environment without any apologies".

Want to know something? With her track record I think she will achieve both objectives.

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J.E. Mason
August 25, 1975

(Ed. Note: The Heading NEW HORIZONS reflects the belief that death is a horizon toward which we all fly, even though this new adventure is brought about by diverse causes. In a sense it is a flight from the "bonds of earth" to unknown "New Horizons")



Patricia Dianne Marks (Trish)

This is a last farewell to a dear friend and sister Ninety-Nine. Trish Marks lost her life on October 6th in a crash of a Seneca II. We won't cry as she flies off to New Horizons because it would be our loss that we cry for - not hers. God Speed in your new venture Trish - we'll miss you.

We would like to express our appreciation to the 99s from surrounding chapters who have called to extend their sympathy regarding Trish's death. The cause of the accident will not be determined until the investigation is completed. She had been showing some property to Tom Hudson at Jade Lake, Nevada (near Reno) and they had taken off in VFR conditions to return to MRY. Evidently encountered IFR conditions, filed and was given 14,000'. Four minutes after asking for another route and or altitude their target left the radar screen, and they crashed at the 8,000' level. Violent thunderstorm? Ice? Her mother Alice Hamblin made her death a truly beautiful experience with a lovely memorial service held last Sunday at Trish's home. Nearly 100 members of the family and friends (six Ninety-Nines) gathered to remember the happy times, and Dr. Moen, a friend of Trish's from the First Congregational Church in Oakland talked for a few minutes to the gathering about Trish's life on this earth and what he believes to be her new life.

On October 14th, we scattered her ashes over the MRY Bay three miles out from Carmel Point. We took her mother, son, cousin, Jim Marks, Stan George and six Ninety-Nines in three airplanes.

By Dell Hinn

NEWS BRIEFS

1976 Bicentennial Louisiana Air Tour

The 1976 Bicentennial Louisiana Air Tour, Friday, April 23, to Sunday, May 2, will begin in the capital city of Baton Rouge. Plans are being made for as many as one hundred pilots in fifty planes from about twenty-five states to fly around Louisiana together, visiting twenty-one cities in the ten days. This will be the fifth and largest tour encompassing many unique and interesting aspects of the state. As a people-to-people tour the residents of the various cities are encouraged to meet and join with the pilot-couples.

Some of the highlights of the tour include boarding the shrimp boats in Houma to take part in the Blessing of the Shrimp Fleet, and later being enchanted by the melodies of the Dusenberry Family while enjoying real Cajun cuisine, served under moss-laden trees. In Ponchatoula there will be a reception and strolling in the gardens of Tally Ho, digging at Poverty Point, reminiscing in a real old-time store outside De Ridder, and dancing a Fais-do-do in Jennings. Pirates will be taking over Lake Charles during their Contraband Days, and the pilots will join in their day of revelry.

The purpose of the tour is two-fold:

1. To emphasize to the residents of Louisiana the safety and pleasure of private flying, and to stimulate an appreciation of their local airport facility and its economic potential.

2. To show the pilot-guests first hand the beauty and tranquility of our great state, its varied interests and cultures, the new and the old.

Sponsored By:
Baton Rouge Aircraft Pilots Association.

with the assistance of:
Louisiana Division of Aviation
Louisiana Tourist Commission

Emile L. Salles, Jr., Tour Master
Fran Salles, Coordinating Chairman
235 South Acadian Thruway
Baton Rouge, Louisiana 70806
Telephone: (504) 344-0737

SPECIAL NOTICE

European Trip



The Greater St. Louis Chapter is planning a trip to Europe which will include attending the World Light Airplane Competition at Linz, Austria, in August, 1976.

Plans are tentative at this date, but we are thinking of a visit to London, possibly Zurich, Vienna and a 2-day trip by steamer on the Danube river to Budapest, as well as to Linz and that part of Austria. It will probably be a 2-week trip.

All 99s and their families and friends are invited. If you think you might like such a trip, please send a card to Loretta Slavick, 300 Enchanted Parkway, Apt. C, Ballwin, Mo. 63011, and further information will be sent to you as our plans progress.

15th Fairladies Annual Indiana Race

Anderson, Indiana September 20, 1975

Finish Position		Race No.	Aircraft	Par Speed	Actual Speed	Par Fuel	Actual Fuel	Total %
1.	Sophia Payton Tannie Schlundt	5	Mooney M20	120	119.73154	20.06996	20.3	99.31505
2.	Betty Cull George W. Yound	21	Piper PA28	102	101.63296	21.64407	21.4	99.25625
3.	Janice Kuechenmeister Clara C. Tharp	26	Cessna 172	99	99.72676	19.14642	19.0	99.25058
4.	Ruth Frantz Robert Frantz	34	Piper PA28	92	91.91669	21.57280	21.2	99.09067
5.	Pauline L. Mallory L. Peter Mallory	19	Beech C23	108	107.78727	22.29995	22.7	99.00454

38 Entries. Bad weather saw 33 contestants at impound.

Lois Kennard, Chairman
1975 F.A.I.R.

7th Annual Illinois Aerospace Conference

The 99s are well represented in the 7th Annual Illinois Aerospace Conference held in conjunction with the Illinois Science Teachers' Association and School Science and Math Association annual meetings November 6-8 at the Sheraton-O'Hare Motor Hotel, Rosemont, Illinois. Panelists and participants at the conference will be Lois Case, Safety Education Chairman & Conference Program Committee (Chicago Area Chapter), Ellen O'Hara (Chicago Area Chapter chairman), Connie Fischbach (Chicago Area Chapter), and Barbara Jenison (Central Illinois Chapter).

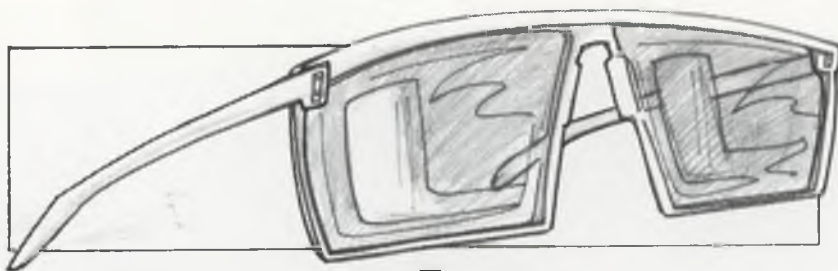
The conference highlights are a general session presentation by Dr. J. Allen Hynek, "Applying the Scientific Method to Studying a Mysterious Phenomenon" (U.F.O.'s); Dr. George Wald, "Life in the Universe"; Professor John Hart, "Great Ideas Rediscovered Through Hypnotism"; panels concerned with Aerospace Education at all levels and resources provided by industry; and tours of O'Hare International Airport.

Lois Case invites all interested in Aerospace Education to attend.



Panelists-participants in the 7th annual Illinois Aerospace Conference. (l. to r.) Lois Case, Safety Education Chairman & Conference Program Committee (Chicago Area Chapter), Ellen O'Hara, Chairman, Chicago Area Chapter, & H. Gene Little, FAA Aviation Education Specialist.

JACKETS, NYLON. Byron collar, raglan sleeves, elastic cuffs, 2 slash pockets, hip length. (1) Flannel lined: White with blue compass rose, or Navy with white compass rose, \$15.00 plus \$1.75 shipping handling. (2) unlined: Navy with white compass rose, \$12.50 plus \$1.50 shipping and handling. All jackets come in men's sizes S, M, L, XL, XS and XXL in Navy only. Children's sizes, plain jackets and other colors are available on request. New York State orders please include city and county of residence and appropriate sales tax. Allow six weeks for delivery. Finger Lakes Chapter, Marcia Gitelman, 111 Commodore Parkway, Rochester, New York 14625.



Sunglasses

By Mary Foley

As discussed previously, excessive light, both visible and invisible, can be harmful to the eyes, as well as reducing visual acuity and causing annoyance.

Ultraviolet light does not pass through most glass. It does pass through many plastics including plastic aircraft canopies. Ordinary eyeglasses with large enough lenses will protect the eye against ultraviolet burns. This protection is much harder to obtain in plastic lenses, although dark-tinted plastics, in general, do not transmit ultraviolet. Check on this if purchase of plastic lenses is being considered.

Sunglass lenses of all types filter light. Only a certain percentage of the total amount of light reaches the eye. The four types of Sunglass lenses in common use achieve this affect differently:

Colored filters absorb portions of the light spectrum and allow other wavelengths to pass. Green sunglasses allow the green light to pass through and absorb a higher percentage of the other colors. The disadvantage of colored lenses is that they cause some color distortion.

Neutral filters on the other hand, absorb approximately equal amounts of all wavelengths of light. They darken a scene without changing colors. Neutral filters appear gray - but not all gray appearing filters are neutral.

Reflecting filters allow a percentage of the light to pass to the eye and reflect the rest. When worn, they resemble small mirrors. Most of these filters are nearly neutral.

Polarizing filters transmit only light that is vibrating in a certain direction and absorb light vibrating in other directions. They are not neutral as they pass more light in certain wavelengths than in others. As they pass about 30 per cent of the light, they must be combined with other types of filter to be effective as general purpose sunglasses. They have an additional disadvantage in that they may deteriorate after a time.

Sunglasses should be carefully chosen for aviation use. The light is brighter at high altitudes. The intensity of light at sea level on a clear day is about 10,000 foot-candles while at 10,000 feet on a clear day, it is about 12,000 foot-candles. In addition, reflected light is common in flying, such as over a dense sunlit overcast or flying over snow or water into the sun.

Filters used for sunglass purpose have their density described in terms of the amount of light they permit to pass. A 30 percent filter will pass 30 percent of the visible light. A 15 percent filter will allow 15 percent of the visible light falling on it to pass through. If the latter is a neutral lens, this will be 15 percent of each wavelength of visible light. A colored filter may pass 1 or 2 percent of one wavelength and 30 to 40 percent of another wavelength.

Infrared radiation is passed by most sunglass lenses although there are a few sunglasses lenses which do have low infrared transmission.

Filter lenses do not reduce glare. By reducing the brightness of all objects by the same amount the ratio between the brightest and darkest areas does not change.

There is no evidence that certain lenses, such as yellow or amber, increase the ability to see in haze or fog.

Sunglasses should meet the following qualifications for best results in aviation:

1. Be free of refractive error (distortions causing deviation of the light rays).
2. Avoid interference with peripheral vision. The lenses should be large enough to provide protection against ultraviolet and give a wider field of vision without the frames interfering.
3. Avoid interference with communication if a head set is worn.
4. They should fit well and not slip. You may have to pay more for good frames, however.
5. Give light transmission of about 15 percent which is sufficient for adequate vision in sunlight, and is preferred for aviation use. It is best to specify this when purchasing sunglasses, either plain or prescription type.
6. Neutral grey filters are preferred because of the lack of color distortion. These are also more effective in eliminating the infrared rays. The neutral absorbing lens is preferable to the neutral reflecting lenses because of the infrared transmission of the reflecting lens and because the reflecting coat is easily damaged. The neutral gray, with 15 percent transmission, is also preferable to the new type lenses which lighten and darken automatically. Most of these don't darken enough for aviation use.



Flying The Outback



By Betty Gillies and
Helen Roach
As related to Betty McNabb

The Australian "Fly-it-Yourself" Safaris are organized by Manager-Director Arthur Schutt of Schutt Aircraft Pty., Ltd., Melbourne, Australia. Schutt is a veteran pilot, first to explore the outback, knows the "Outback" well, and its inhabitants know, like, and respect him equally.

Betty Gillies and Gertrude Lockwood (both 99s) arrived in Melbourne in mid-April, "between the wet and the dry". They immediately plunged into ground school, studying Australian CARs which, they say, are much like USA regs except for terminology. They had to qualify for the Melbourne private pilot license (VFR) by flight check at Moorabbin Airport, a busy place with much student training and NINE runways, 3 sets of parallels. "Fitting into traffic was wild", was their wry comment.

Logistics: On the tour: 3 Cessna 182s, one privately-owned 206. WAC charts, VEC charts showing major landmarks, radio nav facilities, restricted and control areas; terminal air charts for major airports; frequency chart for information and reporting; airport diagrams for major airports and approved strips at cattle and sheep stations. Avionics: ADFs, VHF transceivers, some HF, ELTs, tie-down ropes and stakes, spare parts, tires, radios, tools, emergency rations, gallons of drinking water. (Miles of film too, among them, over 1000 photos were shot!)

The Party: Gertrude Lockwood, Betty Gillies, Helen Roach, Barbara Jayne, also a California 99, Ed Gaugler, Al Kayser from the USA; Doris Toohey of Melbourne flying her 206 with Arthur Schutt, Ron Irving and Allen Pilgrim, Australians.

Briefings, flight checks, preflights accomplished, the four Cessnas took off

for Arkaroola in the ruggedly beautiful Flinders Ranges, stopping enroute at Broken Hill, the largest silver-lead-zinc mining center in the world; then another stop at Mooleulooloo Sheep Station.

There were 40 knot winds across the strip at Arkaroola so they landed at Woollana Cattle Station, where the cross wind was a mere 20 knots.

Arkaroola spectacular granite mountain country, 225 wild beautiful square miles of it, thrilled the party, and they were impressed with its meaning—sacred to the Aborigines, it is an official Fauna Sanctuary and Historic Reserve for the preservation of aboriginal campsites, burial grounds and artifacts. A forward-looking and philanthropic couple, the Reg Spriggs, bought it in 1968 as an act of faith in the interests of environmental conservation.

Wallabies, Wallaroos, Kangaroos and many smaller marsupials roam freely; over 300 bird species have been seen.

That night a violent cold front went through, strong winds and heavy rains, turning the ground into slick red muck, but the party wallowed along on foot and toured by Land Cruiser, eyes wide, cameras clicking.

On to Coober Pedy, which means "White Man in a Hole—"and that's where most of the populus were. Either down in the famous Opal mines working them, or "at home" underground to escape dust, flies (characterized as not bitey but very VERY friendly), clouds of dust, and extreme temperatures.

"The streets were paved with beer cans," they observed. "We dropped our duds, dashed out to the diggings, and had a

marvelous time noodling through the tailings of abandoned mines. Barbara, an old pro at this game, found a hunk of rock with opal running through it. Looking like ostriches, we had at it, returning to the hotel at dark, with pockets full of rocks."

Next morning, Granite Downs Cattle Station, fueling at a spot with the unlikely name of Oodnadatta. Meeting the flight at the Downs were Manager Murray McQuay, his wife Mary and baby son Dougal, and the young local teacher of the "School of the Air", Felicity.

Lunch baskets were set out on the tailgate of Murray's pick-up while he made a small twig fire and boiled up some of the famous Australian "Billy Tea"—named

Helen Roach and Gertrude Lockwood





Aircraft at the base of Ayres Rock

after its dented, blackened, very traditional "billy pail", which, it's said, gives the tea an exclusive special flavor.

"Imagine", says Betty, "A 2,500,000 acre ranch! That's 4000 square miles! They run 600,000 head of cattle on it."

Then across trackless desert—"those two words don't tell you a thing," said Barbara. "You have to see it to believe it!"—to Ayers Rock in Northern Territory. Hundred-miles visibility showed them this world's largest rock, rising 1143 feet AGL, measuring 5½ miles around its base. Sacred to the Aborigines, its many caves reveal ancestral wall-carvings and paintings of mythical and legendary figures.

At sunset, they saw the color of the rock changed from light chocolate to deep pink to flaming orange, to suddenly glow bright crimson. During the last few moments, the foreground blacked out and the Rock seemed to hang blazing in mid-air.

They were up at dawn to watch the color changes reverse. Then off to circumnavigate the rock, visiting caves, cameras busy.

Alice Springs was next on the flight plan and they took to the skies across and along the McDonnell Ranges, geologically awe-inspiring, product of some forgotten gargantuan upsurge of earth.

"The Alice", as it is called, is about a 1000+miles from everywhere, right in the middle of Australia, end of the rail line from Adelaide, Hub of the Outback. It's a veritable oasis for Aborigines, stockmen, miners; center for the Royal Flying Doctor Service, headquarters for the School of the Air which broadcasts lessons to the isolated children in the outback. The party marvelled at the distances. There people

are true pioneers, really alone, they HAVE to be resourceful and self-sufficient in the highest meaning of the terms. The flying doctors and nurses do a completely fantastic job. The airplane has tied the continent together as nothing else on earth could have done.

The crew joyously explored, replenished supplies and fly-spray for the friendly flies, bought aboriginal paintings, toy koala bears and kangaroos.

Next would be Jim Jim Crossing at Cooinda in Arnhem land—extensive marshland which, from 3000 feet, looks like patterned, lacy fern. Weather was

At Perth, Western Australia L to R: Gertrude Lockwood, Doris Toohey, Robin Miller Dicks, Barbara Jayne, Helen Roach

CAVU, hot, humid—but not too hot to enjoy a picnic at Katherine, in the shade of full-blooming frangipani trees.

Jim Jim is wild buffalo country—notable for barbecued buffalo steaks pronounced delicious by the hungry pilots, who took time between bites to watch the little wallabies hopping around outside the guest rooms, converted from mobile homes.

The following morning, it was an airborne follow-the-leader along curving rivers and creeks to photograph hundreds of wild buffalo wallowing in the swamps; then by jeep and stake-truck to explore a





"Fearless Leader" Arthur Schutt at Granite Downs Cattle Station

high escarpment—more fantastic Aboriginal paintings—picnic, swimming, fishing beside a rushing stream.

Wham! Barbara hooked a 20-pound delicacy—a barramundi. Arthur almost fell out of the rowboat trying to boat him without gaff or net—but he did, and they had the big fish for supper.

Next port of Call, Tropical Darwin, 12 degrees south of the Equator on the Timor Sea, near the world's richest known deposits of Uranium. A one-hour flight from Jim-Jim, across the swamps, it brought the explorers into cattle country.

They visited the cattle-breeding research station, saw experimental crops designed to cope with a long rainy season and much heat, were fascinated by huge ant hills over 10 feet tall, always oriented to magnetic north, and toured the War museum.

"Darwin" had 64 Japanese bombing attacks in WWII, every ship in the harbor was sunk and the city was almost destroyed. No trace of this destruction now shows now.

On to the Kimberley area of North Western Australia, with a stop at Port Keats Aboriginal Mission, which seemed in the middle of no-where. The mission is more than 125 miles as crows (and Cessnas) fly, from the nearest town.

They were met by Father Leary and some of the school children. At Father Leary's quarters they had tea, then visited school, church, and hospital, awed that the tiny newborn Aborigine proudly exhibited by Sister Moira looked like a doll and not a human being. They say the bark-paintings done by the Aborigines depicting old legends.

Then to Kununurra, a small town which is the center of the Ord River Scheme and the Kimberley Research Station. Acres of irrigated fields, sorghum, cotton, peanuts, cereals, grazing crops, made possible by two dams on the river which control Australia's largest annual total water flow. And they didn't miss the museum.

Enroute to Broome, they visited Ellenbrae Station, a dot in the wilderness which turned up when watches said it should—tribute to the Leader's navigation.

Doug Scott, owner of the station, met them at the long red-brown strip, transported them over the most incredible rough track and boulder-filled stream—

back to his camp—a 3 sided part-canvas structure screened across the front.

Inside, stacks and stacks of books on every subject, including gourmet cookery—and of course the radio which is the indispensable life-line of this tremendous nation. Outside, the rest of his living arrangements—including a solar water heater and an ingenious running water system emerging from a huge Baobab tree.

