

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news

DECEMBER/JANUARY 1976

Happy Flying — 1976

COMING EVENTS

Feb. 21, 22, 23, 1976—FAA Flight Instructor Revalidation Clinic (Instrument & Airplane) at Rochelle's Motel and Convention Center—entrance to LGB Airport—3333 Lakewood Blvd., Long Beach, CA. Sponsored by Long Beach Ninety-Nines. Fee \$40 includes materials and lunch. Contact Susan Greenwald, 215 Covina Ave., No. 3, Long Beach, CA 90803. (213) 433-5446.

Bicentennial Historical Flight—All Women's International Air Race, sponsored by the City of Fort Lauderdale, Florida. May 27-31, 1976—entry applications Dec. 1, 1975. Enclose \$2. "Angel Derby" P.O. Box 9125, Fort Lauderdale, Fla. 33310. Race from Quebec City Airport, Quebec, Canada, to Fort Lauderdale Executive Airport, Florida, USA., by way of Boston, Schenectady, Wilmington, Richmond, Wilmington, NC.C, Savannah, and St. Augustine.

Do-It-Yourself Plane

By Dorothy Hadley

Enthusiastic was the word to describe my husband, Lee and I when we started work on building our Pacer. I had just become a private pilot (Aug '73) when we bought a disassembled Piper Tri-Pacer with the intention of converting it back to a Pacer.

We removed the trainer wheel (Lee is a CFI AI who believes taildragger training turns out better pilots) and put the tailwheel back on. Lee used a lot of other innovations like gap-sealing the rudder and elevators, dual toe brakes, heated pitot, extra thick windshield and windows, super insulation, cowl flap, and Ferguson Plane booster tips. The project took an entire year. With work completed our Pacer went through FAA flight tests for our own STC approval.

We're really happy that we sacrificed the time and energy for the conversion, because we do enjoy the performance and pleasure our Pacer delivers. And yes, there are three of us now to enjoy the flying. Our daughter Katie was born July '74 and she knows no other way to travel 50 miles or more. In her very first year she has accumulated over 100 passenger hours.

Send Articles To Headquarters

Starting with the February issue, your new editor is Sandra Lapsley. Send all copy to the 99 Headquarters, Oklahoma City.

the 99news

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COVER: Katie Hadley, daughter of 99 Dorsey Hadley, Bay Cities Chapter, (and 49-1/2 Lee) is shown with the Pacer which her parents converted from a Piper Tri-Pacer. Katie, now 1-1/2 years old, knows no other way to travel if the distance is over 50 miles. She accumulated more than 100 hours as passenger in her first year. Of course — a future Ninety-Nine!

President Pat's

ACTION LINE



Our HQ dedication was a real thrill for all of us. We were blessed with the presence of so many of our members and every 99 Section on this continent was represented. We received cards, letters and telegrams of best wishes from our overseas governors and members, and from many in the aviation industry. Oh, how I wish you all could have joined us for this momentous occasion and, please, if you are ever in the OKC area, **stop off and visit your new home**—the welcome mat is always out.

Another milestone in our 46 year history will be accomplished in Feb. The first issue of our 99 News will come from our new Headquarters. That's where the ACTION is and we hope to have our magazine, NOW more than ever, reflect the image of our 99 organization.

Publishing, as you are aware, is a costly business. We should make every page, every column and every word IMPORTANT in terms of our organization's goals. With our move of the 99 News to our HQ we may better communicate among ourselves. As Mardo has in the past, we will continue to make our magazine better with each issue. With Sandra Lapsley at the helm, Mardo will have time to be a contributing editor and we eagerly look forward to that!

We need the help of each and every 99. If you have an article to contribute or know of a member in your chapter or section who can write, please encourage her to do so. If you would like to write for the "News", please contact Sandra at HQ. Those of us not blessed with journalistic talents can help us make our magazine self-supporting through advertising sales. Do you have an "in" with some company whom we might contact for ads? Let Sandra hear from you.

Let me close my ACTION line by wishing you the happiest New Year ever for 1976. Let's continue to take ACTION—be ACTIVE—and ACTivate!

To Save An Airport

By Mardo Crane

Whether an airport was "there" years and years before the housing developments and the shopping centers, makes no difference whatsoever to the developers. The only criterion seems to be how much money can be made now. It is, as one Supervisor put it, "greed—human greed" that triggers all the problems which beset airports of any size and most locations. People are urged to buy despite the fact that they know they are adjacent to an airport. Once these citizens are in their homes, the airport becomes a big, bad thing. No thought, or actually knowledge of the importance of an airport to a community had ever reached the individual householder.

The evaluation of Reid-Hillview, an airport once "out in the sticks" from San Jose, California, can perhaps offer some suggestions and solutions to other airports similarly threatened. Several 99s—Marion Barnick long-time FBO of Gee Bee Aero, Amelia Reid, whose family established the Reid-Hillview name with such prominence, and Dian Ward, recent winner of the Amelia Earhart Scholarship, which will make it possible for her to win her ATR—were part of the team that finally put the airport out of danger.

When Olin Young came to the Reid Hillview Airport as Tower Chief, he saw the growing opposition culminate in a class action suit which if won could close the airport. The focus argument seemed to be noise. With the airport literally surrounded by middle-income housing units, and a huge shopping center on the final approach pattern, the problem seemed tremendous. Airport Manager Edwin Thurmond and Olin Young met to draw up some sort of action which might reverse the negative attitudes of the people in the vicinity. They knew it had to be a concerted approach into the community by every FBO and pilot who used Reid-Hillview.

First, they sent out a letter to about 400 persons, bringing the seriousness of the problem to them point-blank. In an unusual approach, they emphasized the actual plight of the householders. It was a fact—now—and something drastic had to be done about it. The pilots and FBOs had to be made aware of their responsibility in keeping noise at a minimum by not flying too low over the inhabited areas, and by conducting practice such as stalls only over open country. They had meetings with the pilots and FBOs, played tapes and

showed movies to demonstrate the harm an inept pilot could do the airport cause by sudden application of power on landing, or shallow-angle take-offs or landings. Manager Thurmond, and Tower Chief Young urged the pilots to improve their techniques, and to follow the new patterns, suggested to keep pilots from unnecessarily annoying or startling the nearby residents.