The girls sneaked off in the heat of the day to skinny-dip in the fast-flowing, narrow Campbell Creek, despite a warning from Doug to watch out for crocodiles.

Tea at Oobagooma Cattle Station, slightly delayed while somebody came out to run the horses off the strip.

They were so fascinated with the out-back yarns that they almost missed take-off time—Australian regs forbid VFR flight after rigidly established "last light". A mad dash got them into Broome just moments ahead of the time-limit which was accompanied by sheets of rain.

Broome used to be a pearling center, its inhabitants are Aborigines, Chinese, Japanese, Greek, Italian. Tired old luggers in the harbor, sigh and take a nap on their sides when the 30 foot tide goes out. The Indian Ocean laps one of the most beautiful beaches our travellers had ever seen.

Thence to Port Hedland, circling the huge iron mine at Mt. Goldsworthy enroute. This town is home-base for the gigantic iron ore development in the Pilbara region, estimated to contain 20 billion tons of high-grade ore.

Rising winds ahead of a brewing storm hurried lunch, which was served precariously, because of gusts, on a convenient horizontal stabilizer. Soon the fleet was off across acres of salt beds and

south to Wittenoom in the Hammersley Range foothills.

Wittenoom, at the head of its gorge, once a thriving asbestos-mining town, is now almost a ghost town, population 350. Homes are empty and disheveled, and the one bank opens only once in a fortnight. Exploring the old mine, the company filled pockets with blue asbestos.

The storm came and went, its aftermath obscured mountain tops on course, so they flew west, on the north side of the Hammersley range, easing around numerous rain squalls—

Suddenly VH-EGZ radio'd through with a puzzling position report—"Forty Miles East of Position Doubtful at 2000 feet." It wasn't a joke. A dot on the chart identified as Echo Bluff, was marked clearly "Position Doubtful." VH-EGZ knew exactly where she was.

Weather cleared, so across the range and rolling sheep country to destination, Carnarvon on the coast. And a heavenly meal of fresh prawns at Tuckey's Port Hotel.

They toured Carnarvon Tracking Station, important link in space exploration, operated jointly by Australia and USA's NASA.

Next, Perth, lapped by the incredible blues and greens of the Indian Ocean. Perth's Jandakot airport has fine runways, traffic control, complete maintenance and repairs. All the "birds" were checked and had oil-changes.

Ninety-Nine Robin Miller Dicks, RN, and her husband, head of the Royal Flying Doctors in Western Australia, joined the party in the evening. Robin's book, "Flying Nurse", was just off the press. (She flew in the 1973 Powder Puff Derby, ferried a Beech Duke back to her Flying Doctors. Her story is another chapter for Aviation Travel.)

Lunch on the tail of VH-EHW





On approach to the strip at Eucla

Then Kalgoorlie, gold mining town, across 350 miles of wheat and sheep country. The deep mines of the Golden Mile were known as the richest square mile of goldbearing rock in the world. The realized value of fine gold taken from those mines between 1893 and 1969 was \$614 million dollars. 200,000 people lived in Kalgoorlie, but the count is 20,000 now.

However the town still buzzes with activity and looks like a typical Hollywood "boom" mining town. They visited a mine being worked 4000 feet below the surface. Four thousand feet into the center of the earth!

From gold to nickel, at Kambada, where there is a tremendous nickel mine, then 250 miles across a vast flat plain covered with scrub and NOT covered with any definable land marks,—to Caiguna where motel and gas station mark the one and only road across the 1300 miles from Adelaide to Perth.

They all agreed that this was getting "out in the country".

They landed at Caiguna's rough dirt strip, taxied a half-mile up a dirt "road" for fuel, lunched on the stabilizers as picnic tables once more.

Next, Eucla, over the vast tableland of Australia's south coast. Called Nullabar Plain, it means "not a tree", and stretches to meet the Great Australian Bight; a breath-taking sight, with blue seas breaking against vertical cliffs rising 250 feet above the sea to form the flatlands.

They flew low over the water for 200 miles, the cliffs off a wing, watching schools of fish, clicking cameras.

Eucla is a gas station, store, and motel on Highway 1, separated from the sea by undulating sand dunes. Our pilots set out gaily across the dunes to beachcomb, discovering them so high and rugged one could get lost, thirstily trudged back to their clean, shiny motel—and finding the water too salty to drink. It is piped from a deep cave 15 miles away and desalinized, but still "awful." Laundry is sent to Perth by truck—1782 miles round trip!

Next day a 4½ hour flight to Adelaide, South Australia, stopping at Ceduna for fuel. After passing the Head of the Bight, 125 miles east of Eucla, the coastline simmered down from cliffs to beautiful little white crescent beaches.

Wheatfields—sheep—sheep and wheat—to Wyalla, then across the Spencer Gulf to Adelaide enplaned between Mt. Lofty Range and the Gulf of St. Vincent.

Weather came along with a huge low—so our travellers toured, rested, and generally enjoyed being lazy.

Next morning was flyable, and off to Melbourne, the last leg. Doris Toohey filed the same four-plane she'd used all the way, but the Controller insisted on vectoring each aircraft on a different heading, and then when they were so spread out they couldn't see anybody else, he vectored them all back together over Mt. Barker, 50 miles out! A good practice in vectoring before busy Melbourne.

Now they were in lush green sheep country, contrast to the arid Outback wastes of earlier in the trip.

Out of Moorabbin they closed formation into what, they thought was a mighty fine right echelon, and made a grand entry into the traffic pattern, hampered only by a rain squall on base leg.



The billy pail. Tea anyone?

Total flight time: 54 hours. Statute miles: almost 7500.

An exciting, memorable, wonderful—and fun—trip.

They were grateful to Arthur Schutt, thinking admiringly of the excellent maintenance, the careful planning, the fantastic navigation, and the flawless implementation for which he had been responsible.

The consensus: Someday we'll fly it again!

Fisherwoman Barbara Jayne and Betty Gillies





A QUESTION, UNANSWERED

By June O'Neill
Grand Canyon, Ariz.

It was different for me from the beginning, for learning to fly had **not** been my lifelong dream. Had I thought about it at all, which I hadn't, I wouldn't have known there were civilian pilots—and if there were, **why** there were.

Strange to remember the times when it took courage just to watch other people fly—to watch as they became tiny dots against the sky, with far more space between us than that few thousand feet of altitude; they were feeling things I had never felt, knowing things I could not know...

I asked them now and then what they thought about as they flew, and they'd try to answer, but I could not understand. It was a great curious puzzling mystery. Why were people willing and anxious to take so much risk, at so much cost, in such tiny fragile airplanes?

I wondered, not comprehending.

Did they fly because it was fun, or because they wanted to go somewhere in a hurry, or for relief from tension, or for delusions of grandeur, aspiring to a hero image? I could not tell.

I wanted to know.

Thus I was overwhelmed more by curiosity than by sheer raw fear when I found myself on a run-up pad one day, scanning instruments and saying, "Ready for take-off!" to an airplane mike.

Life had important things for me to learn, and the school began the second those wheels left the ground. All of a sudden I knew I had never been alone before in my life—alone and totally in command of my own fate, with the outcome solely in the hands of my own intellect, skill and control. There was no way to abdicate through ignorance or weakness, and cry out for help. I was alone, and exhilaration came to life in me!

Flying was a way to live in the present tense—enjoying, experiencing, appreciating—with no pretense or procrastination. It was deciding—now—and doing—**now**.

Flying was discovery! Clouds were no longer flat-painted against a turned-over bowl of blue sky—now they had width and depth and personality: some were soft, innocent, fleecy young lambs, and other kinds rumbled together like a war council, as if to say, "Here is another earth-person

trespassing our world! We shall have to see about this!"

Flying alongside another small Cessna became a ballet of relative motion, with blue-brown-and-green sea and earth making an ever-changing stage curtain for our play on a crystal morning. I could look down past the tires, fat and useless at 3,000 feet, to see the California brown sand beach wed the blue Pacific sea in white-surfed exuberance. At my right were the soft-brown, folded-over-velvet mountains, saying by their presence, "How can this land be over-crowded, troubled to the brink of disaster? Look at us! We are still here! It is all right..."

Flying was waving to birds, and getting acquainted with the wind.

Flying was peace.

I soon came to know that a person's control of an airplane is the true measure of his control over himself. If I could balance an airplane in flight, I could balance my life back on the ground. I came to confrontation with myself, able to plumb the depths of vast untapped resources I'd not known before.

The preachers had it right all along, I thought! The Infinite is in the sky—but in a most unlikely place: inside myself!...And after hearing all my life in church that Someone in the sky was looking out for me, I discovered now, because of air controllers, and Flight Service, and Radar Traffic Control, that someone on the **ground** was always looking out for me...

I learned that everything about airplanes has been reduced to three-letter names like VOR, DME, AGL, VFR, MSL, IFR, CAT, ILS, AIM, ADF, FSS, ATC, FAR, RPM, GMT, VHF... Why must we organize and

squeeze into regulations everything beautiful and free? We might as well write regulations about how a rose must bloom, or how a vine must twist about a trellis...

My musings and wonderings returned, demanding, relentless.

I'd sit in ground school with the regulations, looking out to a small airplane silhouetted against the moon, and wonder still, "What is that pilot thinking about? Does he look at it the way I do? Is he composed and analytical, so involved with needle variations, pressure readings, rates of descent, that he doesn't have time to see and feel the splendor and joy of it all? Does he ever feel a little insecure, unsure, and would he say so if he did?"

I wondered, for these are the things people speak of rarely.

I thought about it a lot — the commitment of pushing in that throttle—the symbolish of shedding gravity for a while, rising to a new self-reliant state of sky-being...and the paradox of feeling free in such a very small confining cockpit, where you cannot stop to rest, where you cannot have a second chance at something you forgot, where you cannot stand up and stretch even if you need to...

This is, of course, after flying, the same world it has always been, with the same recognizable landmarks, but the perspective shines all new: everything has order and reason and purpose, and everything is beautiful. You see the rivers come to sometimes subtle, sometimes crashing, confrontation with the sea. You become fast friends with mountains, you see the wild carefree nature-patterns, and the careful geometric architect-patterns that make factories and school-yards and parking lots not stifling sweaty crowded things, but magic things of job.

The same world, with perspective all new.

My same life, yet altogether new.

The question persists: Does everyone think of it like this? Is it the same kind of meaning and job for each person who flies?

I know I should not ask it, for knowing now the splendor of aloneness, I never need know what lies in the mind of another as he lifts off to solo-fly his craft. It is enough that I have been there, too.

But still, I wonder...

The Ninety-Nines Bicentennial Star Program



(ARBA BINET NO. 0000154)

The International Forest of Friendship, now being developed in the Heartland of America, is another joint effort by Atchison, Kansas, and the International organization of licensed women pilots, the Ninety-Nines. It is their contribution to the Bicentennial Horizon '76 program, to put down roots to grow and thrive with America, in her third century.

The Forest will be planted with trees from all fifty States and Territories and the thirty-two countries around the world where there are 99s. Atchison is the home town of Amelia Earhart, the first President of the 99s, named after the number of their charter members.

The Forest will be dedicated July 24 (AE's birthdate) 1976. All State Governors, diplomatic representatives from around the world, industry executives, government officials and those who have contributed to aviation history are being invited to attend the auspicious ceremonies, on the shores of Lake Warnock.

The groundbreaking ceremony for the Forest was held, July 24, 1973, the tenth anniversary of the issuance of Amelia Earhart's commemorative airmail stamp. Since then there have been celebrations in Atchison each October, April and July. October 29, 1974, the British Ambassador, Sir Peter Ramsbotham, planted the mighty British Oak. This April, a six-state, six-stop relay flight brought the five-handled, ceremonial shovel from the home of America's oldest shovel manufacturer, Ames, a McDonough Co., in Parkersburg, W. VA., to Atchison, for a symbolic planting of the trees from Kansas and its contiguous States of Missouri, Nebraska, Colorado and Oklahoma. On July 24, the Deputy Administrator of the American Revolution Bicentennial Administration (ARBA), Marjorie Lynch, was the honored guest when the layout of the paths was unveiled. There will be two more pre-dedication ceremonies in Atchison, the end of October and next April.

A feature of the Forest is "Memory Lane", honoring the great and small who have been and are a part of aviation history. This special tribute to America's Heritage is supported by sponsors who contribute \$100 for each person they would like to have listed along Memory Lane. Sponsors should send checks, made out to "The International Forest of Friendship", to Paul Allingham, Publisher, The Atchison Globe, Atchison, Kansas 66002, listing the names of the honorees.

The Chairman for the International Forest of Friendship is **Jerry Roberts**, Volney Bennett Lumber Co., Spruce and

Second Streets, Camden, New Jersey 08103. (609) 547-5233.

The 99s have three projects for FESTIVAL USA '76:

The Cleanup-BeautiFLYcation of airports-heliports owned and-or operated by 99s, or airports-heliports where 99s are fixed-based operators. The Chairman, who has over 22,000 recorded flying hours, is **Gini Richardson**, Richardson Flying Service, 419 North 49th Ave., Yakima, Washington 98902. (709) 966-7608. An offshoot of this is the 99s Airport Network Map, published by Johnny Horizon (Let's Clean Up America for our 200th Birthday) and updated by **Doris Gill**, 1819 Curry Road North, Wilmington, Ohio 45177. (513) 382-4638.

The goal of the Airmarking Chairman is 200 new, directional, rooftop markings by '76, in addition to better markings on airport runways. The Chairman, with 24,000 accredited hours, is **Pauline Glasson**, Glasson and Glasson, Route 2, Box 804, Corpus Christi, Texas 77708. (512) 884-1761, 241-1115.

See the USA is under the guidance of the founder of the Whirly-Girls (International Women Helicopter Pilots) **Jean Ross Howard**. The 99s slogan, "World Friendship through Flying" is Jean's goal during her travels to spread the word about America's 200th Birthday and invite 99s and their friends throughout the world to help us celebrate in '76. The Chairman's address is: Jean Ross Howard, Office of Public Affairs, Aerospace Industries Association, Suite 700, 1725 DeSales Street, N.W. Washington, D.C. 20036. (202) 347-2135.

The 99s have the only non-commercial, international, aviation program officially recognized by the American Revolutionary Bicentennial Administration. Speaking of the "Flying Emmisaries of the Bicentennial", the 1973 Chairman of the FESTIVAL USA, George Lang, Said: "The Ninety-Nines provide one of the most exciting ways to spread the Bicentennial across the nation and around the world. We as a Nation have played a vital role in aviation and the Ninety-Nines exemplify the continuing spirit of adventure and vision".

Anyone wanting to join in this spirit of adventure and vision please contact the project chairmen. The motto of Kansas is: "To the Stars through Difficulties". We add "with camaraderie, high accomplishment and fun".

"In the Spirit of '76 — Let It Begin With Me." **Fay Gillis Wells General Chairman, The 99s Bicentennial Star Program**



Current Decisions In Aviation Law



By Sylvia Paoli

We are all familiar with the care which tower and ground personnel, as well as pilots, mechanics, and others around airports take when non-pilots are in and around airplanes, in an attempt to prevent accidents due to those persons' non-familiarity with even the very basic tenets of safety around aircraft. Seldom will the necessity of that care be brought home as forcefully as was the case in **Starr v. U.S.**, the final decision of which was handed down early this year, concerning an accident which happened on January 20, 1972.

A fourteen year old boy and his brother had received a Honda 100 for Christmas. Neither was licensed to operate it on the street, and their parents had restricted their riding to the premises of their apartment complex. On the day of the accident, two friends had offered to show the boys a motorcycle path. Juan, the younger boy, received permission over the telephone from his mother to ride the motorcycle, but no inquiry was made as to where the riding would be done. The path referred to happened to be on Redbird Airport in Dallas, a municipal airport owned and operated by the city, with a federally operated tower on the premises. The airport was well-marked with "No Trespassing" signs, but despite this, there had been frequent use of the motorcycle path by young cyclists. The two brothers, having been directed to the path, were taking turns on the Honda.

The aircraft involved, a Cessna 172, was being flown in pattern to charge up a new battery just installed by the owners, both pilots, who were both in the plane. Turning base they had seen what appeared to be a reflection of light on the ground near Runway 17, but it appeared to move away, and so they dismissed it. Some 161 feet from the threshold of that Runway, one of the pilots saw a light intercepting the plane's path from the right, but before either could take any action, they heard a noise caused by Juan on the Honda colliding with the aircraft. The boy was killed instantly.

The boy's mother sued the government on two theories: (1) the government was negligent because its tower personnel failed to warn the aircraft of the motorcycle's presence, and (2) that it was negligent in failing to persuade Dallas to do something about the number of trespasses by motorcycles which were continuing to occur on the airport, thereby giving rise to an "attractive nuisance"—something potentially dangerous and attractive which the responsible person allows to exist unaltered.

The government in turn sued the two pilots and the City of Dallas for negligence, and for indemnification

(contribution to the government) IF the plaintiff mother's suit was successful against the government. Due to Texas law regarding operation of municipal airports—holding that it was a government function and the city itself was immune from liability—the city could not be held liable by the plaintiff, and, therefore, by the government. Thus the case turned on the negligence, or lack of it, of the tower personnel.

The court found that the purpose of the Federal Aviation Act of 1958 was to promote aviation safety, and that such purpose extended to persons on the ground, as well as to pilots and passengers. Thus the controllers had a duty to inform themselves of any possible danger on the ground and to communicate the same to the pilots. Failure to do so was a cause in the death of Juan, thereby making the controllers negligent.

However, after discussing the regulatory powers of the F.A.A., the court felt that the agency was powerless to FORCE the city to do something about the safety hazard, although it had instituted a program of safety which included calling the city's attention to the danger of the motorcyclists, both to themselves and to aircraft operating on the field. If the airport had been a recipient of federal subsidies, the F.A.A. would have had the necessary "leverage" to force compliance by the owners with the F.A.A.'s recommended safety program, but lacking that, the government could not be made liable for the city's lack of diligence in that area.

Current Texas law provided that a person guilty of "contributory negligence"—that is, an act or omission on the part of the person suing which contributed to his accident—could not collect from a defendant who was otherwise guilty. Under such law, the court had no recourse except to disallow any recovery to the mother, holding that Juan was old enough and responsible enough (from testimony given at the trial) to be fully aware of the danger of his acts and to know that he was riding in a prohibited area and one full of danger.

Only months after this accident, Texas law changed and the new "comparative negligence" standard became effective. Under this, a determination can be made by the court (or the jury, if one is used), of the DEGREE of negligence on the part of all the parties involved, and then make an award accordingly, subtracting from that award a percentage equal to the amount of guilt ascribed to the suing party. Thus, in this case, under such a law, if the jury had found Juan's negligence contributed to his death in an amount of 20 per cent, and the controller's negligence was an 80 per cent cause, then 80 per cent of whatever award was made would be given to the mother who was suing for her son's death. This type of law has been recently enacted by California and a number of other states around the country, and will doubtlessly become law in more and more areas, as being one which more realistically assesses the fault involved in most accidents.

What it's all about **COMMITTEE REPORTS**

AWTAR

Wanda Cummings, Reporter

Route '76 is gradually shaping up...Grand Canyon was the latest Trail-Blazing stop. Beautiful, and an excellent reminder of density altitude. We were welcomed by June O'Neill who lives there and has an exciting job with Grand Canyon Helicopters. (June will chairman the Stop with the help of her El Cajon Chapter.) We inspected the new tower, two of the scrumptious motels, and even took a ride in a stagecoach.

Early in October, Marian and I are looking forward to meeting with planning groups in interesting Santa Fe NM, and Lubbock TX. Next, we'll Comanche to Oklahoma City, where AWTAR Board members will attend the 99 Headquarters Dedication and meet, following, to settle policies for the next Powder Puff Derby.

Here's a disturbing bulletin: CHRISTMAS IS COMING. Consider giving Commemorative Albums ... still \$10.00 each from Barbara Evans. We have just five sets of Race Programs, years 1954 to 1974 (album year) which are for first-comers at \$25.00 per set. Also, choice of any 10 years (on available basis) plus the Commemorative Album, \$15.00. Shop early at Barbara's Book Nook!

For Your Information

By Joan Kerwin

Legislation Information Chmn.

Just received a copy of a form letter, protesting the discontinuance of 80-87 octane aviation fuel.

Objections are: Use of 100 octane in present and older 65-150 HP engines will reduce time between overhaul by about 30 per cent!!! With cost of overhaul running between \$650 to \$2,000, this places an unnecessary burden on those who thought they were purchasing an economical airplane. Also, the percentage of price difference between 80-87 and 100 octane places another burden on the small aircraft pilot. (Personally, I would sooner pay a penny or two more per gallon, if they would keep the 80-87 octane, rather than pay for more frequent overhauls.)

Address letters of protest to: Office of Exceptions and Appeals, Federal Energy Administration, Code 500, Washington, D.C. 20461.

You could also write a letter to the president of your favorite oil company. His name and the address of the home of office can be obtained from your library. When writing your letters, state your views politely, concisely, and give reasons for your opinions. Try to be constructive and if possible, give alternate ideas for solving the problem.

WRITE ON!

PPD Bi-Centennial 76

Thanks to you gals
who supplies the means
to support the ways
for the All Women
Transcontinental Air Race.

By the time you read this, I believe we will be completely sold out on the T-Shirts and Jackets. The Snoopy "Keep 'em Flying" pins have arrived and are just precious.

The orders we already have are being filled, and we hope as soon as you see them, you will send for more. On orders of 12 or more, the pins will be mailed without extra charge.

The pins will be given away for a donation to AWTAR of \$3 or more. To conserve postage, I would like to mail the pins bulk to the chapters. Mardo's PPD Novel, Ladies! Rev Up Your Engines! is \$3.25 incl. mailing. If you plan to race — you should read it first! Let's have your orders and Keep 'em Flying.

Pam Vander Linden, Chairman
1976 Ways & Means Committee

SECTION REPORT

SOUTHWEST SECTION REPORT

Story & Photos by
Maggie Burch, P.R.

The Bakersfield girls, all decked out in their sharp Air Force Blue suits, met us at Meadows Field on Friday, Sept. 26, and we were off to another Southwest Fall Sectional. Interesting tours were enjoyed and old friendships were enthusiastically renewed at the delicious barbecue at Kern River Park.

The chairman's coffee let people in different areas compare notes on different flying activities and problems. The Saturday morning business meeting went very smoothly, even the passing of the new bylaws, thanks to Sylvia Paoli. We're lucky to have her. After a visit to Guimarra Vineyards and the sipping of a few samples, everyone gathered for the awards banquet. Out amusing M.C. was Ted Tate with guest speaker Dr. Erb. We were entertained by colorful Basque dancers introduced by Bakersfield 99 and Basque dancer Marianne Laxague. Governor Marion Barnick presented the Charter to new chapter Mt. Shasta and it was announced that charter night for new Lake Tahoe Chapter will be October 25. That

makes 42 chapters now in Southwest Section.

For the first time an annual P.R. Trophy was awarded to the chapter accomplishing the most in Publicity and Public Relations. Palomar is the first to win it and their name will head the list on the gold plate. Phoenix and Inland California were 2 and 3. Pilot of the Year was Marjory S. Robbins of San Fernando Valley, second was Esther Grupenhagen of Fullerton, third Bernadine E. Stevenson of Los Angeles, fourth Sandra Case of Sacramento Valley, fifth Jean Pyatt of Los Angeles.

The Airmarking trophy went to Coachella Valley with 80,000 sq. ft. Second was Orange County, third San Luis Obispo. For flying time, the professional trophy went to Santa Monica with Santa Clara second and Santa Rosa third. Non-professional award went to San Fernando Valley with Los Angeles second and Santa Monica third. APT awards went to Orange County with 64 per cent (large chapter) and Santa Paula with 85 per cent for medium size (17-31 members) and Marin County with 82 per cent. Santa Monica reported 100 per cent but sent no paper work to anyone — that was only the chapter report.

A special plaque commending Edna Jones who has been flying since 1931 was presented by active Charter member Achsa Donnels. As usual we left for our homes on Sunday, proud to be 99s and happy that we have so many good friends.



Members of New Mt. Shasta Chapter. Left to right, Bobbie Morris, Ginger Strange, Lorna Lockwood - Secretary, Lee Agnew - Chairman, Linda Harding.



Maggie Burch (left) presenting new annual P.R. Trophy for outstanding accomplishment in Public Relations to Mary Santosuosso of Palomar Chapter.



Edna Long — Bakersfield member flying since 1931 (left) received plaque from active Charter member Achsa Donnels.

CHAPTER REPORTS

German Section

GERMAN SECTION Bruni Bradley, Reporter

It was a great moment for everyone present on Sunday morning September 21 at the Ludwigsburg airfield, near Stuttgart, to pose with red roses in front of a German and US registered airplane, with four international flags flying behind us, officially presenting the **German Section Charter, by Bruni Bradley, to Elly Beinhorn, Governor of the newly formed German Section of the Ninety-Nines.**

This memorable event was in conjunction with the Amazon Fly-In, sponsored every three years by the Vereinigung Deutscher Pilotinnen. Our well known Mutz Trense (participant twice in the Powder Puff Derby) and President of the German Women Pilots Organization, together with Helga Fischer, a new Ninety-Nine, did an outstanding job in organizing this Fly-In. 28 Airplanes with 16 lady crews and 18 mixed crews vied for the first prize in the Amazon Rallye, which was scheduled for 11:00 a.m. Saturday morning. It was a cross-country flight from Ludwigsburg to Mannheim with geographical landmarks to find along the Neckar River, spot landings in Mannheim and time fly-by on the way back.

The U.S. Army parked the helicopters outside and a press conference with Television and news reporters took place in their hangar. Among the dignitaries interviewed were former General and WWII Luftwaffe ace, Adolf Galland and Erich Hartmann, who with 352 victories is still

holding the world record. Due to poor visibility and low ceilings, which prevailed during much of the day, the Rallye could not take place. Four planes, including myself flew on top to Mannheim with the VIPs, newspaper reporters and the major of Ludwigsburg on board. The other contestants went on a, (just in case) pre-arranged bus. A colorful brass band in their national costume greeted us upon arrival. The mayors of Ludwigsburg and Mannheim exchanged greetings and a delicious buffet lunch with local specialties was served in a hangar. The same evening back in Ludwigsburg we all attended a joint German-American banquet at an American Army Base. It was also announced, that the rallye would be flown in another three years and therefore the details could not be disclosed.

Great appreciation was given to Lt. Heffley, commander of the Ludwigsburg Army-Airfield, who made it possible with his equipment and crew to have a smooth ground operation. The City of Ludwigsburg invited all the contestants for a wine tasting party into the cellar of the 452 room Ludwigsburg castle Sunday morning. By early afternoon and after many "Aufwiedersehens" the planes departed for home. Not all of the present German Ninety-Nines were able to attend the Fly-In. Hanna Reitsch and Sigrid Sikorsky were in the U.S.A. Irene Eshelman, formerly from the Tennessee chapter and now residing in Germany and myself represented the U.S. Ninety-Nines. The German Section can be very proud of its Governor Elly Beinhorn and Hanna Reitsch, who have attained worldwide recognition through their achievements and contribution to Aviation.



Winner of Airmarking Trophy - Coachella Valley - awarded to Jean Patane (left) by Carole Vilardo, section contest chairman.



Pilot of the Year Marjory S. Robbins of San Fernando Valley.



Pictured L to R, Marianne Steffens, Bruni Bradley, Evelyn Stuebbe, Governor Elly Belnhorn, Waldtraut Bals, Mutz Trense, Heidi Horn, Hanna Huebner-Kunath, Helga Fischer.

East Canada Section

FIRST CANADIAN CHAPTER

Joan Johnson, Reporter

The past few weeks have been busy ones for our Chapter and Section. May saw the formation of a new Chapter — The Niagara Trillium and on September 10th, they received their Charter at the Annual Meeting of the First Canadian Chapter.

On the Labor Day weekend, over 500 people attended the Aviation Day Luncheon and Official Opening of the Canadian International Air Show at the Canadian National Exhibition waterfront in Toronto. The guest of honour for 1975 was Madame Jacqueline Auriol of Paris, France — one of the world's most famous and distinguished women pilots. The occasion was further highlighted by the attendance of many Canadian Ninety-Nine members.

In recognition of International Women's Year, the Chairman of the Air Show (who is a 49½er) had sent a personal invitation to every member of the Ninety-Nines in Canada to attend the luncheon, Air Show and a private cocktail reception at the Skyline Hotel following the Show, to meet Madame Auriol. Those who met her were completely captivated by her charm and beauty. We were deeply honoured that she journeyed to Canada to be a part of our Air Show festivities.

A Wilderness Survival Course was held near Dorset, Ontario on Sept. 12 to 14. Nineteen 99s and five 49½ers gathered to be instructed in the art of remaining alive and well in the wilds. Mr. Berndt Berglund conducted the course. He has taught thousands of people including the Swedish Air Force and Air Canada and with more than 11,000 hours flying time over some of the world's most forbidding areas, he is considered Canada's leading authority on Wilderness Survival. He is the author of two best selling books — The Edible Wild and Wilderness Cooking. Saturday was spent in lectures, which included psychology, shelters, compass reading and navigation and recognizing nature's food and how to prepare it.

Saturday evening, the Annual Section Meeting was held and following this, Mrs. Marjorie Herity — one of the first Women Pilots in Canada, licensed in 1929 — delighted the group with stories of her early barnstorming days.

Sunday morning we were taken into the bush, divided into three groups and with great enthusiasm, hilarity and skill with knives and hatchets, constructed three types of shelters, signal fire, cooking fires and even outdoor facilities. Although the weekend was all too short, we left with the knowledge that if we survived the crash, we would have a better than average chance of being able to greet our rescuers.



Canadian International Air Show 1975: L to R: Dorothy Renwick, Incoming Chairman of the First Canadian Chapter; Gillian Holden, Outgoing Chairman of the first Canadian Chapter; Edna Joel, Chairman of the newly formed Niagara Trillium Chapter; Madame Jacqueline Auriol, guest of honour; Beryl Scudellari, Public Relations for the First Canadian Chapter.

THE NIAGARA TRILLIUM CHAPTER

Nora Parish, Reporter

With nineteen 99s transferring from the First Canadian Chapter, our new Chapter has finally got underway. Edna Joel is our first Chairman, Wilsie Frosst, Vice-Chairman, Zoe Anne Pynkoski, Secretary, Alicia Gooch, Treasurer. Committee Chairman: A. E. Scholarship - June Struthers, APT - Marion Hallett, Membership Chairman - Ruth Prowse, News Reporter - Nora Parish, Margaret Macpherson - Scrapbook. 2nd Tuesday in the month regular meeting date. With two members in process plus eight prospectives our membership is building.

Most of our members are very active pilots, so with safe flying in mind we are organizing a Voluntary Proficiency Program to promote and encourage all members to fly more often, keeping APT at the same time.

Four seminars are to be held each year aside from the regular meetings, directed toward educational aviation interest. The first of these seminars entitled "Enroute Navigation" will be given by Dr. Alan Frosst at The Ewart Angus Centre, McMaster University, Hamilton on October 23rd, 1975. A 2½ hour Pilot Refresher Seminar. The next Seminar in January will be on "Winter Flying".

Meeting Madam Jaqualene Auriol who was the guest speaker at the Aviation Luncheon held by the Canadian National Exhibition International Air Show was only one of the many highlights that day, Art Scholl was as usual fantastic.

The Erie Chapter were host to some of the Canadian 99s in June for lunch at the

Erie airport. Our thanks to all the girls for such a lovely day, to the controllers also, our thanks for the visit to the tower.

September 28th a beautiful flying day, many of our 99s plus spouses had the same thing in mind, to fly north to Muskoka and see the fall colours. It was fun meeting everyone and having a gab-fest, the trip was well worthwhile, the autumn colours magnificent.

Australian Section

AUSTRALIAN CHAPTER

Rosemary Colman, Reporter

Convention Committee Organizer, Layne Glanville-Williams and Hon. Secretary-Treasurer Rosemary Colman fully appreciated why Canberra was voted the location for the '78 Convention in Australia springtime, during a drive from Sydney to Canberra for the first committee meeting with the new Governor Helen Blackburn. There were poddy calves, baby lambs, willows in new green and glorious golden wattle still in bloom on the way, and Canberra smiled in its miles of blossoms and sunshine. It is one of the few places in Australia to enjoy four distinct seasons a year.

A detailed itinerary for the meeting drawn up by retiring Governor Christine Wills was worked through till the small hours of the morning. Next day David Glanville-Williams called at Canberra on an IFR exercise in a C 310, and brought Layne and Rosemary home to Sydney at 7,000 feet in solid cloud all the way.

The news of the '78 Convention has brought most generous offers to help from all parts of Australia and an air of excitement pervades letters already.

Nancy Leebold has been flying in the Flinders Ranges area of South Australia, and called on Timmie Tiver of Hallett, S.A. and saw the recently acquired Cessna. Now Nancy's off, flying north.

Lyn Butler had the opportunity to fly a Turbulent at Port Macquarie. Jan McKay has added the Piper Navajo to her impressive list of achievements. Bronwen Searle flew to Coober Pedy in a 210. Jill Collins and John flew the Mooney to Melbourne and return. Peggy Kelman and Sandra Logan flew a Bonanza to the Fly-in at Port Macquarie. Sandra Logan and Virginia Gilfelt also attended a Fly-in at "Lagoona" the property of the Taylor family.

Marjorie Johnson always manages to make the news. This time she won a Fun Run. Not in the air — on foot!!

Margaret Kently spoke at the Australian Institute of Navigation — Ladies Night, to introduce well known and loved aviatrix Senja Robey who was guest of honour. The vote of thanks was moved by Rosemary Colman.

Pat Rutherford and Ron are overseas in the U.S. of A. Gwen Caldwell has been visiting in New Zealand. Joan Thompson and family have been holidaying on

Norfolk Island. Fran and Merv Waggott have flown their twin Comanche to Lord Howe Island. Shirley and Jim Harris had a mid-winter holiday on Fiji. (Incidentally all these islands would be beautiful spots to stop over on your way to Australia in '78.)

Northwest Section

ALASKA - IDAHO - MONTANA
NORTH DAKOTA - OREGON
SOUTH DAKOTA
WASHINGTON - WYOMING

ALASKA CHAPTER

Cindy Austin, Reporter

The Alaska Chapter is proud to have the first women to give check rides in a Cessna Citation Jet. Ruth O'Buck, general aviation operations inspector at Anchorage GADO, recently received her rating for this aircraft. Ruth joined the F.A.A. in 1971 as a GS-11, and has since become a GS-13. She received her private pilot's license in 1955 and has now more than 10,000 hours flying time, of which 9,000 were flown in Alaska. Between 1960 and 1970 Ruth was a charter pilot, a chief instructor, and a part-owner of a charter flying service in Anchorage. She currently holds a commercial pilots certificate, flight instructor, instrument, airline transport, airplane multi-engine landing and sea ratings, and a commercial glider rating. Ruth came to Alaska in 1957 with her husband John.

Wedding bells rang for Cindy Moody and Ernie Austin on July 12, 1975 in Kenai, Alaska. The couple ferried Alaska's first 1976 Cessna 150 up from Wichita, Kansas. The trip took only 3½ days in beautiful weather along the entire route. The Cessna is owned by Aero Tech Inc. of Anchorage.

Eight Alaska members attended the 1975 International Convention in Couer d'Alene, Idaho, the group enjoying the hospitality of the Northwest Section.

The Alaska Chapter will lose a good member to Idaho this fall. Dorothy McColluch and her husband will be moving to Hailey, Idaho to take over the Magic Lake Resort. Alaska will miss her, but wishes them the best.

The new officers for the coming year assumed office at the September meeting. The new officers are: **Chairman - Joyce Bergstrand, Vice Chairman - Betty Rogers, Secretary - Anita Benson, and Treasurer - Edith Miller.** After business was completed, Chuck Burns, of the F.A.A. presented a slide show on winter survival and on the Canadian E.L.T.

HAPPY LANDINGS

FAR WEST CHAPTER

Mary Cole, Reporter

September brought our members together with a fly-in corn feed and airshow at Snohomish airport.

Hawaii, western Canada, Alaska, southern and midwest states were visited by members during the summer. A special treat for two members was a tour of 99

Headquarters at Will Rogers Airport in Oklahoma City.

We are happy to report that Mary Kochanek who received an A.E. Scholarship in 1974, now has her Flight Instructor Rating. Congratulations, Mary!

We have another new member this month — Joanne Rice.

GREATER SEATTLE CHAPTER

Carol A. Cansdale, Reporter

Amid a flood on confusion in the control tower, Greater Seattle Chapter converged on Paine Field in Everett for our September 10 meeting. One couldn't help but pity the poor controller when we all arrived at the same time without warning him.

The Jet Deck Restaurant had a room waiting for us with a delicious lunch following. New Chapter Chairman Iona Funk started the meeting with an introduction of new officers and guests. Liz Lundin and Elly Mackelroy from the Rainier Chapter were present and Liz gave a very informative rundown on the 501C3 classification for the Northwest Section. Following this, the remainder of the chapter committee chairmen were appointed for the upcoming year. Ellie Cansdale read a thank you letter from the Children's Orthopedic Hospital in Seattle for the donation of children's cowboy boots used as centerpieces at the International Banquet.

Congratulations to Charlotte Kamm, who is our new Section Secretary. We are proud to have her represent our chapter.

Welcome to our newest member, Dorothy Haubert.

Best wishes to Suzie McGuire, who is moving to Colorado. The good ones always get away!

Hope to see y'all at Wenatchee for next month's meeting. This is my farewell also. I am being replaced as news reporter and shifted to APT chairman. Francis Heaverlo will be stepping in to take over and I'm sure she'll enjoy it as much as I did. Happy Landings!

PUGET SOUND CHAPTER

**Lorna Kringle, Reporter
(For Betty Curran)**

The EAA August Fly-In at Arlington Airport, Arlington, Washington was the setting for our Chapter meeting. The weather was beautiful, and we met outside Marchine Dexter's hanger for a potluck lunch and business meeting while enjoying the aerobatics over head.

Our guest was Darlene Fletcher of Stillaguamish Chapter. Plans were discussed for a joint Zonta and 99s luncheon in the Everett area sometime during the fall, with the support of the Stillaguamish Chapter.

Our two new members are Gail Brees and Karen Mikkelsen. Karen works at Willard's Flying Service at Paine Field, Everett saw our "Are You A Flying Lady" poster. Gail teaches Theory of Flight at Rose Hill Jr. High School, in Kirkland. Glad to have both as new members of our chapter.