Once having gotten the important word out to the pilots, and seeing marked improvement from them almost from the first, Thurmond and Young next concentrated on the community. They **hand-delivered** 900 letters in the area, requesting that citizens identify their problems exactly. What was it that really irritated them about the airport? They promised immediate corrective action if it was at all possible. In their talks with the residents, they were surprised at the favorable response. They also noted that there was more favorable than unfavorable reaction to the fact of the airport location.

With the help of the FAA, Manager Thurmond presented and produced an 18-minute tape with slides to some 65 different civic groups and clubs. It was a plan to educate non-aviation oriented persons, bringing out the positive contributions of a community airport to business and transportation. It reminded that the airport represented a substantial part of the City's tax base; that \$1.9 million annual payroll meant some 220 jobs, and sales of \$11.8 million a year; and that no less than 10 percent of the more than 400 aircraft based at Reid-Hillview served local businesses.

One more idea remained to be tried. Young and Thurmond investigated local sports programs. They discovered that the Little League in that area had no home, that they had to wander around from one ball park to another. Despite the fact that Reid-Hillview was only a 200 acre piece, they made arrangements to construct 3 baseball diamonds directly in front of the terminal building. It worked. With the parents accompanying their kids, much was learned about aspects of aviation they had never known about before. Young and Thurmond, now with the aid of the FBOs in planning and accomplishment, went into the schools and established 36 flight scholarships annually. This is a continuing thing. A tax write-off for the FBO; a means of communication for the FAA; a way of involving instructors in schools, their pupils and their parents in the thinking of a world which is today more and more dependent upon all types of air transportation. The battle is not completely won, but the feeling progresses more and more for support of Reid-Hillview.

Information about this inspiring breakthrough and (to this date) a "save" of an airport can be had by writing to Marion Barnick (who is also Southwest Section Governor), a leader in the "idea department", as well as the action resulting in the fact that Reid-Hillview is still alive and contributing to the community in the Santa Clara Valley. It took much planning, many hours of time and energy, but in the end it was well worth it.

Board of Directors Meeting

by Ilovene Potter

Our President Pat McEwen called the Board together Sunday afternoon at 4:00 P.M. after the dedication of our building. We met at the big new conference table donated by the Chicago Area Chapter. This was a memorable occasion the first formal meeting in our new headquarters, we were all proud to be a part of the big 46th Anniversary event.

We voted a generous thank you from all the 99s to Lois Feigenbaum our talented interior decorator and her helper Loretta Gragg. Our thanks also go to Marilyn Copeland and her committee for the great job they did in coordinating the events for a beautiful dedication weekend. Last but not least our thanks to the Oklahoma Chapter for the many hours of work and donations that helped make this weekend such a success.

Marilyn Copeland gave us a report on the headquarters bringing us up to date on donations and the financial picture. Over \$5,000 was donated during the month of October, we can now go ahead with the Pullman kitchen so the girls will no longer have to carry water thru the building for coffee. A new list of needed items will be published in the 99 news in the near future. Marilyn asked that the flowers from the dedication be donated to the Childrens Convelescent Center at Bethany, Oklahoma.

Monday morning we met with the Powder Puff Derby Board and heard the sad news of the termination of the great race. Your 99 Board concurred with the AWTA Board that in the interest of safety and the economy as well as fuel situation the Race should be terminated.

Linda Hooker gave us a report on the new coloring book and it is now ready for the printers. We hope your children and Grandchildren will soon be bringing them home from school.

We next had reports on Life Members, our renewal program, items for sale and some small office procedures. Letters to the officers and board were read and acted upon.

The convention reports were read and plans for the next three International Conventions were discussed. The tentative date for Australia in 78 will be hopefully August 16-20, Lakeside International Hotel, Canberra. Watch the News for a full report when the dates are firm as we will have some exciting group tour plans for you to consider.

Bea Steadman gave us a run-down on the current plans, building concept, financing and displays for the museum. Bea will make her report to the members after her board meets the first of December. It has been suggested that the museum memorabilia be given temporary display space at our headquarters or at recognized museums in different areas. The museum board will bring us up to date

The 99 News Magazine Moves



Jerry Erich Publisher of 99 News.

This is the last issue which I put together as your editor. If the magazine seems top-heavy with my by-line, it is because these articles have been pushed ahead for others. Nevertheless, I felt they would be of interest, and rather than wish them onto your new editor, Sandra Lapsley, who will have her hands full with her own plans for our magazine, you have them now.

Moving the 99 NEWS to Oklahoma City seems to be the best thing to do. Our biggest efforts **should** come out of a central place. It is easier to handle from an information standpoint; and a full-time editor is the only way to go. We should, with the help of ALL 99s, be able to make our magazine self-supporting. The questionnaire you recently received was designed to interest potential advertisers. Remember, we cannot compete with the more than 200,000 circulation claimed by such magazines as AOPA's PILOT. Our more than 5,000 circulation might leave an advertiser wondering if his money would be well-spent in our magazine. He therefore must be told that our members

on their decisions, hopefully in the next issue of the News.

We reviewed our ballot counting procedures and the tellers committee's job and how it can be made more workable according to our S.O.P.s.

Mardo Crane has done an excellent job on our 99 News but feels she needs to spend more time on her personal business. We appreciate the really wonderful job Mardo has done for all of us and wish her well. The News will be moved to Oklahoma City the first of the year. Watch for the new mailing address. Mardo will now have time to be our Contributing Editor so we can still enjoy her writing talent.

We discussed projects for members and would like to encourage support of Wing Scouts, Amelia Earhart Scholarships, NIFA, and Air Education in the schools as well as in any organizations that you have contact with. Share your ideas with the rest of the members.