The September meeting was held at the Jet Deck at Paine Field. Again beautiful

Seattle-area weather. Lorna Kringle shared the Teacher's Guide that she has prepared for the 99s Coloring Book the Golden Triangle's Linda Hooker and Jo McCarrell have been compiling. Several members commented on the timeliness and usefulness of the book, and are anxious for the first copies.

We sent off helium balloons with stamped, self addressed cards attached, and are hopefully waiting for the returns. We have received some from as far away as Lewiston, Idaho. The idea of the project is to trace wind currents and also to publicize the 99s. Many of those who find the cards inquire by letter about the 99s...who we are and what we have discovered from the wind current project.

Pictures that Jean Ross Howard sent concerning the Whirley Girls were shown. Also the FAA reprint of "A Salute to Women in Aerospace" that Jean wrote for Aerospace Industries publication was included.

SOUTHERN OREGON CHAPTER

Ginny Walsh, Reporter

Ali Sharp flew solo in her first AWTAR and finished, as she puts it, "on the ragged edge of the top half". She flew the Palms to Pines Air Race with a co-pilot, Meredith Fall. Meredith has since become a Private Pilot and our latest candidate for membership.

Yippee ki yeah — cowboy hats and all — Couer d'Alene was a ball, y'all. Hayden Lake was beautiful and we thank the Idaho gals for a job far above expectations. Marian Carter, Betty Glines, Marcelle Johnson and Ali Sharp went prepared to help "work" at manning the registration booth. Work??? They say the fun of seeing everyone on arrival more than repayed them for the time spent, and that if anyone asks your help with registration, by all means accept! Betty Glines, Joyce Failing and Ali Sharp spent every spare minute in the float plane and thanks to Ilovene Potter, managed to get signed off for their check rides.

Marian Carter spoke at the September meeting of the Oregon Pilot's Association, telling of the 99s, their accomplishments and purposes. She thinks she gained at least one new member for our chapter. Ali Sharp, who is working very hard towards her commercial rating, told the Amelia Earhart story to a luncheon meeting of the Zonta. Scheduled for twenty minutes, the questions from the group took up another twenty minutes. Surprising and gratifying how very interested non-pilots are in what we are doing.



At a Zonta Luncheon, Ali Sharp tells them Amelia Earhart's story.

Our October meeting will be a belated installation of officers, with Marian Carter wielding the gavel for 1975-76. We all have great hopes for an exciting year, with Shirley Haussler to help her as Vice Chairman and Marcelle Johnson to keep the books straight.

WESTERN WASHINGTON CHAPTER **Della Koss, Reporter**

Summer has come and gone, climaxed by that fantastic Internat'l convention. Doris Wolfstone checked out in hubby Harold's Bonanza—and then took off for the far north, flying 60 miles north of the Arctic Circle.

Priscilla Cook and daughter Tandy took turns flying their Super Cub into Canada for a camping trip.

Jayne Alice Pykonen and 49½er, Bill, visited friends and relatives while flying south to California.

This reporter finally managed to get a seaplane rating. With all of this water we have around us and the way airports keep getting closed down—it may be a necessity. At the Washington Pilots State Convention I was elected 3rd Year Director. My 49½er, George has been appointed to the FAA's Citizens Advisory Committee on Aviation.

Our Chapter is working on plans for a Safety Seminar geared for Women Pilots, passengers and guests. It is to be held at Sand Point Naval Air Station, Nov. 15.

YAKIMA VALLEY CHAPTER **Gini Richardson, Interim Reporter**

Hi 99s — yes there really is a Yakima Valley Chapter of 99s!

We think we have set sort of a record too. Among our charter members are not only a Mother-Daughter, Gini Richardson and 18 year old daughter, Jill but also Aunt-nieces, Gini Richardson and nieces, Debbie and Cindy Lindeman. Jill, Debbie and Cindy's flight instructor — you guessed it — Gini Richardson.

Jill and Debbie are sophomores at University of Washington, both have a commercial pilot license and Jill has a multi-engine rating. Cindy has an AA degree from Mt. Sac in California and presently is in nurses' training in Yakima.

Nita Van Amburg had a nice flight with hubby and friends to resort area, Sunriver, Oregon.

Virginia Whitaker is busy with her many civic and cultural activities including serving as an officer in Altrusa, International.

We are hoping to have a 99 meeting in Barbara Rankin's new home soon. Barbara is really an outstanding person and we are happy to have her in our group.

Shirley Patnode is settling down to a new job and is missed at the airport. Yours truly flew her talented daughter, Dianaah to Los Angeles to link up with other young people to start a tour in Europe singing in many areas.

Mary Williams and Jean Lewis are two of the leaders in the historical display at Yakima Municipal Airport, this program being planned and implemented by the 99s.

Southwest Section ARIZONA - CALIFORNIA HAWAII - NEVADA - UTAH

ALAMEDA COUNTY CHAPTER **Frances Gibson, Reporter**

Yes, Virginia, there really is an Alameda County Chapter. Since you've last heard we've had fly-ins to Nut Tree, Pine Mt. Lake, Chez Baccus at the Souverain Winery in Healdsburg, and to Rio Vista for The Point's famous crab sandwiches. (They were out that day.) Los Banos was memorable, as was Jean Stroobant's mystery Pot of Gold fly-in to Salinas.

We sold a few hundred, it seemed like millions, of ice cream bars at the Livermore Air Show. We airmarked Livermore the hard way, on our hands and knees carefully outlining the acre of yellow paint.

Lois Chick, Ruth and Joe Magill, Jean Stroobant, and H. M. Gibby Gibson, (Frances' 49½er) helped make the Bay Area rummage sale a big one.

Ruth Magill, Jaunda Bigelow, Frances Gibson, and Joan Enos flew to Salt Lake City's sectional. Brenda True, Jean Stroobant, Lois Chick and Frances Gibson flew to Phoenix. Jaunda and Ruth went to Couer d'Alene. New chairman Karen Powell, Brenda True, Dianne Weeden, Margaret Alderman and Jaunda flew to the sectional in Bakersfield.

We had our birthday celebration at the Loft on Hayward Airport and 5 chapters were represented. Joan and Lee Enos had a party for us in their beautiful new home in the San Leandro hills.

Brent Stockwell showed his movies and told us about his gorgeous balloon at the party at Alla Hutchins.

Tennyson High aviation students were invited on fly-ins by chapter members during the year. Frances Gibson again has two aviation classes. Fifty-four students will get to make their first flight in October, a round-robin from Hayward to Livermore to Fremont to Hayward. Two of last year's students earned scholarships through solo from Aviation Training and Career Aviation on Hayward Airport.

ALOHA CHAPTER **Pat Davis, Reporter**

Sorry for our long silence, but we have been "laying low" this summer waiting for our new Chairman to return to the Islands so we could have our installation of officers. New **Chairman, Sally Hall**, is a lieutenant in the Air National Guard and was on the mainland attending a 6-month school for maintenance officers. She is now assigned duty as a maintenance officer here in lovely Hawaii. New **Vice-chairman is Sue Angell Young**. Sue sells real estate and her great claim to fame is the one million dollar hotel sale she accomplished for her first sale! New **Secretary is Linda Hill** who celebrated

weekend of the installation dinner by getting married and going on her honeymoon. And **Treasurer is Mickey Rose** of the Flying Rose Family who has been shifting her home between here and California the last couple of years and is finally settled here.

Some sad news for our Chapter—loss of two good members. Eve Kerr left this summer for Massachusetts with Army husband Kent (he will be doing research on his new assignment). Minette Learned is moving to Dallas to be married to Roger Sicard of that city. Minette has been in Operations here at the local FSDO and will be an Assistant Accident Prevention Specialist at the Dallas FSDO. Our loss is a BIG gain for those States-Chapters.

Big flying news of the moment here is the APUEPUELELE, our annual proficiency contest which will be held in November this year. Something different is going to be added this year when we have a Queen Air entry, complete with 9 (count 'em) "co-pilots." Should not lack for ideas or inspiration!

Only new rating-certificate I have heard of at this time is the Airline Transport Pilot for your news reporter, Pat Davis.

We hope to be having a new item approved for sale by our Chapter soon—Hawaii "kine" posters in mailing tube. Please be on the alert for them, as they are really beautiful and will make grand gifts for pilots or non-pilots at just the right price.

BAY CITIES CHAPTER **Vivian Harshbarger, Reporter**

A week or so ago a phone call, and subsequent commitment, for a time and place, were made, and a flight case (with corroded zipper) opened for the first time in twelve years. A lot of self inflicted briefing, like concentrated reading of a book on "How To Learn To Fly" (flight case contents and published in 1932), study of an outdated (castoff) sectional, then yesterday the final step. Nine tenths of an hour toward recurrency.

Gay McCauley has not only started achieving her own recurrency, but has inveigled Ruth Rueckert to join her. (Ruth started some time ago, but was unable to continue.) Gay states that it's all my fault, because I kept bugging her to come to meetings, and "how can you come to meetings, and not want to fly?" It's fun to get new people started, but even more fun to see someone who knows what is involved get started again.

For those few who may not know, Ruth became a 99 in 1930 and organized Bay Cities Chapter in 1932. She was a WASP, the first mother-daughter team in the PPD, and held 99 office at the International level. We consider her, and Gay real celebrities, and look forward to their new status of sharp, current, active pilots.

Win some, lose some! The above is a win, but we are losing Kathy Walton, who is leaving for one of the outer Islands in Hawaii. She'll be too far away to participate in Aloha Chapter activities and 2000 miles too far away to participate in ours. We hope it's only for two years, then home again to Bay Cities.

Rose Sharp, our new **Chairman**, has a very busy year already lined up for us with Safety Seminars coming fast and furious. A jointy sponsored one in September, and another in December. In addition she will see that the Spring '76 rummage sale, sponsored by the eight Bay Area Chapters, will be a success, and raise "beaucoup" money for Convention '77 in San Francisco.

Speaking of International Convention '77, we raised a tidy sum on showing the movie Sky High, and are now over the half way mark. San Francisco wants to see all the 99s at Convention time, and our eight Chapters are doing everything possible to assure your attendance with the lure of minimum expenses.

COACHELLA VALLEY CHAPTER

Jean Patane, Reporter

The September meeting at the home of chairman Rosella Kibbee and 49½er Roy marked the start of the new season. We go dark during July and August due to a few warm days and members going hither and yon.

Long time member of Coachella Valley Chapter, Eleanor Wagner, has left the desert and is now in the Los Angeles area where on August 1 she assumed her duties as co-ordinator of Aviation and Community Services for American Hall of Aviation History, a bicentennial project of Northrop University in Inglewood. Our loss will be Santa Monica's gain as she is contemplating transferring to their chapter.

Rosella and Roy Kibbee were one of seven planes that took off in July for the far north and places in between. Their Cherokee 140 was one of five planes to land at Fort Yukon at the North Pole. Their experiences are something to hear about.

Connie Woolston and 49½er Art flew to Kansas to visit with relatives. Ilia Mae Carosell was a bit under the weather and spent a few days at Scripps in La Jolla to get the low down on why. She's been pushing too hard and has to slow down.

Plans are in the making for our 4th Annual Poker Run and Fly-In Luncheon at Bermuda Dunes October 26 ... and lining up more airports to airmark. Jean Patane visited a few airports in Ireland and learned Shannon means Landing of the Birds.

August 23 and 24 Coachella Valley 99s flew to Bishop to airmark the Runway in 60 ft. letters. We were guests of Mary Turner and 49½er Cal at their home in Aspendell. We were joined by Peggy and Dick Marsh of San Gabriel Chapter who have a home in Palm Springs.

Coachella Valley is in the process of sponsoring a 99 chapter in Bishop.

FULLERTON CHAPTER

Darlene Brundage, Reporter

When Fullerton Chapter decides it's time to thank someone, it's done up green and flowery — at least, in the case of the ladies room at AFI at Fullerton Airport. Bill Griggs, owner, has put up with a lot of requests for help from us and the ladies room was in need of redecorating. The decision was made that this was one way to aid women in aviation along their

journeys at the same time saying thanks to Bill. Our very welcome new member, Marita Gladson, was somehow subjected to a self-inflicted hazing; when she was observed hugging the "seat" she was told that all that wasn't usually necessary to become a member. She couldn't figure any other way to place wallpaper back, down, and under so demonstrated her newfound dedication to Ninety-Nines from a rather awkward position. Drop by some time and see our masterpiece. No fair criticizing, though — when you get seven women in the ladies room at one time pasting and painting you can't expect perfection.

We're just a little proud of some activities of our members involving Southwest Section. Seven of our eleven members attended the meeting in Bakersfield in September. Maggie Burch, Section PR Chairman innovated a trophy for the chapter having done the most PR communications. She presented this revolving trophy, somehow named the "Maggie Burch" trophy to Palomar Chapter at the banquet. We're a little in awe of Sylvia Paoli's efforts in the re-doing of Section By-Laws. She did a beautiful job on paper and followed through with a great presentation of the by-laws at Section meeting. Esther Grupenhagen is still in there, trying for Section Pilot of the Year. Last year, she was in third place; this year second place P.O.Y. Maybe next year?

Next activity in line is our 3 cents-a-Pound at Fullerton Airport, October 26. Committees are buzzing around towards this goal and the last chapter meeting was primarily spent silk-screening posters at Judy Stoh's home. We got lots done but is that messy! Don't think Judy has all the black ink from under the fingernails yet.

GOLDEN WEST CHAPTER

Bea Howell, Reporter

Bay Area Chapters held premier showings of the new movie "SKY HIGH", a flick on aviation. Our chapter raised \$480 which will help finance our 1977 Convention in San Francisco. For a door prize, Hyatt Regency Hotel in San Francisco, donated a week-end for two at their place, and lucky winner was Dean Carmine of Tiberon. One of the great surprises to visitors of San Francisco is this nifty hotel.

Special thanks to Fran Grant, a devoted 99 who obtained both the film and the co-operation of the College of San Mateo in the use of their Little Theatre.

Golden West members who went to the fall sectional in Bakersfield, saw former Golden West member Melba Erickson. We want Bakersfield to know what a jewel they have in Melba.

Pat Palmer passed her instrument written, Sandra Green is one of the flew 99s taking an Aerobatics Course. This reporter enjoyed the aerobatic show put on by Carolyn Salisbury at the Reno Air Races earlier this month. She is a precision flyer and her maneuvers were the best. Sandra will give her some competition in the air.

Dorothy Carroll and Janie Postlethwaite flew in the Palms-to-Pines race. Rae Gilmore and a friend of hers from another chapter were another entry. They returned

with photos, and raves about the hospitality offered at the terminus of the race.

We are saving our nickles and dimes with the hope of attending the 1979 convention in Canberra, Australia. Lets all save up and show them that when they give a party, we sure know how to attend!

INLAND CALIFORNIA AREA CHAPTER

Lynne Greer, Reporter

Our chapter missed getting new officers in the roster so here they are: **Millie Langwell, Chairman; Zona Appleby, Vice-Chairman; Lorene "Sunny" Robinson, Secretary; Jo Ann Miro, Treasurer.** I'll try to do the chapter justice as 99 News Reporter

Having survived the Powder Puff Derby start the chapter is getting into some fun things. Jo Ann Miro, Sunny Robinson, Zona Appleby and Lynne Greer with 49½er, Bob, attended Fall Sectional in Bakersfield. We all had a great time and thank Bakersfield for their beautiful hospitality.

Zona and Jim Appleby had a fun vacation driving a pick-up and towing a '38 J3 Cub to Birmingham, Alabama. From there they went to the Air Force Museum at Wright Patterson and on to Battle Creek, Michigan to pick up the fuselage of a replica of the WWI Albatross D-5A for refurbishing. They travelled 5700 miles pulling planes behind the truck. Bet they thought, "I'd rather be flying."

Lynne and Bob Greer had a week's vacation in Waikiki. It was a real R and R after getting things back together post-Derby. Both came back with beautiful tans.

Berth Announcements

Tookie and 49½er, Don, Hensley have berthed a beautiful Cessna 172. They are calling her their Blue Bird of Happiness.

Nola and 49½er, Don, Rhodes are feeding and waxing their Cessna 210 with a lot of TLC.

Lynne and Bob Greer are cooing and sighing over their new 5089 Sweetheart. It's a Cherokee 180 Arrow.

LOS ANGELES CHAPTER

Judy Campbell-Broom, Reporter

The Los Angeles Chapter meeting combined a pot-luck dinner and installation of the 1975-1976 officers: **Chairman, Virginia Showers; Vice-Chairman, Grace McGettigan; Secretary Norma Futterman; Treasurer, Jeanne Rumm.**

At this installation meeting the Los Angeles Pilot of the Year trophy was awarded to Jean Pyatt, with Virginia Showers second, and Norma Futterman third.

The Los Angeles Chapter Achievement Award was won by Jean Pyatt who had earned her Multi-engine and Multi-engine Instructor's ratings during 1975.

There was also a special Service Award for our outgoing Chairman, Lynne Opper for her "above and beyond" duties during her term of office.

In the Palms to Pines Air Race (August 15-16) from Santa Monica, California, to

Independence, Oregon, the Los Angeles Chapter had 13 participants represented by 8 teams. Norma and Virginia placed third in their Warrior.

The chapter is now looking forward to the Pacific Air Race (October 4) from Gillespie Field, Santee, to Sonoma County (Santa Rosa), California.

Sally La Forge, Bernie Stevenson, Georgia and John Lambert spent 8 days in South America on Classroom In The Sky. This trip is sponsored by Mount San Antonio College. A chartered DC-8 was flown 21,000 miles in 41 hours and covered South America from the Panama Canal to below the Antarctic Circle. All members reported a great educational experience.

MONTEREY BAY CHAPTER

Dell Hinn, Reporter

Indian Summer weather has proved irresistible once again and many of our members have been taking to the air. Kay and Ron Harmon flew their Super Chicken (Cessna 172) to Palm Springs for a few days recently. Kay also reports that her new son-in-law Shawn has checked out the family plane so it's getting a real work-out with four flyers in the family now. Geri and Norm Halfpenny flew to Minneapolis where Geri had a nice visit with our member-at-large Dolores Boyman. Geneva Cranford and Jo Dieser will fly 49½er John Dieser to a Lodge in Montana where he will enjoy some fall hunting while the girls practice for the Big One — The Powder Puff Derby. Judy Dake went to the AOPA Up-Dater Course in San Jose. She found it to be extremely worthwhile and has now enrolled in the Instrument Ground School Course at Hartnell College here in Salinas. Heeding the handwriting on the wall Judy? Sandy Pratt has been taking Instrument dual in her Cessna 182 and studying for the written. She has also been flying "shotgun" for Deputy Dell Hinn on several prisoner trips. The P A R is right around the corner and our chapter has two entries this year — Kay Harmon will be flying Super Chicken — solo, while Dell Hinn and Gail Champlin will team up again to try to be the first Grandmother-Granddaughter team to ever win an air race.

ORANGE COUNTY CHAPTER

Sharron Temps, Reporter

Last month I reported that the summer doldrums were averted by attending the convention. This month the summer blahs have caught up with all of us, because at our annual meeting which was a potluck-swim party at Margo Smith's house, no one had any new accomplishments to report. I was in the midst of moving to Lake Elsinore, so got a phone report of a few happenings from Betty Carrier over the phone, and managed to lose the copy.