L to R: Editor, Mardo Crane; Publisher, Jerry Erich; Art Director, Joe Vriend.

would be interested in his product and are **able to buy it**. I urge you to cooperate with Sandra in directing potential advertisers toward the 99 NEWS. The questionnaire was a statistical thing, NOT a personal thing. An advertiser needs to know some of the reasons WHY the 99 member is an unusual target for his particular product...If you mislaid your questionnaire, drop a line to Headquarters. Your statistics will be needed.

I cannot bow out without telling you what a really great guy we have had in Jerry Erich, our publisher. He will be impossible to replace. He has been interested, loyal, and as you must agree, has put out a professional type magazine. Joe Vriend, with whom I worked closely on the actual production, is a talented young man who has had the interest of our magazine as a top priority on his schedule. Work it has been for all of us. But a great satisfaction to have served the Ninety-Nine organization.

I wish Sandra Lapsley the same in her new job. Its a big one but mighty exciting and worthwhile.



**Happy Flying
In 1976**

CHAPTER PERSONALITIES

Val Barbour



Val Barbour finds a Hunter a change from her Beech Baron, during a 99 visit to Thornhill Air Base. (Photo by Vic Wasserfall, courtesy "Rhodesia Herald")

By Betty Ambrose

99s in Rhodesia are very proud to welcome Val Barbour as a member. Val and her husband are a closely knit team when it comes to flying "Whisky Tango", their Beech Baron. While David modestly says "...leave me out of this," it is virtually impossible to exclude him when considering Val's flying world.

Val learnt to fly while she was at Rhodes University, Grahamstown, South Africa. In fact she was the first woman in Grahamstown to solo. She won a competition which entitled her to 6 hours flying—and in that six hours went solo! Parental opposition faded and her father even helped finance further training on the Aeronca. Later she did aerobatics on a Tiger Moth in Holland.

David had learnt to fly with the R.A.F. in Rhodesia and after the war was one of the pilots who flew Spitfires back to Rhodesia. This was believed to be an almost impossible feat but all eleven aircraft landed here safely. It seems inevitable that such a pair should eventually meet and join forces.

From owning a Cessna 172 in 1965, the Barbours have progressed first to a Mooney Super 21 and finally to the Beech Baron. They keep open ratings and we have seen Val out at the Flying Club checking out on every plane available, from the Piper Cubs to the Cherokee Arrow & through the Cassna range to the Reims Rocket. This is really thorough flying and the sort of dedication of which we 99s are proud.

Val agrees that women pilots are usually more careful and cautious than their male counterparts, although perhaps men can be more single-minded...and brave. Perhaps it is simply that women have that good old mother instinct which prevents taking foolish chances?

Val's competitive spirit has found outlets in the various races and rallies held in Rhodesia and in which she has done extremely well. They both have instrument ratings which they feel are essential. On long trips they alternate seats, so that Val's actual experience exceeds the 850 hours she has logged.

The only regret one seems to detect is that they did not start investigating the wonderful continent of Africa while it was still free. They have shared trips to the Comores as well as the coast of Mozambique and the loved neighbouring islands. Further ambitions to explore the continent are of necessity curtailed because of restricted fuel supplies and because existing political situations have changed the face of Africa.

Our discussion took place on one of the hottest days of this sweltering November (and at 5000' one feels slightly underpowered!) and it seemed strange that warm winter clothes were the next item on Val's busy schedule, but next month takes them to Europe where two young daughters will be introduced to the thrills of skiing; then back to real hard work in obtaining a Commercial Licence.

For a girl of Val's determination, this achievement should pose no problem.

Edythe S. Maxim



Edythe S. Maxim holds the Pilot-of-the-Year trophy presented to her by the Lake Erie Chapter for the 1975-76 year. She is the second winner of this coveted award.

LAKE ERIE CHAPTER'S PILOT-OF-THE-YEAR

Edythe S. Maxim, who has just joined the Silver Wings Fraternity (signifying 25 years since soloing) has been chosen to receive the second annual Pilot-of-the-Year award from the Lake Erie Chapter. A 99 since 1952, Edy has served in a number of official capacities in the All-Ohio Chapter as well as Secretary and then Vice-Governor of the North Central Section. She has also served elected positions in the Cleveland Women's Chapter of the National Aeronautical Association.

It was in 1950, six years after her husband earned his pilot's license, that Edy decided she better know how to land a plane in case it ever became necessary. And that decision started a whole new life for her. She went on to receive her instrument and commercial ratings; flew two Powder Puff Derbies, the Angel Derby and numerous local races. In 1973 she was an NAA scorer at Elmira, N.Y. for the Powder Puff and again in 1975 at the Toledo stop she served as an official NAA timer. Next year she will become Chief Timer at the Parkersburg, W. Va. stop for the "last" Powder Puff Derby.

Edy has logged over 1200 hours, has found a job in aviation—that of receptionist-secretary for Sohio Aviation Service, an FBO at Cleveland-Hopkins Airport, and whenever possible, flies the Beech Musketeer which she and her husband own.

This second annual achievement award by the Lake Erie Chapter is not Edy's first recognition of her accomplishments. She was awarded that distinction in 1958 and again in 1966 from the All-Ohio Chapter. Despite all this special recognition, Edy remains a quiet, unassuming chapter member, ready to do her part whenever she sees the opportunity.

Anatomy Of A Forced Landing



by

Mardo Crane & Aletha Harvey

If you have ever had the feeling that an airplane **didn't want you to fly it**, you can understand, to some extent at least, our feelings as we sat disconsolately beside the runway at Ord, Nebraska, definitely "out" of the 1972 Powder Puff Derby. The "wheel up" grease job on the grass was the last of the problems that had beset us since first taking on this lovely hunk of plane, a Comanche 400. With a three-bladed prop, we got the tips, and except for some grass in the tie-down rings, the aircraft was undamaged.

Perhaps we can dispell some of the rumors about our forced landing. We have been asked such questions as, "**What** were you doing in Ord, Nebraska?" (some 50 miles South of our course); "**Why** couldn't you get the wheels down manually?" (we didn't know until later that one of those three-way contractors pencils had been stuck in the mechanism which we were to pull up to throw the system into manual); "Didn't you get a good check-out in **that** plane—it's pretty hot!" (we each had fourteen hours, and thought we were pretty familiar with it.) It all goes back to those crazy gremlins, as we think you will have to agree as you read our tale.

The two first hurdles should have given us a clue, but we were eager. The plane had had an annual four months before the race take-off. It could not be more than three months. We had it annual'd. The Comanche had cantalever wing tips, so designed to make it go faster. These were adjudged "not standard", so we had them removed and replaced with the original wing tip.

After nine hours dual in the plane, Mardo decided to make a race pre-flight to Ogden. She got as far as Tahoe and the door popped open. The noise is, of course, unbelievable, and the ever-present danger of the door actually being torn off, then hitting the tail (and parachutes long out of style), made the flight back to San Jose a bit tense. Now was the time also when the radio began to have problems in transmitting—all at a bad time for Mardo. She came in on a forty-five angle to the downwind leg. Normal procedure. Calling in and getting no answer, she figured she wasn't hearing the Tower because of the cockpit noise. So she turned out of the forty-five and went back for another try. The same thing happened, and again she left the angle to the pattern. Once more on

the forty-five she thought she heard an acknowledgment. At least it was "Comanche Niner—", and the noise was too much. Turning onto downwind, she called again. No answer. About half way downwind, she made another call, and once more the Tower voice with "Comanche (unreadable)". She decided to come on in, for she could see only one other aircraft ahead. Landing, she rolled to the intersection, and requested that she be allowed to try to shut the door. This was acknowledged. But, it was no go. She taxied down to the gas pumps (with permission), and much to her surprise the main tank on which she had been flying was almost dry. Here was another clue which went unnoticed. (It was determined by inspectors after the forced landing that **both** main tanks were **syphoning gas in the air.**)

A third blow came when a woman pilot who was interested in buying the plane flew it, had the door blow open, and the engine cut out, but made it back to San Jose, only to be really eaten out by the Tower as a dangerous pilot because she couldn't hear (radio was now only intermittantly transmitting and receiving), but she missed her first pass at the airport, overflew, and came around. She landed, shaken and almost in tears after getting bawled out by an unsympathetic, and actually ignorant-of-the-facts Tower. She left the plane, and did not buy it, of course!

Despite this Mardo & Aletha tried twice more to make a cross-country test hop. Despite having the door "fixed" each time, it blew open twice. Somebody was trying to tell us something!

Time for the annual. The left mag had to be replaced, and eight sparkplugs. The throttle would not hold a position and kept jockeying closed. The radio seemed to check out on the ground, and we really were not aware of any radio trouble at this point.

At the starting point, the mags still didn't check out right, and there was eighty bucks worth of fixing, this time on the right mag. Still we didn't get the message.

The day of the take-off from San Carlos Airport dawned clear. Mardo had the numbers—Niner-Niner—solidly attached on each side of the tail section. She confided to Aletha that the only embarrassing moment was during inspection when she had forgotten her bifocal sun glasses, and couldn't see the turn-on knob for the navigation lights under the fire wall. Good old efficient Esther Grupenhagen hopped into the cockpit & fumbled around to find them. "Gad!" said Mardo to Esther, "That proves I've been flying daylight hours only!"

The radio checked on on the line. No problem, said the Tower. We lined up awaiting our Niner-Niner spot. Our take-off was exactly as we'd planned—low to avoid the incoming traffic to San Francisco—and according to instructions. As we made our turn-off across the Bay, we both saw at the same time—the fluid from the magnetic compass came cascading down

the firewall. When we levelled off our compass was floating in about half its kerosene. Utterly worthless.

"Well, we have at least fifteen minutes by the gyros," said Mardo. "And I know the way to Ogden."

No problem until we neared Winnemucca. They had warned us that the mountains would interfere with radio, so we weren't really worried. Yet, nothing came thru. Not the usual call-ins from other contestants, nor any replies from Winnemucca. Still we didn't worry. When we spotted the airport, and the runway we were to buzz before going on to Ogden, we began to call in earnest. No reply. "My god, if they don't answer when you cross the threshold we'll have to go around—and there goes the air race!" moaned Aletha. "Right!" Mardo agreed. (At this point we weren't transmitting but we didn't know it).

There was no answer as we crossed the threshold of that runway. Then just as we were about to pull up and come around, a voice said, "Niner-Niner. That's Niner-Niner OK." We looked at each other in relief. They **had** acknowledged! (What we didn't know was that the race members had partly blown off and they apparently were commenting—not acknowledging—they on open mike. We were probably disqualified right then.)

Still without compass direction, we made it to Ogden. We called in at the designated spots. No answer. We could hear others calling in over the VOR. We called and called. "We've got to circle," said Mardo. "That means we **are** out of it," Aletha said. "I don't know. We have been averaging way over our par speed," Mardo remarked, as she steered to circle the airport, wagging her wings hopefully. When nothing happened, they decided to buzz the line anyhow. "We are out of it so what's the diff?" Aletha reasoned.

They buzzed. Tower said, hesitantly, "Eight-niner, ah, three niner, ah, aircraft buzzing, if you receive, acknowledge." We wagged our wings. "Eight-niner, ah, three niner, make a hard left and land on one-six."

We made a hard left, and Mardo throttled back—one thing you never did in the tightly cowled Comanche 400. The engine quit, and they tried desperately to "hot start". No luck. At Ogden at about 1:30 PM. it was hot. With no prop to save them, they dropped in with a thud. They sat, not being able to see the Tower, and not being able to communicate. It took a tow truck about 30 minutes to rescue them, for no amount of "hot starting" would start the engine. The next morning the compass was fixed and one radio. We had used an unbelievable amount of gas, but still hadn't noticed signs of the gas syphoning out.