However, we can safely say that there is a very interesting class being held at Orange Coast College dealing with Homebuilt aircraft.

Betty Carrier brought in her plans for examination and discussion by the class. I seem to remember also that Les Hall attended the potluck meeting and is getting

back into the swing of things. We are happy to announce that, because Les is very important to our chapter, and has been invaluable to us in the past.

Betty Marshall, our new Air Marking chairman, plans to "do" Meadowlark. This famous little field is one of the two remaining in fast industrializing Orange County.

Since moving to Skylark Field, Lake Elsinore, I have been treated daily to an airshow of sorts. On weekends there are hang-gliders, regular gliders, skydivers, and for the past two days, all the fire fighting aircrafts busily dousing the flames on the other side of the ridge. Along with five percent humidity and the hottest September in years for this area, it has been quite an experience.



Orange County Chapter's Betty Carrier, Mary Ann Jamison and Betty Marshall ready to fly off to Couer d'Alene, Idaho.

PALOMAR CHAPTER

Gertrude Lockwood, Reporter

Ethel Robinson, new chairman for the year, received her gavel at a recent banquet. Assisting her are Peg Goins, vice-chairman, Ginny Boylls, secretary, and our efficient Mary Santasuosso, treasurer.

After a week of very gloomy weather, the morning of the "Men's Air Race" dawned bright and clear. Thirty-two planes competed in the 400+ mile race, starting and ending at Palomar Airport. Don't know whether any of the top five 'in the money' were 49½ers, but many have had 99 instructors! Winners were, No. 1, Scott Rafuse & Dave Miller—\$250.00, No. 2, Michael Parker—\$175.00, No. 3, Paul Schweich—\$125.00, No. 4, William Clark & Gary Deaver—\$100.00, No. 5, Bill Blackwood—\$74.00. Each received a trophy. At the Awards Banquet, Mary Pearson surprised husband, Brad, by presenting him with a plaque in honor of his 30 years in the field of aviation.

We have four teams competing in the PAR this year: The Pearson-Booth combo, Ruth Dilg and Toni Torres, Ethel Robinson and Ginny Boylls, Sue Adler and Mary Santasuosso.

Ginny Boylls and 49½ have taken delivery on a shiny new Cessna 180, completely instrumented for a break-in flight to Chicago and Kansas City and equipped with a photo bay to help J.C. in his work at Scripps Institution of Oceanography.

Ellen Fordham, our sky-diver (530 jumps to date!), reports that 9 month old son Patrick performed like a pro on their recent flight to the east coast even though Mom and Pop were very busy with IFR weather 90 per cent of the time.

Pam Ven der Linden, Toni Torres, Ruth Dilg, Connie Morthland and respective spouses attended Fall Sectional, where our chapter was awarded the "Maggie Burch Public Relations" honor. Pam is ecstatic about the 99s support of the PPD through their 'purchase-donations' of Antique Aircraft Jackets, Snoopy shirts and "Keep 'em Flying" pins. She has sent a check for \$2,000.00 to TAR headquarters as a result of the Sectional 'sales-donations.'

Pam and Victor, on their recent trip to the middle east, stopped in Israel, where Pam spent a day with 99 Hava Marcus, 49½ Shlomo and 3 children, visiting Herzilia Airport, where the Marcus Cherokee 6 is based, and other airports in the vicinity of Tel-Aviv. Hava, who hopes to be with us for the 1976 convention, reports that the many restricted zones and airports reserved for the military make flying in Israel very difficult at this time.



Hava Marcus at Tel-Aviv Airport.



Pam Vander Linden, left, and Hava Marcus, right, by Hava's Cherokee 6 at Herzilia Airport just north of Tel-Aviv.

PHOENIX CHAPTER

Natasha Swigard, Reporter

Our chapter had the most fantastic Project AWARE ever. There were 450 men and women in attendance. They heard Pete Campbell, Chief General Aviation-Air Carrier Branch FAA, NW Region speak. He talked about attitudes — on flying in general; pilot toward "attitude instruments" in the plane, and keep them looking like they should for proper flight; toward the importance of proper planning; and most important on the disease of "get-there-itis". He's a very illustrative speaker, and can hold a large group in the palm of his hand. Our chapter feels proud that he took the time to help us all become more AWARE. Betty Engstrom was director-in-charge of some skits that helped point out pertinent things we all need to remember

when flying somewhere. Joan and Roger Strand, Clare Ellis, Sandy Anson, Julie Rausch, Jan Edens, Kathy Nickoliasen, Barbara Herd, Pam Marley and Vicki Bruce all helped stress the importance of proper weight and balance, proper checking of everything needed for night flying, the overall importance of a thorough walk-around before starting out, and tips on fuel (having enough to get where you're going and conserving it when possible). Millie Dawe and her hospitality group provided refreshments for the large group.



Joan Strand, during Project AWARE, showing us that you just can't put 200 lbs. of baggage into a C150!!



Clare Ellis and Sandy Anson, at Project AWARE, realizing after it's too late that they don't have all they need for proper night flying.



Ed Gilliam, Admin. Asst. Az. Dept. of Trans., Pete Campbell, and Charles Rutledge, FAA Accident Prevention Specialist. Pete was the main speaker at our Project AWARE, and the other 2 gentlemen are big supporters of our chapter's projects each year. Many, many thanks to them for their continuing support.

Next month is our annual Kachina Doll — Roadrunner Air Races. We are hoping that the WX will help to make this a successful and safe funfilled project. Hope some of you will be flying with us.

Melba Beard attended an Antique Airplane Assn. Fly-In held in Iowa. She

was named "Lady Antiquer of 1975"! Lanaeh Peterson's daughter, Stacey, is currently Miss Arizona, and was the 4th runner-up in the 1975 Miss America contest. Lona and Jim Atkinson returned safely from a fun-filled and exciting trip around the world in their 11 yr. old PA 30 twin Comanche.

Now that summer is over (?) for most of the country, we should all have lots of good flying WX everywhere ... Happy Flying.

REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

Mt. Shasta Chapter is officially chartered! The Redwood Empire Chapter has enjoyed working with the group—trying to iron out details of organizing. We felt it was our "special" project for the year.

Seeing the chartering and participating in the Sectional at Bakersfield were Lynn Ahrens, new chapter chairman, Erma Chance, new chapter secretary, and Nina Rookaird, past chairman.

Anita Worel (now Reno Chapter) and Nina Rookaird had fun flying the Palms to Pines Race. We found our host family to be most gracious.

Susan Lea, a new member, who in the past year learned to fly, and has now passed her instrument written and is ready for her check ride. She works at Ames, Moffett and used her flying knowledge to take a 182 with 3 passengers to the Apollo Soyuz blast off. She will be our new news reporter. Last year's reporter, Elaine Hussey, has gone to Iran with husband David.

Fran Gauger, and Harold (49½) plus their two children enjoyed the CAP Conference in Hawaii in August. Fran Gauger won our chapter's Woman Pilot of the Year Award—and is our new Vice-Chairman.

Hamilton Base CAP SAR group now has an members from our Chapter, Fran Gauger, Lynn Ahrens, Esther Harri, and Jeanne Gibson.

Wendy Meyers, who is back at Tucson University and works for an F.B.O., is getting in some multi-engine time.

Kay McGeehon is working each week with the Oceanic group spotting pollution problems in the Bay Area.

Our Chapter, with seven others are working on the 1977 International Convention. With the great assistance of Bob Samo of Silverado Avionics at Napa Airport, we had a place to show the film Sky High. We gave 2 free dinners to Jonesy's Steak House at Napa Airport, courtesy of Jonesy.

We had a fly in to Red Bluff the last week in August to meet with some Mt. Shasta members.

As Air Education Chairman for the Southwest Section, your reporter would like to ask that you keep her up to date with all aerospace education information. If she can assist, let her know.

SACRAMENTO VALLEY CHAPTER

Connie Conolley, Reporter

Where did the summer go? Ask our

gals—They will tell you of fun-filled flying adventures to near and far places that only we that hold current pilot certificates can enjoy. At our September meeting apt chairman, Sandy Case, stressed the importance of our annual check ride. Keeping current on our flight proficiency is a must if we want to be a safe part of this mode of travel. Betty Alair, membership chairman, offered a special invitational letter to be sent to prospective members. We welcomed Linda Teeter into our fold. She has a private pilot license since July '74.

Truckee Airport in the high Sierras was the destination for our August fly-in. June and Jim Divine provided transportation into the town of Truckee for a luncheon and shopping spree at some of the unique shops. Watching soaring activities at the airport culminated the perfect day.

Ann Molina got a taste of aerobatics in a friends plane! An already proficient pilot with an instrument rating, she just might get the bug for learning flip-flops in 49½er Bill's beautiful almost completed "Woody Pusher" project.

A winetasting preopening of the Red Baron Restaurant at Sacramento Executive Airport and a plane wash organized by Sandy Case is our October P.P.D. fund raiser. We are fortunate to have a group of hard-working girls who give much of their time and exuberance to this worthy aviation oriented event.



Ranch Murrietta Airport succumbs to identification! The "masterpiece" was performed by our enthusiastic team of 99s artists. (Top R) Ruth Lummis, Betty Alair, Thelma Drew, (Kneeling) Barbara Goetz, airmarking chairman, Ann Molina, Dorothy Huntley, Shirley Kammeyer, and Vija Berry. Their reward? A tasty luncheon at the nearby elegant country club restaurant.

SAN DIEGO CHAPTER

Betty Wharton, Reporter

The Sectional meetings are not long enough! Returning home from Bakersfield, I remember seeing several people there that I never got to talk to! Lola Ricci across the room at breakfast ... Jerry Mickleson three rows in front of me at the business meeting ... Alberta Nicholson by the pool Saturday nite, etc., etc.

Six of our members were present; Lynn Briggs, Marilyn Eimers, Stella Hardin, June McCormick, (her longest cross country alone) Lois Bartling, (& Harry) and

Me. Beautiful weather, good friends, good food ... what else is there?

Sunday morning we hopped over the hill to Lancaster to the Southern Calif. Aviation Breakfast Club brunch. Another group of fun people.

Labor day found Claud & Me with friends in ABQ and SFE, oggling Indian artistry at the Santa Fe Fiesta. Saw so much Turquoise jewelry it fair boggled my mind!

Lois and Harry Bartling spent their week-end in Zion National Park, among some of our most beautiful natural splendor.

Well Virginia, this Saturday is race day. We have 77 entries this year, and not all Citabrias either! It is fantastic how much there is to think about for a lil' ole one day race, with two stops ... **We** are ready, now if the wx will only cooperate, one more time, the 11th Pacific Air Race will be a success.

Finally, displaced members Marian Banks and Wanda Cummings are on a dream vacation to Venezuela, Caracas, Barbados, etc. with Thon and George Griffith. How lucky can you get?

Ladleees rev your engines!

SAN GABRIEL VALLEY CHAPTER

Betty Skiles, Reporter

A pool party and potluck dinner was the setting for the September meeting, held at Sherry Salveson's home. Great time was had by all including hubby's and children, especially happy was Peg Marsh, as she won the \$100 dollar scholarship.

Congratulations to Marge Loomis on receiving her Instrument Rating in April.

Representatives, Peg Marsh, Sherry Salveson and Marriion Marriotts flew to Couer d'Alene, Idaho for the International Conference, in Marrions Cessna Centurion. The girls said they were kept busy but had a great time.

Beverly Mahoney's daughter, Sandee, age 17, was her co-pilot on the Palms to Pine Air Race. They placed 8th out of 65 planes and also took trophies for Best Time for Low Time Race Team. Congratulations, girls.

SANTA CLARA VALLEY

Pat Rowe, Reporter

Santa Clara Valley wind sock is blowing strong with activity. A successful Instructor Refresher Course chairmaned by Madeline Like was held in Sept. with many helping hands. Marilyn and John Howard and youngsters flew their Bonanza to Mammoth Lake for some relaxation. Susan and Don Bates and three boys spent Labor Day weekend at Bridgeport camping. Phyllis and Fred Pierce have returned from a trip up to Gold Beach, Oregon. Evelyn and Oscar Lundstrom cherokeed their way to Tsuniah Lake in British Columbia for some terrific trout fishing. The proof is in their freezer! The Lundstroms also have been seaplane flying in a taylorcraft at Clearlake with seaplane rated Sue Windus. Marilyn and Ken Orloff had a great time in Europe on business and pleasure ... Marilyn is sporting her new commercial rating. Jan Meitus is off flying twins with her multi-engine rating. Weekends Mary

Troup is gliding high over Mission Peaks. Madeline Like has taken up arobatics in a decathlon and flew off to the Reno air races. We welcome back to our chapter our two NASA gals, Betty Berkstresser and Sue Norman. Sue has been in Conn. and Betty, Washington, D.C. both on assignment for the past year. Marion Barnick, our Southwest Gov. flew her big aero-commander to Billings, Montana to visit daughter Kay who was out from N.Y. doing a story on strip-mining. SCV chairman, Willy Gardner was aboard also. Congratulations to Marion and Verna West for re-election to the southwest section officers. Flying off to Fall sectional were Gov. Marion Barnick, Nancy Rodgers, Willy Gardner in Marions 172. Jean Blake piloted Verna West to BKF ... Pat Davis piloted Grace Campbell in Pats Cher. 150. Sally Rohlfind has taken over the pilots seat for retired Pan AM husband Ted. Off to sectional and a model airplane meet Sally reports that the youngsters were more interest in her 172. Off to the PAR we find Jackie Petty and Nancy Rodgers in a 235. Our CPA Pat Davis is flying solo in her Cherokee 150 and Jeannie Ceccio solo in her 182. Betty Hicks flew her travelair to Lake Tahoe for a combination multi-engine, high density altitude training flight and golf exhibition at Edgewood-Tahoe. Betty and CFI-I Bev York hard at work on her multi-rating. Nyla Stegemeyer has transferred to Minnesota ... we'll miss you. Pat Roberts and Pat Rowe were off again in the Roberts aztec to Sun River, Oregon. This great place sports a beautiful golf course and both Pats are hard at work on their game. As summer comes to an end, SCV is looking forward to new activities, fly-ins, and new women pilot faces.

SANTA PAULA CHAPTER

Gwen Dewey, Reporter

Four members of our Chapter were fortunate enough to attend the Southwest Sectional in Bakersfield this fall. Della Abernathy flew with Barbara Deeds in her Cessna 172. Their big thrill was to return home with the coveted APT Award for Intermediate Chapters. Twenty members and all APT but one. Last year we won the small chapter APT award with only one member unable to APT.

Betty Johnson, our aerobatic member, won first place in the Vacaville competition. Betty has been working very hard in her practicing and really deserves this win. She is a believer in the old adage "practice makes perfect". She flew her Pitts Special.

Several members have entered next weekends PAR race — from Gillespie Field, Santee, to Santa Rosa, Ca. Barbara Deeds and Betty Johnson in Barbara's 172, Gwen Dewey, solo, in a Citabria, and Norma Williams with Joanne Miller in Joanne's Bellanca Cruisemaster 230. Neither Betty nor Joanne have raced before.

SANTA ROSA CHAPTER

Ruth Foster, Reporter

Our 99s and their 49½s shared in the fun and ceremony of the installation of our

new officers at a dinner meeting in September. **Joan Robbins, Chairman, and Bev Crownover, Treasurer**, have been at their jobs for a couple of months, having been pressed into service early. Now they have been joined by: **Sandy Peterson, Vice-chairman; Susie Skoglund, Corresponding Secretary; Lynn Cary, Recording Secretary.**

The tally of the points revealed to all that Lynn Cary is our "Pilot of the Year". For the second year Lynn was awarded the beautiful airplane trophy which was hand crafted by 49½ Warren Buckingham.

Lil Leland and her husband have returned from a five week trip flying the Alaskan Pipeline. In Fairbanks they took time out for a graduate course in geology at the University of Alaska. On their return they flew over the Ice Fields to Juneau, and then did a bit of back tracking because of weather. This was their second trip in this remote area, and again they repeated how very helpful the FSS was.

At last count 15 of our members are heading for San Diego with the hope of coming in winners in the P.A.R. With the terminus in our own backyard those eight planes have an extra incentive to beat the numbers.

Carol Valetta, co-editor with Marilyn Jack, of the newsletter, "Wings 'n Things" is busy taking notes for her new article, "Membership Personalities." Each month Carol will interview two or three members, inquiring about their background in flying, how they became interested and future goals. Also, they are to relate that flight experience that stands out in their memory. This is the one from which we can call benefit. Just another way to gain a little more flying knowledge.

Another 'new but not least' are Lynn Cary's new ratings. Added to her bouquet of roses (awarded for new ratings) are the two labeled Advanced Ground Instructor and Instrument Ground Instructor.

TUCSON CHAPTER

Emillie Haugh, Reporter

We thank Jayne Hunter for all her good past reporting and are looking forward to the next issue of Talewinds.

I have to confess I almost failed English but I can type so I hope you all will bear with me.

We congratulate Ann Mackey in obtaining her instrument license and hope she will visit us from the Phoenix Chapter as often as she can. Joan MacDonald has her Commercial ticket in time for the Pacific Air Race. She and Jean Servaas will be flying an RG Cardinal. Barbara Welsh and Jayne Hunter will be in Barbara's Comanche; and Wyn Hayward (one of the PPD girls) and Barbara Harper will be in Wyn's Debonaire. May the best team win!

The Bi-Centennial Fiesta Booth was tun even if there weren't a great deal of funds for the PPD. We'll keep on trying! Our Penny-Per-Pound will be held October 19th. A great many people have been very helpful.

Finally, Dorothy Jenkins will be our new secretary as Ann Piggott finds her teaching duties keep her quite busy.

UTAH CHAPTER

Mary Lou Klein, Reporter

This has been a beautiful summer for flying in Utah and the girls in our chapter have been active. Barbara Whitaker and her family have flown not only to St. Anthony, Idaho and Jackpot, Nevada but to Dore Lake in Saskatchewan, Canada where they had a week of fishing and fun.

Chairman Julie Jacobson had a busy August with the marriage of her daughter Cherylanne on Aug. 14 and a trip to Astoria, Ore. on Aug. 20. Betty McCullough and her family flew a Commanche 180 to New Orleans for a week this August and Dee Ricord and her husband flew their Bonanza to Kansas in July. Mary Lou Klein and her family flew their Bonanza to Upper Michigan by way of St. Louis in late August.

Jane and Pat Patterson flew their Cessna 120 to Oshkosh for the big events there.

Kay Howells, Wilma Nichols, Carol Clarke and Jane Patterson all went to the fly-in at Alpine, Wyoming in late August.

Our chapter is putting forth a group effort to help the Salt Lake City Girl Scouts earn their aviation badges. If our program is successful we plan to work with the Ogden girls next.

Julie Jacobson, Carol Clarke and Wilma Nichols flew three plane loads of our members to Cedar City to have lunch with the girls in Southern Utah who would like to become Ninety-Nines.

North Central Section

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

ALL OHIO CHAPTER

Charleen Mehaffie, Reporter

September meeting — Wadsworth, Marilyn Collette was hostess. This was an overnight "mini sectional" meeting with girls from the Lake Erie and Indiana Chapters attending. Marilyn and the Wadsworth Airmen's Association deserve a big thanks for their work that made this a very enjoyable meeting.