Things were going fine out of Ogden. Aletha was busily making fixes from VORs. Suddenly, she blurted, "We're out of electric!" And indeed we were. We tested for flap. Nothing. We were so near Sioux City—and felt we would have had enough gas to go on to Moline. Our engine coughed. Quickly we switched to the other main. We believed we were nearly a hundred miles out of Scottsbluff, and the

The 80-87 Problem

By Ann Pellegrino

Because Iowa pilots complained about not being able to purchase 80-87 aviation fuel at some airports in the state, the Iowa Aeronautics Commission (now the Aeronautics Division of the Iowa Department of Transportation) undertook during March 1975 a survey of aircraft owners to determine the extent of both availability of 80-87 and any problems that might be connected with alternate fuels.

Letters were sent to the major oil companies producing 80-87 to determine their policies concerning production. Letters were sent to lowans owning aircraft having engines of less than 225 hp. Of these 1800 questionnaires, about 1500 were returned with 1076 of these indicating that 80-87 was the preferred fuel.

Aircraft owners responding were asked the aircraft make, model and make of engine, if the engine was designed for 80-87 fuel, if difficulty had been experienced in obtaining 80-87, or if alternate fuel had to be used, and if so, how often, and did the use have any harmful effects on the engine.

The replies to: "How often have you had to use alternate fuel?" are as follows:

NEVER	31 percent
0-25 percent (of the time)	31 percent
25-75 percent (of the time)	20 percent
75-100 percent (of the time)	18 percent

If you used alternate fuel what harmful effects has it had?

NONE	83 percent
Fouled Plugs	11 percent
Burned Valves	3 percent
Roughness	2 percent
Other	1 percent

(not directly attributable to use of alternate fuel)

What does your engine manufacturer say about using alternate fuel?

DO USE	32 percent
USE WITH RESTRICTIONS	16 percent
DO NOT USE	30 percent
DO NOT KNOW	22 percent

If the manufacturer indicated "80-87 is recommended but in emergency a higher grade may be used" or "alternate fuel may be used" this owner fell into the DO USE category. If the manufacturer said, "If alternate fuel is used you should do so every 4th, 5th, 6th, etc. time" or "Alternate fuel may be used with new valves or increased inspection or additional leaning procedures," or "only low lead 100 can be used as alternate fuel" this owner fell into the USE WITH RESTRICTION category. If the manufacturer said "do not use alternate fuel" or "use 80-87 only" the owner fell into the DON'T USE category.

Of those in the state who required 80-87 only some 70 percent have had to use alternate fuel at some time or another. Only 40 percent have had to use it on a regular basis. Of the owners who have had to use alternate fuel, almost 85 percent reported no difficulty or harmful effects to their engines. Of these harmful effects reported only 3 percent were of an expensive nature, i.e. burned valves. Fouled plugs and rough running engines are nuisance problems which can be relieved through more frequent plug inspection and cleaning and more conscious mixture control.

One troublesome fact emerged — of the 984 owners who answered the question pertaining to modification of their engines only 20 said they had taken some precautions in using alternate fuel.

If an owner had an aircraft about ready for engine overhaul, the additional \$200 to \$300 to put in new valves or \$50 to \$100 for hotter burning spark plugs would not be a great burden because the cost would be spread over the next 1500 to 2000 hours of flying. If the owner had just overhauled the engine, it would be quite expensive. According to the survey, 55 percent of the owners have 200 to 1000 hours flying time left on their engines until the next major, 30 percent have in excess of 1000 hours to go, and 8 percent had less than 200 on their engines.



Ann Holtgren Pellegrino

Commissioner, Iowa Department of Transportation. Commercial pilot and flight instructor, 1966 to present. Author since 1966, lecturer since 1967. Member; Aviation Space Writers Association; Experimental Aircraft Association; Antique Airplane Association. Appointed by Governor Ray to Iowa Aeronautics Commission, May 1974; Appointed Governor Commissioner, Iowa Department of Transportation, July 1, 1974. Author: **WORLD FLIGHT, THE EARTH TRAIL.** Ratings: ASMEI CFIAI Ground Instructor: Basic, Advanced, Instrument.

terrain looked like alot of undulating ant holes. We now had no directional gyros, something, we knew, was wrong with our electric system (turned out that a field wire in the alternator had disintegrated "due to old age"), and for some reason the engine was cutting out. At the next cut-out Mardo switched to an auxiliary tank. Then she made a decision. They were so low on gas they might not make it to Sioux City. They'd try south, toward the 3,000-plus strip at Ord, Nebr., which was surrounded by grass.

Aletha had been working to get the gear down. The red handle simply would not budge. She got into the back seat and kicked it in vain. Watching a small tractor cutting the grass besides the long strip at Ord, when the Aux. tank sputtered, there was just nothing else to do but slide in on that good cushion...

Later, at the motel, Aletha said, with a groan, "Do you know what happened to that gear handle? I found the pencil that must have been stuck in there. Do you know what I did with it? I cleaned everything up and threw it out into the weeds."

So, the plane had the last word. It was flown back to Wichita, wheel down, and new gas caps to prevent the syphoning that had caused the "Fuel starvation", which had worried the inspectors. At last everyone was certain that it was not pilot error which had put Mardo and Aletha down on the turf wheels up. Somehow we should not have been so determined to beat all the warning signs. We should have followed those nagging hunches, and skipped the PPD in '72.

The survey indicated that there is a shortage of 80-87 caused by a reluctance of the oil companies to manufacture and inventory two different grades of aviation fuel. Could not one company manufacture the 80-87 and distribute it to other companies whose clientele express a desire for such.

Oil companies and engine manufacturers have done studies on this problem. What are the effects of using 100 octane? What are the effects of using low lead 100? Perhaps some of these studies could be included in follow-up articles on this problem.