New Ratings — Marcia Greenham, multi-engine; Jeane Wolcott, commercial; Ione L. Shelton, instrument and SES. Ione flew her Commanche to Opalocka, Florida, on vacation and to make use of her new instrument rating. Pat Fairbanks is currently using her A. E. Scholarship and has logged 2.5 hours solo in the helicopter.

New Members — we welcome Janet Reddin, Maxine Holden, and Pat Collier who transferred in from the Lake Erie Chapter.

Fair Ladies Race, Anderson, Indiana — we had three teams enter this competition. Jan Kuechenmeister and co-pilot Clara Tharpe flew a Cessna 172 and came in third overall, had the best fuel score, and best of class for Cessna. Vi Blowers and co-pilot Marcia Greenham flew a Piper 140 and were in the top ten overall and placed third on fuel score. Jenny Stephen and co-pilot

Dottie Anderson flew a Cessna 120 and was the team with the most total combined hours.

CAPE GIRARDEAU AREA CHAPTER

Sue Long, Reporter

Cape Girardeaus' new members are Susan Callahan, Lillian Clanahan, Mary Ann James, Carlene Lawder, and Martha Browning. We are happy to have so many new members, bringing our total to twenty.

The Dyersburg Airport has been busy with Evelyn Braese giving several student check rides and conducting groups of children on airport tours.

The Fall Sectional in St. Louis was attended by Gene Williams, Lois Feigenbaum and Sue Long. The weather was especially nice and the entire weekend was fun. The meeting, conducted by our Governor Amy Laws, went smoothly with several questions about headquarters and the 1978 International Convention answered by Lois. The evening speaker, Dr. Dora Dougherty Strother, Chief of the Human Factors Group at Bell Helicopter Co., was most interesting. She told of her days during World War II as a WASP.

CENTRAL ILLINOIS CHAPTER

Ruth Teel, Reporter

Crisp blue skies, unlimited visibility and a brisk little crosswind greeted 16 Central Illinois 99s as they landed on Rushville's sod runway for their September 7 meeting. Our new chairman, Libby Kaiser presided over the business meeting.

Two new members were welcomed. They are former 66, Barbara Parker from Paris, Illinois who received her private license August 23; and Lois Freeman from Jacksonville, Illinois who is a professor of Elementary Education at Illinois College. She flies an American Traveler when she can get it away from her twin sons, both close to receiving private tickets. Jayne Schiek presented attendance awards to Joan Boyd, Libby Kaiser and Ruth Teel for getting to all meetings but one last year.

After the meeting, the gals joined their husbands for Pitch Fork Fondue, served by the Rushville Flying Club as part of their annual Fall Ride Day. No kidding — they really cooked the steak on pitchforks!

Central Illinois pilots have been busy with aviation both in the air and on the ground. Libby Dunseth had her air-speed indicator quit on a trip from Arkansas, so learned to fly not knowing airspeed for a few weeks.

Deed Holcomb got current IFR and used it on a trip to Westfield, Massachusetts. 66 Betty Huffman had a good cross country to Evansville, Indiana, Kentucky Dam State Park and back to Paris, Illinois. Theo Sommer flew to Clinton, Iowa; Jayne and Ben Schiek to Kalamazoo, Michigan; Ruth and Bob Teel to Mt. Pleasant and Ottumwa, Iowa. Jackie Klaus is getting those hours in for her instrument. On the ground, Ruth Ritter is teaching a 3 credit hour Private Pilot Ground School at Community College in Decatur; Barbara Jenison is coordinating an FAA Safety Seminar for Edgar County Airport; and

Jayne Schiek put in many hours on women's activities at Oshkosh.

We're all mighty proud of our total flying family, the Kaisers. Chairman Libby's youngest son just received his license making it 100 per cent — all three sons plus Libby and 49½er Bob.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

"North of the Border" — Madeleine Kimotek attended a Pot Luck Dinner held by the Eastern Ontario Chapter of 99s. Madeleine was vacationing in Ottawa, Canada in early September and met Felicity McKendry, Chairman of the Chapter, quite accidentally out at Rockcliffe Aerodrome. Felicity invited her to the dinner, held to recruit new members, and the meeting which followed. One of the Ontario Chapter members, Madeleine Fielding, had just returned from Lake Geneva, Wisc., site of the Flying Physicians Convention, so it was really an exchange of Canadian-American good will.

"We interrupt this news to bring you the following bulletin" — After six years as Chapter News Reporter, this will, regretfully, be my last column. As I become increasingly active in flight instructing, my free time has become less and less — anyhow, maybe it will be good to get a fresh new outlook on our "big city" news.

To those of you who made the extra effort to give me a call with a news item, or maybe send a picture, thus giving me something to work with, I say thank you. To those of you who have read this column over the years and, hopefully, enjoyed it, it has been a real joy writing for you, and — thank you!

Happy landings!!



Outgoing Chicago Area Chapter news reporter Sandy Klock (near) and trusty co-pilot Madeleine Kimotek prepare for yet another flight in search of good food.

GREATER DETROIT AREA CHAPTER

Mearl Frame - Reporter

The summer is pretty well over here in Michigan, and it was a great one until September rolled around and it decided to rain, and rain, and rain. Needless to say we have had enough rain and would appreciate some sunshine about now.

We met at our usual meeting place at Telegraph and Cherry Hill in Dearborn last Thursday night and learned lots of great flying activities our 99s have been involved in.

Pat Domas has been working hard and just passed her A.T.R. on September 17. Pat has been chief instructor for Great Lakes Aero at Oakland-Pontiac Airport since June. We are very proud of her accomplishment. Pat is the first of our new chapter to achieve such a high goal.

Nancy and Warren Hecksel were on hand Sept. 23 & 24 to Fly High for Dystrophy at Detroit City Airport ... However, the weather was not very co-operative and the effort was not nearly as successful as last year. Nancy told us that she flew a young child stricken with Muscular Dystrophy and that alone made the effort worthwhile.

On Sept. 6 some of our Greater Detroit Area girls took to the air and flew to Lexington, Kentucky loaded with school books. Those participating were Gini and Amy Sutherland, Nancy and Warren Hecksel, Dorothy Butler, Anita Mack and Martha Winnard, and Melba & Bob Smith. A fun day was had by all.

LAKE ERIE CHAPTER

Helen Keidel, Reporter

New officers for the coming year are Annette Fedor, Chairman, Donna Fulks, Vice Chairman, Louise Muranko, Treasurer, and Dodie Jewett, Secretary. They will start out with a little better cash balance than officers had last year. Our first air race brought in a little money while the rummage sale held the end of August showed a nice profit. Outgoing chairman Carol Stephan expressed her thanks for the cooperation of all members during this second year of our Chapter's existence.

A new project is to be started shortly — a Blood Call or Blood Register—whereby members would list their blood type. Should another member require blood, those matching would be notified of the need and they could then volunteer to give blood if they desire. This would provide another "reserve" in case of an emergency.



Lake Erie Chapter 99s Airmarking Project Survey is made by Carol Pendleton and daughters Jennifer and Cynthia in Carol's 160 Cherokee.



Lake Erie Chapter Airmarks (L to R) Helen Keidel, Ernie (friend of 99s) Carole Pendleton, Annette Fedor, Rose Marie Mintz, Rhoda Mintz, and Donna Mintz.

LAKE MICHIGAN CHAPTER

Mary Gardanier, Reporter

Since last news your reporter, Evelyn Borst and husband (Larry) moved to Lake Havasu City, Arizona.

Flying on to New Horizons — Our courageous Marian Newman on August 12 after a lengthy illness. We'll miss her bubbly enthusiasm.

Eloise Smith and Mary Gardanier flew the Bellanca to Quebec, under cloudless skies for a wonderful visit to one of America's oldest cities. A top was made at Chautauqua, N.Y. on the way to visit friends and attend an Opera and Concert.

Myrna Stephens flew to Professional meetings in Kansas City and Minneapolis. She and her husband attended "The Flying Physicians" meetings at Lake Geneva, Wisconsin.

Maisie Stears will be heading South in her Skylane the first part of November. She, hubby and boys are going to "DO" Disney World.

Ruth Eiseman and family vacationed in Calif., Hawaii and Alaska this summer. While in Alaska visited 99 Ruth Kirstin.

MICHIGAN CHAPTER

Carol Bobb, Reporter

The September meeting was held the 14th at Lake Isabella Airport, Dorothy Brewer our hostess. Our new slate of officers and committees were installed with Chairman, Lois Broyles conducting the meeting, well attended, thanks to beautiful weather.

These have been busy weeks for our members, flying had a booth and items for sale at both the Detroit City Airport Air Show and Flint's Bishop Airport Air Show. Members also participated at two airlifts, "Ride High for Dystrophy" at Detroit City Airport which supports afflicted youngsters and "Pennies Per Pound" the March of Dimes, held at Bishop Airport. Flint which supports the fight against Birth Defects. Several gals have been busy earning new ratings. Imogene Ross, CP; Mary Anglin, CP and Multi-engine; and Pat Domas, APT. Lillian Snyder has been appointed to the Detroit Aviation Advisory Commission.

The Michigan Small Race, October 3, 4, 5, at Owosso, Michigan was sponsored by the Michigan Chapters and the Owosso-Corunna Area Chamber of Commerce, a fun-filled weekend and 100 per cent autumn color for the 44 entrants, their friends and relatives.

MINNESOTA CHAPTER

Clara Johansen, Reporter

Informing the public about 99s is one of our chapter aims. Our Sept. meeting hosted by No. Mn 99s at Duluth was covered by TV as was the excursion tour of Duluth Harbor for guests and 49½s while members, prospectives and 2 66s held their meeting.

Chairman Gayle Vail and Sec. Elaine Jensen began their 2nd term, new officers, **V. Pres. Linda Haedge and Treas. Shari Mills** were installed. Two concentrated

planning sessions have been attended by officers and all Comm. Chmn.

32 of our members have paid their Mn dues and received a free Mn 99 badge which is to be worn whenever we are engaged in 99 activities thereby promoting awareness of Ninety-Nines.

Our Air Lift of Blood for the Red Cross is continuing with success. Mn. 99s attended Sec. at St. Louis, Mo. Oct. will be a flying competition in conjunction with St. Cloud NIFA meet.



Tent and 2 of planes at Minn-Wisc. Camp-out, Price County Airport, Phillips, Wisc.



49½ Arnold and 99 Clara Johansen get set to back pack and camp in mountains near Juneau, after flying the Alaska Highway and the Skaway R.R. from Whitehorse, Yukon.

WISCONSIN CHAPTER

Louise Yeazel, Reporter

The September meeting in Madison was planned especially to let prospective members know what Ninety-Nines is all about, but the talks and movie on Amelia Earhart proved just as fascinating to the members as to our 26 guests. Florence Toney gave us glimpses of some of the unusual exploits of our founding members in the early forties, such as setting a record for number of spins in a J-3 Cub, flying from Fond du Lac to the Arctic Circle in a Taylorcraft in the days of few radio navigation aids and no Alcan Highway, flying to California to invite Tyrone Power and Caesar Romero to the Private Flyer's Conference at Milwaukee's 100th birthday (they came). "Toney", long-time active member of Wis. 99s, former chairman, reporter and recipient of an Amelia Earhart scholarship, really made our past come alive. She is now working on a complete chapter history.

Vice-Chairman Diane Gorak spoke enthusiastically about the purposes of International 99s and the varied opportunities for fun and encouragement in our chapter activities.

Helen Kelly flew from West Bend to ferry over 300 lb. of medical supplies collected by Marie Grimm at Wausau to Manistique, where Michigan 99 Kay Chamberlain would fly them further. North Central Airlines

pilot Don La Porte donated his time to help and gave Helen some multi-engine instruction on the way. Helen's son, a 14 year-old glider student, thoroughly enjoyed coming along in the twin Apache.

Joan McArthur has a new job flying scenic tours of the Wisconsin Dells area. That's in addition to her work as a speech pathologist and a big assignment as chairman of the school board committee planning a new \$3 million school building in Baraboo.

South Central Section

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

ABILENE CHAPTER

Marjorie Andrews, Reporter

Evelyn Woltjen, daughter Joanne, and Marjorie Andrews ALMOST flew all the way in Chris, Too! to the Denver Section. Trinidad, Colorado and its Las Animas County Airport complete with DF facility and Flight Service Station became a most welcome sight when they decided to call it quits, park the skylane in hangar full of pigeons and accept a ride from most accommodating John Whelan of Gates Learjet Corp. in his Chevrolet—not the jet! They made it in plenty of time for some R & R before lectures began at the Mountain Flying ground school. Abilene Chapter members who were not able to make it will get a summary at our October meeting. Not many got to make the flying portion of the course because of the really poor weather; we never saw the mountains from Denver at all. The Saturday night banquet was highlighted by a talk by the first woman airline captain; Evelyn and I were lucky enough to sit at the table with her fiancé and through the generosity of convention chairman, our special guests that night were John and Ruthie Whelan.

Betty Heise is eagerly awaiting delivery of her Piper tail-dragger which is getting its annual in Nebraska. Co-chairman Peg Hawes has her hands full with husband Hugh who had had two severe heart attacks within 12 days, now recuperating at home; plus illness in two other close family members.

Our September meeting was combined with a Safety Meeting, co-sponsored by Abilene Aero, Inc. and the FAA. Two slide presentations: "Forced Landing Techniques in Small Fix-Wing Aircraft" and "Weather: Go, No Go" were informative, new to all of us and well done. Second half was a mini-quiz covering "Areas of Confusion" questions gleaned from local Safety Counselors.

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

Kathy and Ralph Fox attended the South Central Sectional in Denver last month, participating in a seven-hour ground school session on mountain flying. Kathy returned with some good ideas and as a result the chapter is planning a mountain

flying seminar in conjunction with GAMA next month. They enjoyed the tour of the United Airlines Training Center.

Recent chapter activities include air-marking Coronado airport, assisting with the International Balloon Fiesta activities, and assisting at Fly-In activities at Valencia Community Airport and Mid-Valley Airpark. Roz Kinlen has been appointed to the Balloon Fiesta Committee.

Several of the girls report some extended cross country flights. Beulah Woodfin flew in a Cardinal to Nashville, Michigan, Minnesota, and Nebraska and other parts east to visit relatives and fish. Jewel Lundgren flew to Arkansas in a Cessna 182 to visit her brother. Claudia and Everett Beckner flew son Gregg to Houston where he will attend Rice University. Also flying their sons to a college campus were Rita and Glenn Elliott and Kathy and Ralph Fox. Becky Lutz and Joyce Buehler enjoyed an exciting flight in Beech 88R to Mexico City, Guadalajara, and Puerto Vallarta.

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

We will have a lot of news from the Arkansas Chapter Ninety Nines next month, and in the meantime let us remember the pilots before us...

The Gallant Clan

The futile wings on the yellowed prints seem foolishly quaint and crude unless we walked in the bygone years with the sky's strange brotherhood when there was no script or reasoned code, when there was no center stage where a man had his way to make his day stand tall for another age.

They pored and peered in their patient rote as the dreamer is wont to do and borrowed a buck if they had the luck to find you with more than two. They burned the oil in the midnight lamp but scarce earned daily bread and often they died when they tried to ride their designs in the overhead.

So smile if you will at the weird machine but not at the gallant clan which gave it's heart though it lacked the art and the tools for a better plan. They reached for the stars while the savants slept, and their faith was a thing of flame which kindled the sky, though today they lie unmarked by the world's acclaim.

—Gill Robb Wilson

He shall cover thee with His feathers,
and under His wings shalt thou trust. His
truth shall be thy shield and buckler.

Psalm 91:4

COLORADO CHAPTER

Pat Luther, Reporter

Sectionals are fun! Just ask any Colorado 99 or our terrific Chairman, Joye Baker, and they will agree that the long hours of working and planning fell into place when all the S.C.S. guests arrived in Denver. Governor Richard Lamm proclaimed September 13, "Women in Aviation Day". We didn't wait until then to start the activities. On the 11th, Sectional Vice-Chairman, Jean Ferrell, presented the first Mountain Flying Seminar to illustrate

to the 99s and 49½ers the unique situations encountered in mountain flying. Ground School progressed smoothly, but the flying portion was hampered by non-CAVU weather. Those not taking the mountain flying portion toured the impressive United Airlines Flight Training Center.

We were honored to have in attendance International President Pat McEwen, past International presidents Susie Sewell, Donna Myers, Ruth Deerman and Diedo Heise. All section officers were in attendance and the business meetings were conducted by Governor Hazel Jones.

The attendance award went to Space City-Houston, the newest chapter in the S.C. Section. Winner of the Jimmie Culp Trophy, presented by the Wichita Falls Chapter, was Ruth Deerman, who also won a beautiful Navajo Classic necklace.

Guest speaker at the banquet was Frontier Airlines pilot, Emily Howell. Emily is a member of the Colorado Chapter. Banquet decorations were in keeping with our Colorado Centennial and USA Bicentennial theme, incorporating red, white and blue carnations and planes. The hospitality room was a show case for a beautiful afghan and lovely cake, both featuring the 99 emblem. Each person registered for the section received a framed Colorado scene to remember us by.

In the midst of all the preparation for the section, Joye Baker found time to pass her commercial written and Elva Ruberg passed her CFI ride. Congratulations!

Thanks to all those that attended our sectional and helped us celebrate our 34th birthday. A very nice birthday present!

FORTH WORTH CHAPTER

Auleen K. Hall, Reporter

Our Whirllygirl Tony Page flew in the Bell Jet Ranger Helicopter from Ohio Farm to Cincinnati Municipal right up to the American Airlines gate to the surprise of the AA Troops. Tony and Edna Whyte were guests at the Rockwell International Aviation Service dedicating the beginning of Love Field in 1917. During the ceremonies, a bronze plaque of "old hangar row" was unveiled. Edna just completed a 3 day FAA Instructor Seminar in Grand Prairie.

Jean Bishop and 49½er, Tom, have their Bede Dealership at Mangham Airport.

Gladys & Ernie Latham have spent nearly all summer flying their Bellanca to SFO, Colorado and Minnesota.

Several members made Coeur d'Alene. Juanita & Lloyd Waddell flew their new Cessna 340 "Eastbound" to get there from here. Also attending were Verna and Johnny Stubbs and Nancy & Jim Armstrong in their 182. South Central Sectional in Denver hosted five of our members. Carole Wheeler and prospective member, Nancy Barrett, flew up in Carole's Cessna 310. Carole, is about to go for her instrument ride and took along her instructor and his spouse. Weatherman cooperated beautifully — she got to fly on the gauges from Bridgeport to Denver. Juanita Waddell and Verna Stubbs went part way in Juanita's 172, but arrived via

commercial. Also present was Auleen Hall.

Henrietta Pence put together our first Fly-in for the Fall months to the Nutt House at Granbury Municipal.

New Public Relations Chairman for the South Central Section is Auleen Hall.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

On September 25, 1975, the Houston Chapter awarded FAA Accident Prevention Specialist Charles H. Noble with a certificate of appreciation for his outstanding work in promoting aviation safety. Mr. Noble is with the FAA General Aviation District Office in Houston.

In an effort to equalize the driving-flying distance to attend meetings, the Houston chapter has been holding the regular monthly meetings in the homes of chapter members. The September chapter meeting was held in Conroe, Texas, at the home of Genie Gonzales.

The Houston Chapter is co-sponsoring a safety seminar October 6 in Conroe in conjunction with the General Aviation Manufacturers Association and the Civil Air Patrol.