While this is still another instance of the "little guy" in aviation having to experience frustration and in some cases extra costs, to not fight the loss of this lower octane fuel merely leaves the door open for other such happenings. If indeed, alternate fuels can be used safely, then perhaps the problem will be alleviated.

One major recommendation of the Iowa study was that a conscious and continuing effort be made to educate pilots about possible hazards and preventive maintenance that are involved in using alternate fuels. (Copies of this study are available from:

Aeronautics Division
Iowa Department of Transportation
State House
Des Moines, Iowa 50319

Early Bird Vignette



A WWII picture of Laurretta Schimmoler during her days in the WAC.

Laurretta M. Schimmoler
By Glenn Buffington,
Aviation Historian

Laurretta Schimmoler (license No. 15907) not only spearheaded the formation of the first 99 Ohio Chapter, at Cleveland, in October 1932, but she also served as the first North Central Governor during Amelia Earhart's first tenure of office. Then she was elected International Secretary-Treasurer during AE's second term and the first year of Margaret Cooper's Presidency.

Laurretta had learned to fly two years previously and was running a poultry hatchery when she became embroiled in a civic controversy which led to her developing and managing the Municipal Airport at Bucyrus, Ohio. With a Waco 90, an Arrow Sport and a Kinner New Standard she established the Bucyrus Institute of Aviation, before moving to Cleveland with Vi-Airways where she headed up all women's activities.

Miss Schimmoler says her most gratifying contributions to the aviation-scene have been fourfold, along with the Ninety-Nines affiliation: the management of the Bucyrus Muni Airport, founding the Aerial Nurse Corps of America (the forerunner of the Flight Nurse), helping to make the motion picture "Parachute Nurse" by Columbia and founding and organizing the Amelia Earhart Post of the American Legion at Glendale, being its first and seventeenth Commander.

It was in 1932 also that she laid the original groundwork for the Aerial Nurse Corps. The following year she went to Los Angeles where she became secretary to Capt. Ira C. Baker, later Gen. Baker. During WWII, Laurretta served in the WAC; Fort Des Moines for basic and then to Operations at Fairfield-Suisun (now Travis AFB). During the filming of the Air Force documentary "Parachute Nurse", she played the role of Capt. Jane Morgan.

Many recognitions, awards and honors have been given Laurretta. Among others,

in 1966 at Las Vegas during the Aerospace Medical Assn. Convention, the Surgeon General of the Air Force, R.L. Bohannon, presented her with a citation officially making her an honorary Flight Nurse. The Chief of the Flight Nurses presented her with official wings at the Flight Nurse Section banquet at that time.

Early in 1968, Laurretta was invited to join in a week-long celebration of the 50th anniversary of the School of Aerospace Medicine at Brooks Air Force Base, Texas, and the 25th anniversary of Flight Nursing. Here she extolled her expertise by speaking on the subject "Flight Nursing: A Vision."

Much of the Schimmoler memorabilia is now housed at either the Aerospace Medicine Museum at Brooks AFB, San Antonio, or with the Bucyrus (Ohio) Historical Society. Over forty-five pounds of Aerial Nurse Corps material was sent to Brooks; included were records of events which preceded instigation of the Corps, pictures and token, the French blue serge uniform and the official flag of early days and a picture of the first Douglas airplane used as an army ambulance. At Bucyrus, the museum has the pictures taken by Columbia, script, contract, etc., as well as

select mementos from Laurretta's Institute of Aviation days.

After the war finale, she went into civilian life and was last affiliated as a detective with the Los Angeles County, Calif., sheriff's office.

Last year while disposing of some of the American Legion Post's archives, Laurretta made arrangements for the beautiful oil portrait of Amelia Earhart to be presented to Purdue University to be hung in Earhart Hall.

She resided in Ohio from 1967 to 1970 but decided on the warmer climate for retirement. In spite of being plagued with a sight problem, Laurretta still enjoys apartment living at 200 East Lomita, Glendale, CA. 91205.



The 99 banner unfurls at Cleveland during the winter of 1932—(left to right) Laurretta Schimmoler, two unknowns, Amelia Earhart, Abby Dill (Haddaway) and Peggy Lennox (Drown).

The New Stimulator

By Marlon Barnick

A new **stimulation** for flying? How about a **flight stimulator**? It really may not be new—but have you ever seen one in a Public Library—**your** Public Library—on loan from **your** 99 Chapter?

Do **you** tell something about flying to several non-flying somebody's (anybody's) every week? Shirley Winn of Sacramento Valley Chapter has her cards announcing "I Love To Fly". I spent three months telling at least one non-flying person per day about our airport—or some little thing of aviation—and got a lot of really good feedback—also a lot of blank expressions because they just didn't know enough to ask a single question. Sort-of sad, that one.

Ask your local Librarian if that library would like the **loan** of your no-cost **flight stimulator**. They might appreciate a display about "Transportation—visit the local airport during a special week" and alert the FBO's to be watching for possible new flight students. A supply of out-dated charts could be made available once a week; not too many at a time, so they are always used.

So what is this thing? The **stimulator** is a wooden mock-up (Hammer-up) with spring-feel to both rudders and wheel. The instruments are paste-on or paint-on dials and can be positioned for either Cessna or Piper. Collins Radio gave me some decal type dials that might be especially fancy.

The "Check List" is actually an ex-plantation as well. It tells what the in-

strument is, how it works, and what it is for—in a very simple way. A note could be



Marlon Barnick stands by the Stimulator at Couer d'Alene.



A stimulator — so simple you can make it. A great way to interest and inform the public.

added to the bottom to ask a librarian for a "real" air chart. The check list is laminated in plastic and fastened to the **stimulator** with a long enough chain to read it easily from either the library chair pilot or co-pilot position.

OK, so you can't build a box—well, some of the persons I contacted were: Manual training dept. heads in the high and jr. high schools—even one community college; a jail (correctional facility) farm for part of their training program. The jail farm will do some when I can come up with our tax-exempt status letter for them. To most schools I give one set of plans, two sets of dials and ask that they build two and give me one.

Stimulator I could be the first one loaned by the 99 Chapter; **Stimulator II** and so on. The name tag should even have a member's name for any kind of aviation information or 99 information or what each Chapter wishes.

The **Stimulator I** took to Coeur d'Alene got a fair amount of use and there were hardly any children there, and all the adults were already pilots. The machines can be nailed together or put together with bolts and be dismantled for carrying in smaller space.

Plans and information may be obtained from Nina Rookaird, SW Section Air Age Chairman, 1779 Sharon Dr., Concord, Calif. 94519; or me — Marion Barnick, 175 Kirk Ave., San Jose, California or C-o Airport Properties, 2660 John Montgomery Dr., Reid Hillview Airport, San Jose, Calif. 95122. A great introduction to flying!

Nebraska 99 Promotes International Friendship

By Sharon Meyer, Nebraska Chapter

Nebraska 99, Val Darling, served as our "ambassador-at-large" during her four-week trip to Europe this past summer. Val participated in a German Study Institute sponsored by Wayne State College, Wayne, Nebraska. While in Europe, Val expanded her study of culture by becoming acquainted with some of our sister 99s.

Val's first stop was Frankfurt, Germany where she met 99 Ursula Wagenbach, a former stewardess for Pan American and Lufthansa Airlines. The rendezvous point for Val and Ursula was the Frankfurt train station. Locating a stranger in a busy train station might pose a problem for some people, but not for Val and Ursula. The problem was readily solved when Ursula suggested that Val look for a person holding a 99 News! Ursula entertained Val in her home and they also enjoyed visiting the Goethe Museum in Frankfurt.

In western Germany, Val met with Dr. Marie Luise Wessel of Soberheim. Marie is a chemist for a pectin factory and flies her own French Rallye. Marie and Val flew to the North Sea to sun bathe. Upon return, they enjoyed a bratwurst barbeque behind the hangar on Marie's airstrip.

In Nuremburg, Val made an acquaintance with Maria Volkman, who owns and manages apartment houses. They visited many interesting landmarks and enjoyed a night on the town.

Val's last stop was Brussels, Belgium, where she met with 99 Jacqueline Cousins. Jacqueline, a charter pilot, owns a Beech and a Stinson. Val and Jacqueline toured the city of Brussels while exchanging stories of their flying experiences.

Val and the rest of the Nebraska Chapter extend a warm welcome to the new German Chapter of the 99s. We're proud that the common interest of women in aviation helps 99s from far corners of the earth listen and learn from each other!



Val Darling, Aurora, Nebraska, and Dr. Marie Luise Wessel, Soberheim, West Germany, plotting their trip to the North Sea.

Lifeguard Flights

by Linda Haedge

"Lifeguard Flights" have become an important activity for the Minnesota 99s. More than an activity—a community responsibility and service that we are proud to be able to provide.

It began in early 1975, when one of our members gave a talk on Women in Aviation, to a local Kiwanis group. One member of the audience is a director on the National Red Cross Board and as the 99 talked, the idea of cooperation between Red Cross and the 99s took shape. It went from there.

To explain the Red Cross situation briefly: the collecting of blood from volunteer donors, processing it into components and distributing it to those in need is a major program for the Red Cross. The key here is component therapy, i.e., giving an ill or injured patient only that blood component which his situation requires, rather than giving him whole blood. It means that one unit of donated blood can help several patients, rather than just one.

The major components which are normally and regularly obtained are platelets, cryo-precipitates, red cells and plasma. Component therapy has been in practice for about 10 years and in the last 3 years alone, has dramatically increased. Where 900 units of platelets in one year were used, now the demand is 20,000 units per year and increasing continually.

A major factor in processing components is TIME—which is where the Minnesota 99s come into the picture.



Flying blood for the American Red Cross are (L) Sally Woodburn and (R) Linda Haedge, who head the "Lifeguard Flights" on behalf of the Minnesota 99s.

Due to this increase in demand, the Red Cross bloodmobiles are going further afield, out of the metro area to obtain a sufficient supply of blood. The St. Paul Regional Red Cross Center covers 14 counties in North Iowa, 16 in Wisconsin, 1 in North Dakota, 5 in South Dakota, and 62 counties in south and central Minnesota. The processing for platelets must be completed within 4 hours of the time the blood is donated. Land transportation cannot return the blood from outstate communities to St. Paul, within this time span...but, the 99s can. One to three flights are made each month. On each day we fly, we make 3 pickups at 2 hour intervals, during the day, bringing in approximately 140 units each day to St. Paul.

Fifteen 99s are involved currently. For each day, 3 gals are designated as pilots and 3 more are available as back-up pilots. Should a designated pilot be unable to make a flight, for whatever reason—fouled spark plugs, head cold, etc., the back-up pilot would step in.

We have a list of operating procedures to follow, covering everything from timing of flights to allow for a possible back-up pilot to take over, to emergency steps to save this perishable cargo in case the flight cannot be completed.

Red Cross volunteers bring the blood from donation sites to our planes and more volunteers meet us in St. Paul, to whisk the blood to the processing lab.

Side benefits have come our way:

1. The tremendous feeling of satisfaction on our part in knowing how vital our service is.

2. WE ARE FLYING! The Red Cross pays our gas and oil expenses; we are staying current for all hours of operation; proficient in using the Twin City TCA. ATC and Tower Controllers give the "Lifeguard Flights" unquestioned supports. All adding up to a more professional attitude on the part of the Minnesota 99s.

4. On a number of occasions, Red Cross and news media representatives have gone along on flights to observe the procedures; an excellent chance to promote 99s and General Aviation.

5. The St. Paul Regional Red Cross is very pleased, delighted and thrilled with the success of the project.

6. The National Red Cross is looking at this project in terms of a national effort. We are apparently a "first".

Flying on to

NEW HORIZONS

(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")

ROBBIN MILLER DICKS

Robin Miller Dicks, a former Vice-Governor of the Australian Section, died on December 7th, 1975.