Among those attending the South Central Fall Sectional meeting in Denver were Mary Able, Pat James, Eulalia Nichols, and Alice Seaborn.

NEBRASKA CHAPTER

Sharon Meyer, Reporter

Several members of the Nebraska 99s attended the South Central Fall Sectional in Denver. They reported that the Sectional was very enjoyable and that the mountain flying seminar was most informative. The Chapter is very proud to be the recipient of the second place Governor's Achievement Award!

A "Post Powder Puff Derby Steak Fry" was held on Saturday, September 20 at the Air National Guard Officer's Club in Lincoln. Many people who had assisted with the PPD Must Stop were able to attend. A film produced by Lincoln Tower Controllers topped off an evening of good food and fun.

October is General Aviation Awareness Month in Nebraska. To help promote the month, individual members are sponsoring



Nebraska 99s enjoy a refreshing slice of watermelon after the August meeting in Cozad. Pictured (left to right) are an unidentified Cozad Chamber of Commerce representative, Stormy Mazuch, Diane Mann, and guest Mary Jane Vassey.

poster contests for elementary school students. The winning local posters will be entered in a statewide poster contest. Nebraska 99s are also assisting local FBOs with General Aviation Awareness Month events, assisting with Flight Safety Clinics in Beatrice, Lincoln, Norfolk, and Sidney, and spearheading efforts to gain appropriate proclamations from city mayors.

SAN ANTONIO CHAPTER

Pamela H. Crane, Reporter

The September meeting of the San Antonio Chapter held at the airport meeting room (Gen-Aero, Inc.) was well attended by members and prospective members. Plans were made to establish a technical library of various types of aviation publications to be kept at the meeting room for use by all chapter members. Jane King will be chairman for this project.

Alice Foeh, Mary Ann Greer, Betsy Hogan, Jane King, Ann Lowell and Ruth Nichols report that a good time was had by all at the Fall Sectional at Denver on the second weekend of the month, in spite of some uncooperative weather that resulted in some readjustment of planned activities. Betsy, as official chapter delegate, accepted the Section Award for Achievement in Air Age Education, which all chapter members are of course very proud to receive. Special thanks is due to Laura Richter, who coordinated the program for which the award was made.

The get-acquainted picnic at Hogan's Hunting Cabin on September 21st was another fun event for members and prospective members and their families. A full schedule of "hangar-flying" was the order of the day.

All chapter members extend their good wishes to Melba Aylesworth, recovering from recent surgery.

Last May we observed "99 Day" in Texas, but October will be noted for special 99 activity in San Antonio. Plans call for the regular meeting to be held at 1330 on October 11th at the airport meeting room. Following the meeting, chapter members have been invited to a tea in the Ming Room of the Menger Hotel honoring Melba Gorby Beard, Viola Gentry, Louise M. Thaden, Blanche Noyes, Hazel McKendrick Jones, and Edna Gardner Whyte, all of whom will be in San Antonio to attend the National Convention of the OX-5 Club which is being held here that weekend. The charming hostesses for this event are Mary Ann Greer and Ruth Nichols.

SHREVEPORT CHAPTER

Helen Hewitt, Reporter

September has been chock-full of activities for our chapter and we had to meet earlier than usual to finalize all our plans. We were happy to have two guests, Helen Taylor and Peggy Mayo from Texarkana. The meeting was held in the home of Helen Wray and a local television station put us on film for a future documentary.

Helen had prepared a series of color slides depicting our various functions throughout the year to be used as

Shreveport's report at the Denver Sectional. We thoroughly enjoyed the sneak preview.

Another new airplane has been added to our fleet and we're eagerly awaiting a demonstration ride. Dottie Ports is the proud owner of a brand new red and white Cardinal!

On September 10th, the Ninety-Nines assisted with the long-awaited opening of our new Flight Service Station at Downtown Airport. Our chairman, Mary Jo Voss, presented the Airport Manager with a BiCentennial Flag and the restaurant initiated our new Bicentennial placemats, designed by Helen Wray and drawn by Curtiss Wright, Marjo's 49½er.

Our all-weather Safety Seminar was an unqualified success—literally standing room only. Chairman Mary Jo Voss failed to attend but we'll excuse her as she's recovering from surgery. She's using her enforced leisure to study for the Commercial written exam.

Fall brings a promise of beautiful flying weather and we're looking forward to logging many profitable hours.

SPANISH PEAKS CHAPTER

Joan Alyea, Reporter

September's meeting enabled us to meet prospective members at our annual steak fry, which, as is our tradition, was held at the home of Ann Courtright. The following weekend found us scattered all over the country: Shan Hawthorne flew to Reno for the air races (we have been enjoying her pictures since), Joan Alyea attended the South Central Sectional meeting in Denver and picked up some tremendous ideas and some new friends, and Chris Berry kept things going at home by working on a Civil Air Patrol search. The search was a long one and kept Shan and Joan busy on their return too. Flying activities were topped off by our participation in the Annual Penny-a-Pound flights for the Easter Seal Crippled Children people at the end of the month.

More to come in October: our annual flying brunch at the Minnequa Club in Pueblo on October 12, and an upcoming Civil Air Patrol flight clinic in Pueblo.

Flying weather has been good, time has been short, but Shannon Hawthorne managed to check out in a CAP Supercub before the month was out.

TULSA CHAPTER

Johnnie K. Salyer, Reporter

During the August meeting Lydia Gutierrez installed the following officers to serve for the coming year: **Deanna Robertson, Chairman; Jean Willis, Vice Chairman; Judy Guess, Secretary, and Earlene Biles, Treasurer.**

Our September meeting was held in the home of Johnnie Salyer. There were 13 members present, 2 guests and Kay Crocker was accepted as a new member.

Ginger Thompson and Jan Muaritsen gave a report on the Sectional Meeting in Denver which was attended by Ginger, Jan, and Deanna Robertson. It was interesting to hear the experiences of the speaker, who flew for the Airlines, and how she became a professional in aviation.

The Tulsa Chapter of the Ninety Nines is sponsoring a Flight Instructor Refresher Clinic which is held by the Oklahoma Aeronautics Commission in cooperation with The Federal Aviation Administration. This clinic is open to all Flight Instructors desiring to revalidate their Instructors Certificates. The Clinic will be held in Tulsa at the Spartan School of Aeronautics on October 21, 22, 23. The Tulsa 99s are hosting a get-acquainted reception, clinic and Awards Banquet.

October 11, is the date of the Fly-In at Thalequah. Our Chapter will be serving lunch in the hangar again this year. This is a fund raising project for the 99s. The menu has been planned and arrangements made to make this a successful project.

WICHITA FALLS CHAPTER

Lou Ellen Foster, Reporter

Wichita Falls Chapter held their September meeting the fourth in the offices of Southern Aviation at Municipal Airport. Attending were Nan Park, Lou Ellen Foster, Betty Cox, Lindy Nicholson, and Mary Latimer. The Jimmy Kolp trophy was displayed for member viewing.

We are sorry Lindy will be moving to Oklahoma next month.

Members were pleased to hear that our \$100.00 contribution to Headquarters will go for the Flags.

Prospects of Section Meeting in Denver the eleventh through the fourteenth of September were discussed. Only Nan Park and Lou Ellen and Lewis Foster went to Denver. Fosters for the Mountain Flying Ground school which was GREAT.

Nan Park Chapter Chairman presented the Jimmy Kolp Trophy to Ruth Deerman of the El Paso Chapter at the Banquet Saturday night.

We wish to thank the Colorado Chapter for a Great Section Meeting.

Southeast Section

ALABAMA - FLORIDA - GEORGIA
MISSISSIPPI - NORTH CAROLINA
SOUTH CAROLINA - TENNESSEE

ALABAMA CHAPTER

Juanita Halstead, Reporter

The Alabama Chapter hosted a Membership Meeting in Montgomery, September 7th. Although the whole week had been Indian summer, come Saturday morning a cold front started into the State. By Sunday morning it was still with us, especially to the South.

Margie Pohl had a great program arranged to interest prospective members and we were all a little disappointed. But our girls came thru and by noon the crowd had grown to twenty-five. Huntsville girls, filed and came down enmasse. We had several non 99 pilots with us and hope they found our program speaker as interesting as we all did. He was Mr. Asa Rountree, former Director of the Alabama Department of Aeronautics. Asa flew in England in 1917 and you can believe he has a wealth of interesting stories to tell about aviation

then and now. After lunch Paul Pohl showed a beautiful Piper film of the Bahama Islands. Made us all want to go again.

Miriam Pullins, Chairman, conducted a short business meeting and we are looking forward to our S. E. Section Meeting at Stone Mountain Sept. 26 - 27th.

BLUE RIDGE CHAPTER

Jo Hartness, Reporter

On August 17, the members of our chapter, believing as we do that we are a service and education oriented organization, sponsored a Fly for Life program. This event with Carol McKinney and Libba Brown as Chairpersons, consisted of giving airplane rides to the general public for a minimum fee of \$3.50 with all proceeds going to the American Cancer Society. The day was a resounding success, not only monetarily for the Cancer Society (netted \$1,875.58), but for our chapter as we demonstrated that 99s are women pilots capable of a high degree of professionalism.

Our new officers for the coming year were installed at the home of Edna Hartness in September. They are: **Louise White, Chairman, Carol McKinney, Vice Chairman, Lee Orr, Secretary, and Lucy Merritt, Treasurer.**

Louise White accompanied by Lee Orr attended the National Convention in Couer d'Alene. Louise is also heading up an Air Rallye in her home town of Asheville, North Carolina.

Carol McKinney is again teaching ground school at Greenville Tec. All prior students give her much credit for their success on the private exam.

Congratulations to Lucy Merritt who has attained her C.F.I.I. rating.

We have two new members: Jackie Bouroughs, who has her own private airstrip, and Eleanor Sankey, who stays up in the air all the time. Our membership is now 35 and holding, with several 66ers coming on the scene ... not bad for our first year!

In the months to come, Carolyn Pilaar is planning a poker run, and we hope to schedule an airmarking event sometime soon. We're looking forward to a great year 1975 - 1976.



Photo courtesy of the Greenville News-Piedmont. Carol McKinney, pilot and Chairperson of Fly for Life, shown with (L-R) Jerry Peters and Don Bailey ACS personnel.)

DEEP SOUTH CHAPTER

Betty W. McNabb, Reporter

Deep South Ninety Nines met in Thomasville to get a taste of Esther Wright's new conference facilities—and they are really great. There are not too many adequate conference facilities in this part of Georgia, and Esther with her co-Holiday Inn Host and sister, Mina Jo Powell, have truly built a usable and attractive place in which groups may meet.

Above the conference hall is a lounge called the Hay Loft. Everything in it is authentic, for Esther just went out and gathered up the real thing from her brother's farm! A hayloft door, a loft ladder, a horse collar, horse shoes, — it's most attractive.

The Ninety Nine meeting was well attended with the girls from Macon and Cordele, Ga., Judye Hall, Chairman Pat Darley, and Jean Vance; a prospective, Nita Knapp, from Brunswick on the Georgia coat, Maggie Fields and Betty McNabb from Florida, and one of our favorite visitors, Ellie McCullough from Vero Beach, plus 49½ers Bill Field, Harold McNabb, and Jerry Hall with a scattering of offsprings.

Ellie was all dressed up in a silk-screened outfit that matched the cute smile painted on Schatzy, her Cherokee 140.

The chapter made plans for a spring proficiency race which ought to be fun as well as upgrading one's skills. After the meeting most everybody went swimming before the F.A.A. Safety meeting in the evening.

Herb Schaaf, area Safety Specialist, MC'd the occasion; Josh Mann from OKC did an excellent Aeromedical talk and many pilots took their turns in the vertigin chair which really teaches you the facts of life. Does any new pilot ever really believe what can happen if you get pushed into instrument weather, until he sits in that horrid chair and finds out things aren't what they seem? It's better to learn it that way than in a thunderstorm!

Next meeting, Shell Point, with Maggie Field and Hobey Cat sailing.

FLORIDA GULFSTREAM CHAPTER

Ellie McCullough, Reporter

...back to Chairman Mina Elschner. Seems her first Aeronca Chief always went into a spin as it approached a stall and since Mina hadn't flown any other aircraft she considered this the "norm". Could be her instructor wanted to keep her in the dark or used this as a means to make her proficient at spin recovery. Then there was the time she proceeded to tie-up 24 jet planes for half an hour ... and the mid-air when she lost part of her tail & rudder and never did catch up with the "hit-n-run" aircraft. Despite it all, Mina is closing in on that 2,000 hour logged time plateau which includes 9 AWNEARS, placing 4th in '64 & '71 and 5th in '65 & '66 and not to forget she was co-pilot of the winning team of the First Great Bahama Air Race. She has worked as chief timer, head of registration, inspection, hospitality, etc. for many

Powder Puff and Angel Derby Races. Our Chairman is a dedicated 99!

Marie Thompson & Eleanor Stilli, with the help of 49½ John Stilli, hosted our first official meeting at the Terminal Building Restaurant, West Palm Beach Int'l Airport. Although she didn't know it, Marie was the Chapter Honorary Member of the Month and our 79 year young member related stories of her early flying days, learning to fly in 1940 in Terre Haute, joining the 99s in 1942, the "His & Hers" Bonanza airplanes & the numerous landings in small fields while inspecting their property. Marie is still an avid commercial air traveler.



Mina Elschner, Chairman Florida Gulfstream Chapter.

FLORIDA SPACEPORT CHAPTER **Dottie Parsons, Reporter**

Our September meeting found us across the Beeline from McCoy Jetport for our installation banquet, at the Johnny Unitas Golden Arm Restaurant. Late arrival Lovina Tabor had to divert to Herndon as McCoy had gone IFR. Wanda Morgan and myself four wheeled it, (IFR) down the Beeline with Wanda behind the wheel ... she's rated.

Incoming chairman **Norma McReynolds** accepted a check in the amount of \$250.00 on behalf of the chapter, graciously extended from Virginia Britt of AWIAR, in appreciation of the many hours spent by our chapter at the Angel Derby terminus at Ti-Co last May.

November 7, 1975 brings us to our 2nd Annual Deltona Derby this year billed as an Air, Land and Sea Race. The finish has been changed from Marco Island to **Naples, Florida** with ground transportation to Marco Island Resort. **Race kits** are available from **Bonnie Quenzler, 65 Carrigan Blvd., Merritt Island, Florida 32952.** November 8 events should be a riot when fledglings and experienced vie in (2) Land (a) Par Three Golf - Nine Holes (b) Tennis Doubles (c) Bicycle obstacle course race (3) SEA (a) Sunfish sailboat regatta (b) Fishing Contest (c) Swimming Relay.

November 8 and 9 our chapter will have a display booth at the Central Florida Air Fair in Kissimmee and we invite all who come to look for us there. It's a charity affair and top notch. We're going international on the billing this year.

MISSISSIPPI CHAPTER

Jenny McWilliams, Reporter

We've just begun a fresh 99 year. Our Chapter is well set up to do business, in that we have special MS 99 letterhead stationary, a beautiful Chapter Scrapbook silk-screened with the 99 logo, and most recently, we have a gavel that is engraved with Mississippi 99s on its gold band. Further, we have (some) money in the bank, and last and best we number 26 women pilots on our roster and 40 per cent are APT!!!

The September meeting was held in the home of Ruby Dickerson. Wanda Garson and Harriett Hall flew to Jackson from Meridian for the meeting. Wanda is the Southeast Section Membership Chairperson and the MS Chapter Vice-Chairman for the coming year. Harriett is Chapter Publicity and Scrapbook Chairman and also Printing Chairman for the upcoming Spring 1976 Southeast Section meeting.

Others present at the meeting, to assume new committee chairs were **Ruby Dickerson, Flying Activities and Safety Education**; **Cindy Bass, Incoming Chapter Membership and APT Chairman** and '76 Spring Sectional Publicity Chairman; and also **Caroline Cheek**, whose middle name must be "Faithful", who will be in charge of Goodie Bags, Favors, and Door Prizes at this Spring Swing in Baton Rouge, April 23-25, 1976.

Other officers are: **Jenny McWilliams - Chairman, Bernice Kelly - Secretary, and Kitty Green - Treasurer.**

A very good newspaper write-up on Margaret Shipley came out recently, and Peggy McCormick passed it on to this reporter. The highlight of the three-column article was Margaret's having been the Flight Instructor of four young football players, who are enrolled in Indianola (MS) Academy.

We, of the MS Chapter, desire to keep APT going, even if on the chapter level. If BFRs are good; APT is better!!!

TENNESSEE CHAPTER

Lura Odland, Jo Chandler, Reporters

The Tennessee Chapter's September meeting featured the introduction of new officers: **Edna Davis, President; Nancy Fisher, Vice-Chairman; Jo Woods, Secretary; Bertha Jones, Treasurer; and Evelyn Johnson, Membership Chairman.** Ruth Thomas, Charter Member of the Tennessee Chapter, presented the Sweet Adelines including Ruth as director, Helen Smith who has completed solo flights, Carolyn Ridenour who is nearing completion of her private pilot's license and Grace Jones. Under Ruth's leadership the Sweet Adelines have risen to national prominence with the National Convention held in Knoxville this year. Ferris Thomas built the superb props. The Sweet Adelines program was originally developed for the Safety Seminar in Chattanooga this year.

The September meeting was well attended by approximately forty members and guests. We were especially pleased to have our four flight instructors there: **Evelyn Bryan Johnson, Marie Hurley, Donna Bowers and Jeanie Rae O'Kelly.**

Marie Hurley, chief flight instructor for Executive Airways Inc., McGhee Tyson Airport, has returned from a Cessna Pilot Training session at Wichita, Kansas. Marie reports this was a valuable program because of assistance provided in the utilization of the Cessna Pilot Center Program.

Six female type students all soloed in the month of June at the Morristown Airport. The flight instructor of all six is Evelyn Bryan Johnson. The stars of the month are **Lee Marcum, Sandra Cate, Karen Fisher, Helen Cowan, Frances Ellison, and Carolyn Ridenour.**



Fall Meeting, Southeast Section, Stone Mountain, Georgia. September 26 - 28, 1975. L. to R.: Virginia Proctor (Mississippi Chapter) Incoming Governor; Pat McEwen, International President, and Bea Reid, (Tennessee Chapter) Immediate Past Governor. Photo by Ferris.

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER

Joyce Williamson, Reporter

Flo Shirey hosted the September meeting at the Oregon Hill Airport. 49½er John Shirey presented films and a discussion concerning the problems traffic controllers encounter with pilots.

Shirley Weinhardt will be teaching a class in Williamsport at the YMCA this fall on flying. The fundamentals of flight will be demonstrated through the use of a model airplane. The unique intent of the class will be to alleviate the fear that a person may have of flying.

Carol Windsor flew the new Piper Archer II from Florida to San Diego in October. While there she attended the A.O.P.A. Plantation Party.

Hurricane Eloise caused millions of dollars worth of damage to Central Pennsylvania. 99s in the area helped move planes to higher ground. They will be helping with the aftermath clean-up.

Marty Pool and Mary Galbraith have been appointed to represent our chapter to help coordinate activities at both the terminus and the convention.

The chapter sponsored a tour of the Avco-Lycoming Engine Factory in Williamsport in September.

49½er Bill Bartolet was appointed to the newly formed advisory board for the University Park Airport.

Kay Marten who only three months ago left Pennsylvania to pursue a teaching career in the Province of Victoria in Australia has reported that she is not only teaching but has met and has married her flight instructor there.

EASTERN PENNSYLVANIA CHAPTER **Nancy Gaynor, Reporter**

Our September meeting was held at Sky Manor Airport. Ten women came in cars as the weather was o-o. In the P.M. the sun came out and the airmarking job got done. Thanks to Barbara and Bob Farquharson's talent for lettering taxiways.

Lunch was served on the field and the changing of officers took place. Joan Jones, outgoing chairperson was honored with many gifts. A special attraction was Ed Mahler, based at Sky Manor, in his aerobatic biplane and 2 T6's, which took off in formation. They put on quite a show. Very impressive over the New Jersey farmlands. Unfortunately they disappeared in the haze.

99 Fran Wright, rescued Nancy Gaynor and pilot friend, when their plane was disabled at Bay Bridge Airport. She waited with them for 3 hours to get the final bad news and ferried them back to N.E. Phila.

The September Lunch with the Bunch was a tour of the Lycoming Plant in Williamsport, Pa. It was arranged by Boots Husted. Weather was marginal, and 24 showed up from the surrounding area. The members from the Phila. area will get another chance to see the plant later.

Gail Lingo and Eileen Weigand are getting a lot of support for the '76 Convention in Phila. Kate Macario spent a day with Thatcher Longstreth to gain support for the '76 Powder Puff Derby Terminus in Willmington Del. She made many successful contacts, including money and endorsements. They also met with the Mayor of Willmington.

A soon to be, member of the 99s, is Sandi Caulder. Other new members are Sandy Dzenis, Cecil Co. Airport, Del., and Martha Howel. Renewals for membership are Margret Matz P.N.E. and Beverly Howlett.

Angie Izzo earned her commercial rating in August and she is scheduled to enter the High Altitude Pressure Chamber program at Langley AFB. Mary and Des Robinson flew their Cherokee 180 to Canada. They landed at a private strip for a family reunion.

MARYLAND CHAPTER **Paulette Jones, Reporter**

The MD Chapter has become only the second Chapter, and one of the very few groups ever, to receive an Aviation Education Certificate of Merit from the Aviation Distributors and Manufacturers Association.

The handsome certificate was accepted by Chapter Chairman Lorena Birch on behalf of those members "...who have worked hard to promote aviation education." In recognizing this Chapter, the Association's Aviation Education Committee cited the great deal of time and

energy they have expanded in educating the public about general aviation. In selecting the MD Chapter from over a dozen individuals and institutions nominated in 1975, ADMA recognized the seminars held at schools and YWCA's, a flying club sponsored by one member at a large high school, their very active Speakers' Bureau, open houses they have held at local airports, and their donations of Flying Magazines and other material to school libraries. The Chapter also printed stories for the local newspapers about flying activities and many members contribute to aviation and general-interest newspapers and magazines.

ADMA is composed of nearly 100 companies manufacturing and distributing aviation parts, supplies and accessories in the United States and Canada. The Association was itself recently cited by Dr. Mervin K. Strickler, Jr., Chief, Aviation Education Programs Division, Federal Aviation Administration as "...having done more in less time and with less fanfare than any other organization to advance aviation education."

Mr. Al Selby has asked MD Chapter to airmark Glenn L. Martin State Airport as a spring project. November 1 & 2 is the Chesapeake Appreciation Festival in which the MD Chapter will be participating. Lenora Eaton of our chapter is the Chairman of Aviation Activities.



Maryland 99s information booth at the official opening of the Glenn L. Martin State Airport held in conjunction with the E.A.A. East Coast Fly-in on September 20 & 21. On duty in the photo, are: 1 to r, Barbara Marder, Doris Jacobson, Rene Birch, Kay Bays, and booth chairman Buzz Lux. Others who helped during the weekend affair were Ginny Vogel, Barbara Feader, Sally Williams, and June Hanson.

New York-New Jersey Section **NEW YORK - NEW JERSEY**

GARDEN STATE CHAPTER **Dolores Jane Zilincar, Reporter**

Claire Kurica Chairman, cited Janice and Blacky Blackburn, "Steve" Gredstead and Dana Mack for their outstanding contribution in making our **Garden State 300** the tremendous success it has been for three consecutive years. Bea Coverdale was also cited for her fine work as recording secretary for three terms.

Stephana Gredstead will replace Janis Blackburn as chairman of our **Bicentennial Garden State 300**.

Our spot landing contest winners in September were August and Dolores Zilincar, 99. The next contest at our October meeting at Preston Airport will be dazzling - everyone at the field is entering. That should please Mr. John Karp, Aviation Safety Specialist (FAA) since as guest speaker at our September meeting he chose as his topic "Spot Landings". Mr. Karp congratulated our Chapter for our efforts in this area. He stressed the importance of making every landing a precise and accurate spot landing.

November 13th Flo Walsh will "do her thing" at the General Aviation Pilot Education Clinic. Our Chapter is co-sponsoring the affair and we'll all wear our snappy Blue Blazers and white skirts.

Alice Hammond presented a stimulating report on the progress, changes and proposals discussed at International Convention. Alice will act as chairman to provide Bicentennial license plates for sale by our chapter. The State of New Jersey will allow non-profit organizations to sell these to cover the front plate of the car. Every 99 will want one.

Grace McGuire was named air-marking chairman for '76. She already has a marking to her credit - Preston Airport.

HUDSON VALLEY CHAPTER **Arlene Spiesman, Reporter**

By the time this edition goes to press our Hudson Valley Empire State 300 Race will be over but at the moment everyone is busy making final arrangements under the competence of race chairman Doris Miller. To date 36 entries have been posted. Even with this big event underway our enterprising little group undertook another project. Open House at Stewart Field on Sept. 21 was the big day. Inside the beautiful new International Arrivals Bldg. the 99s were busy selling pastries, coffee, cider and apples. Special thanks to Kay Staccio for making us a beautiful chapter banner. It has been a hectic week.

Our nominating committee chairman Gale Brownlee reported new officers for the coming year: **Chairman, Gertrude Felsen, Vice Chairman, Ginnie Styles, Treasurer, Arlene Spiesman, Cor. Sec., Nancy Moore, Recording Sec. Julie Price.**

We are all looking forward to our fall section meeting at Armonk, New York on November 1.



Julie Price, Arlene Spiesman, Ginny Styles tending booth at Stewart Airport Open House on Sept. 21.

PALISADES CHAPTER

Helen Egan Levy, Reporter

The first meeting of our second year, was graced by our Section Governor, Ruth Dobrescu and Vice-Governor, Doris Miller, who filled us in on the business and pleasure of the International Convention in Idaho ... Plus, Kay Brick carried the latest world of next year's Powder Puff Derby. July 9 - 13 ... Sacramento, Calif., to Wilmington, Del. Selma Cronan gave an account of the 30th WASP Reunion she had attended in Las Vegas this past summer. "Not one of the gals had changed one bit!"

With the subject of membership being an international one and no one Chapter approaching the question of - How and when does a prospective become a member? - In the same way, our members are forming a committee to discuss and formalize Chapter prospective member policy ... we're 30 members, 39 prospective members ... and growing!

Spotlight PROFILE — Louise Galfas, who is a member of the N.J. Advisory Council on the Educational Committee for Aerospace careers. Louise works with Explorers in addition to being an Aircraft salesman for Wiggins Airways at Teterboro Airport. Instrument Flight Instructor, Chapter Treasurer and mother of 8 children. We're proud of her and the part she plays in today's aviation.

Clarice Bellino, Chapter Chairman, has been flying for 2½ years, holding single and multi-engine ratings and on the way for instrument; she flew her first Powder Puff Derby as co-pilot with Peggy Naumann ... 49½er Dr. Joseph Bellino, is an Orthopedic surgeon practicing in Montclair, N.J.; flying 3 years and has multi-engine and instrument rating ... they have three children ... Christopher 13, Michael 11 and Claudia 9 ... and fly around in their own 300 hp Cherokee 6. With kudos, we wish you happy chairing.

By way of interest to other Chapters, each member has completed a "Pilot Profile" card for Chapter Reference; this will be updated at each meeting.

Now that we've painted the letters on Caldwell Airport, we've been commissioned to paint the frequency numbers! Just a bit of what will be the aviation doings for the coming year. And a few of us joined Hudson Valley Chapter in keeping the numbers going at the great race ... Empire State 300.



Palisades Chapter 1st Birthday Cake, served at meeting - Sept. 12, 1975.



Attending 1st meeting of 2nd Palisades Chapter Year, Back Row: Ruth Dobrescu, Governor, N.Y. - N.J. Section and Emily Shanks, Vice-Chairman, Palisades Chapter. Front Row: Doris Miller, Vice-Governor, N.Y. - N.J. Section; Louise Galfas, Treasurer, and Clarice Bellino, Chairman, Palisades Chapter.

New England Section

CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER

Vivian Utke, Reporter

Ruth Kroll Zimmerman was recently appointed to the position of FAA Inspector at the Westfield, Mass. GADO office. She has been a senior flight instructor at the AirKamam Flight School at Bradley International Airport in Hartford, Ct. A few months ago (99 News, April-May '75) Ruth was selected as CFI of the Year for the New England Region. Our sincerest congratulations go out to a great gal with high aspirations.

The summer proved to be a busy one for our intrepid air-ladies. On August 13th, Mary Suisman in her Baron along with Marcia Spakoski and Evelyn Kropp and son Robert, and a Cherokee carrying Carol Phelps and son Brian along with Laurie Reeves, all flew in to Wurtsboro-Sullivan Airport for 99 Day as guests of the Hudson Valley Chapter. The day of events included a picnic, glider rides and instructions. Then the next day at Goodspeed Airport in East Haddam, Ct. new runway numbers were painted by Laurie Reeves (airmarking specialist), Marcia Spakoski, Peg Davidson, Mary Scribner, and guest Sherry Reeves. Our annual summer outing on the Kenyons boat was held on August 23rd and turned out to be a picnic on the dock, due to engine trouble (boat engine that is). The day turned out to be an enjoyable one.

The September meeting was busy with discussions of plans for the coming year. Chairman Nina Hetman filled us in on all of the info and happenings of Round-up '75. She concluded the meeting with a program of her slides including various shots of her trip enroute to convention, a few pictures of our members and their planes at AWNEAR '75, some she had taken at convention in Puerto Rico and of the Apollo-Soyuz test project which Nina attended along with Audrey and Bob Sweet.



Airmarking at Goodspeed Airport in East Haddam, Ct. Marcia Spakoski, Peg Davidson, Mary Scribner, Laurie Reeves and guest Sherry Reeves. (Photo courtesy of Carol Phelps)

NORTHERN NEW ENGLAND CHAPTER

Anne Good, Reporter

On September 21, 1975, Elizabeth Brown, Jane Huetman and Leanne Fernald were in Portland, Maine for the dedication of the new Portland Jetport Tower. While there, the 99s were on a TV show on Safety in Aviation. The FAA was publicizing flight safety. Elizabeth Brown took a Check Ride with Elwyn Barnes and George Petros. She received her Safety Pin.

Ramona Morrell has been designated as Flight Examiner.

Sheri Goodwin, who co-piloted in the AWNEAR race for second place, has had a relapse in her bout with Mono. Get well soon, Sheri.

Airmarkings have been completed at Waterville, Maine. Anne Good talked with her Instructor John Gibbons, who is also Airport Manager, about airmarkings. He then contacted Fred Prescott, assistant Airport Manager, about painting the letters. Now WVL is painted on the Commercial Ramp at Waterville, Maine. Distance Remaining signs are now being installed, this is most useful to business Jet traffic. Both John and Fred are interested in updating the airport facilities. They are supporters of the 99s safety program.

Plans are going ahead for a Bicentennial '76 meeting in Bar Harbor, Maine. Nancy Tier is working on this project.

Martha Barnes is leaving our Chapter to move to the Hamus Mountains of New Mexico in November. We are sorry to loose a good member.



Elizabeth Brown (L) and Lois Chesterley (R) outgoing chairman Northern New England 99s receives an Amelia Earhart medal as Elizabeth's incoming Chairman looks on.

Austrialian Women Pilots

PATRON: LADY CASEY
By Shirley Smith

In Australia we have our Annual General Meeting in a different State each year. In 1976 it is to be held in Sydney. We are planning to incorporate 1976' A.G.M. with a visit to New Zealand. Judy Costello has advised me that their Annual Rally on the Queens Birthday weekend which is the first weekend in June. We will be able to arrange for A.W.P.A. members and Ninety-Nines to do some flying and if you wish to compete in the actual N.Z. comps, you would have to join the Association. \$3.00 per year. They also have a Gliding Competition.

Members, families and friends are welcome. Because of the time factor, we would have to allow for an approximate increase of 20 per cent on to these prices for 1976, and of course you would have to add your fares from U.S.A.

The Ten day South Island Tour as per itinerary would be \$340.00, the additional cost for the North Island extension would be \$182.00.

ITINERARY

Day 1: Depart Melbourne by Air New Zealand Jet Airliner for Christchurch, on arrival you will be met by representatives of the New Zealand Government Tourist Bureau and transferred to your hotel.

Day 2: Early morning departure from Christchurch to Queenstown travelling over the Canterbury Plains, wheat growing district and home of the world

famous Canterbury Lamb. Following the Southern Alps southwards via Lindes Pass and the Kawarau Gorge.

Day 3: At Queenstown.

Day 4: Queenstown to Te Anau. Today we follow the Southern Arm of Lake Wakatipu for a short distance then proceed through undulating farmlands to Te Anau.

Day 5: Day trip to Milford Sound, half this trip through the spectacular mountain scenery of the Eglinton and Holly Ford Valleys, through the Homer Tunnel and down the Majestic Cleddau Gorge returning to Te Anau tonight.

Day 6: Te Anau to Dunedin, much of this route follows the attractive Oreti River with views of fine dairying and sheep country.

Day 7: Dunedin to Christchurch. Early morning departure today travelling through undulating farmlands then over the Canterbury Plains. On a clear day there are fine views of the snow clad Southern Alps.

Day 8: Christchurch. (Free for flying)

Day 9: Christchurch. (Free for flying)

Day 10: Depart Christchurch by Air New Zealand Jet Aircraft for Melbourne.

NORTH ISLAND EXTENSION

Day 10: Depart Christchurch by NAC Jet Aircraft which arrives at Wellington International Airport. On arrival you will

be met by a representative of the New Zealand Government Tourist Bureau.

Day 11: Wellington.

Day 12: Wellington-Napier. Proceed north to Napier en route visit Duralyn Stud, typical New Zealand farm.

Day 13: Napier.

Day 14: Napier-Rotorua. Proceed north to Wairakei, site of the G.O. Thermal Power Installation.

Day 15: Rotorua.

Day 16: Rotorua-Waitomo-Auckland. Travelling north to Waitomo visit Glow Worm Caves then on to Auckland.

Day 17: Auckland.

Day 18: Depart Auckland by Air New Zealand Jet Aircraft for Melbourne.

THE ABOVE TOURS

ARE BASED ON

THE FOLLOWING:

- A. Minimum of 40 passengers travelling.
- B. Transportation within New Zealand by a special coach and a service of a Courier-Driver.
- C. Accommodation in twin bedded rooms on a share twin basis.
- D. Dinner, Bed & Breakfast included throughout.
- E. Sightseeing as per the itinerary.
- F. Epic Air Fares apply to this tour. Full payment and ticketing would be required no later than 35 days prior to departure. Cancellation after the 35th day and prior to the date of departure would incur a 50 per cent cancellation fee. Should the group elect to travel the outward and return together, then a 10 per cent deposit would be required 60 days prior to departure and final payment no later than 45 days prior to departure. A cancellation fee of 50 per cent is again chargeable if cancellation is affected between the 45th day and the 10th day of departure and 75 per cent between the 10th day and date of departure.

Safety for Helicopters

A Report From Robert George

Along with the Pacific Gas and Electric bills for July 1975, PG&E provided each customer with a copy of the PG&E Progress. The front page of this publication is enclosed. On this front page they show a picture of "linemen riding a special aerial cart to inspect, clean and repair the big transmission lines which span the Carquinez Strait at the mouth of the Sacramento River."

These are the very lines upon which Paul George and Scotty McGregor died on June 4, 1974.

This picture was especially meaningful to us for two reasons:

1. In the past the utility company has indicated to us that they could not mark the wires without actually removing them from the towers and lowering them to the ground. It was never indicated that these or any other wires could be "cleaned, inspected and repaired in special aerial carts". If this can be done then it is quite a simple task to emplace aircraft warning sheres on these lines. There is no need to remove the wires from the towers and lower them to ground level.

2. We looked closely at the picture. The wires span a distance of about 1500 feet. They are 300 feet high. There are six strands almost 1 inch in diameter. COULD WE FOLLOW THE WIRES ALL THE WAY ACROSS THE SPAN?

No! Of course not! Even though the picture was taken almost directly under the wire, on the ground, right next to the tower you cannot follow the wires across the straits. **They are invisible!** Thanks to PG&E, in their own publication, with their own photographer and in a picture taken on a very clear day, they have clearly demonstrated what we have been trying to say for the past year. These and many other wires in similar locations are invisible.

We have gone just one step further.

Using the wire marking instructions as set forth in the F.A.A. Advisory Circular 70-7460-1C, we have determined that it would require 10, 20 inch spherical markers to effectively mark these power lines.

Using costs of markers as provided by P.&R. Industries of Portland, Oregon, we

have found that each 20 inch markers and all materials necessary for attaching the markers to the wires, costs less than \$50 per unit. Thus the total cost for the purchase of the 10 markers will be less than \$500.

Using installation costs for the markers as provided by the numerous respondents of our nation wide utility company survey, we find that a fair cost for the installation of each marker is \$50. Since we need to install 10 markers the total cost for installation is \$500.

Thus the total cost for marking power lines that would have prevented the loss of two lives is \$1000.

I ask you—are the lives of men worth \$500 apiece?

(Incidentally, we have received reports that utility companies have been offered 20 inch spherical markers for as little as \$6.00 per unit. This includes all attachments necessary for emplacement. This further erodes the utility companies' arguments of "the high cost of marking hazardous-invisible power lines".)



"Collins' Micro Line definitely was a help during the race!" -Trina Jarish, 1975 Powder Puff Derby winner.



All Woman Transcontinental Air Race or Powder Puff Derby — whatever you call it, it's no piece of cake.

This year's winner, we're proud to say, was Trina Jarish, 2,700-hour pilot and regional customer service manager for Collins Radio.

Her equipment: An A36 Bonanza. And on the panel, Collins' new Micro Line comm/nav system designed especially for singles and light twins.

"The Micro Line equipment definitely was a help during the race," Trina said. "One of the big advantages was the time it saved. For example, with the dual transceivers and their storage and recall capability, I could enter four frequencies and have any one available when I needed it with a simple turn of a knob. That was great for flybys, where I had to quickly change frequencies. Or on landing, where both approach control and ground control frequencies were entered in advance and ready when I needed them.

"The course readout feature of the nav receivers proved extremely valuable," Trina said.

"By using the automatic nav bearing readout, I was able to intercept the right course much easier and quicker than by the usual method of having to adjust the OBS indicators."

The results, Trina, speak for themselves.



**Rockwell
International**

 Member of GAMA

For more information see your Collins dealer. Or contact: Avionics Division, Collins Radio Group, Rockwell International, Cedar Rapids, Iowa 52406. Phone: 319/395-4085.