Up till two months before, though in constant pain, Robin was on call, day and night, to pilot the Flying Doctor planes, until the time came, in her own words, that she "just couldn't fly any more". She remained full of her special kind of courage to the end.

It is tragic that such a gay, brave and valuable life should be lost, not only to the ranks of women pilots, but to society generally. Most of her 6,000 hours were flown in the service of others in the course of her work with the Royal Flying Doctor Service, bringing the "mantle of safety" to the Western Australian outback, both as highly qualified pilot and nursing sister, a unique combination of skills.

She was one of Australia's great pilots. Her memory will always be held with love in the hearts and minds of all who had the privilege of knowing her, be it other flyers or the countless numbers of patients whose health and lives she saved in the aircraft she flew.

To her beloved husband, Dr. Harold Dicks, the Federal President of the R.F.D.S., and her partner in so many aerial and medical ventures, we send our deepest sympathy.

Helen Blackburn

WIER ALDRIDGE MERCHANT

Wier Aldridge Merchant, of Beaumont, Texas, died after a long illness in October. She was a charter member of the South Central Section. She attended the first annual meeting in Chicago in 1930. She was a close friend of Letha McCullah Crittenden, charter member of the 99s. She is an "old-timer" whose early dedication to flying will make her missed as she flies on to "new horizons."

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NEWS BRIEFS

International Forest of Friendship

Jerry B. Roberts, Chairman

A dream has become a reality! Through the tenacious and conscientious efforts of Fay Wells, the support of the City of Atchison and the efforts of Kansas State University Extension Service The International Forest of Friendship has taken form. The walks have been laid out, the trees are growing and the time has arrived to begin Memory Lane. This feature will be of interest to all 99s as well as any who have an interest in the development in aviation. You will have the opportunity of honoring the great and near-great of your acquaintance, chapters will be able to join in an effort to recognize those "special"

leaders of whom they are so proud. Sections will want to honor past and present governors and the International should pay homage to those who have served with dedication and contributed to the fine growth of this organization. As you read, I know names of many who have inspired you come to mind. Now is the time for you to propose sponsoring one you feel should be honored in The International Forest of Friendship. You may send a check to the order of Paul Allingham, Publisher, The Atchison Globe, Atchison, KA 66002, in the amount of \$100 for each honoree, and be sure to list the honorees.

NOTICE 1978

Australian Convention

Your Board is gathering information, in conjunction with the Australian Section, to determine the best tour arrangements for the 1978 Convention. In the meantime, we wish to advise that NO transportation or tour arrangements have been approved by the Board. We would urge all Ninety-Nines to make no commitments until your Board gives its final recommendation.

★ ★ ★

IN THE SPIRIT OF 99s—AND IN THE SPIRIT OF '76!—a Friendship Tour en route to the 99 Bicentennial Convention in Philadelphia!

Visit historical areas located in the Middle East Section during the week preceding the Convention. Be a part of a Friendship Tour. Plan your own itinerary. Arrive by plane (private or commercial), by train, by bus, even by auto.

The Friendship will be extended by Middle East Section 99s who will help to plan your sightseeing, lodging and some very special treats. Tell us what you'd like to see. Watch for the exciting details in a future issue of the 99 News.

Irene Wirtschafter
Chairman, Middle East Section Friendship Tour

Who Governs the Ninety-Nines? Has Your Chapter Had Its Say?

By this time, your chapter chairman should have received forms to be used in the nomination of candidates for next year's international offices. The importance of your chapter's participation in these nominations can not be overstressed. Unfortunately, however, out of 151 chapters, only 35 submitted nominations last year.

For the Ninety-Nines to carry out the important projects which lie ahead, we must continue to strive for top-level leadership. Leadership recruited and nominated from chapters in every part of the world. So if your chapter has a person with the potential to lead—or if you know of someone in another chapter who you feel should be nominated—for goodness sakes take steps to make sure that their hats are thrown into

the ring.

We know that Ninety-Nines would "rather by flying"... but the future of our organization depends on your willingness to take the few minutes it requires to participate in the nomination of candidates for these important offices.

Complete forms are required to be in the hands of the International Nominating Committee Chairman by March 1. Each nominee should prepare six copies of her history and one copy of the acceptance form, so that the Nominating Committee can prepare its report for our Board of Directors at the spring board meeting.

ACT Now to complete these nomination forms and discover how good it feels to have HAD YOUR SAY!



Current Decisions In Aviation Law



Aviation Law

By Sylvia Paoli

On June 25, 1968, a Beechcraft Baron crashed after a take-off from Fullerton, California about 1:30 p.m. Five lawsuits arose out of the crash in what was to become one of the landmark cases in the relatively new area of "product liability," the holding of the manufacturer liable for the sole reason that his product was found to be defective.

The pilot, Gregory, had been employed for almost five years as chief pilot for a corporation of which the plane's owner, Jones, was chief executive officer. He had flown Queenairs, Barons, and other Beechcraft planes, and was considered an excellent pilot. Delivery of the plane had been taken by Forston, one of the employees of the local Beechcraft dealer, and Forston subsequently took Gregory on two familiarization flights. After repair of a prop-feathering mechanism on the left engine which had been found not to operate properly, Gregory took delivery of the plane for Jones, and flew it to Fullerton Airport for the installation of some \$11,000 worth of radio equipment.

The take-off on the 25th was for the purpose of flight-testing the newly installed radio equipment. On board the plane besides Gregory were a radio mechanic, the owner of the radio shop, and another

person. During acceleration down the runway after initial lift-off—barely cleared the six-foot high chain-link fence at the west end of the runway. The plane made a gradual climb to approximately 300 to 400 feet above the ground, then made a shallow turn toward the north and climbed to an altitude of 600 to 700 feet, at which point the right wing dipped, indicating another right turn. Shortly thereafter the airplane began a right spin to the ground.

As early as March of that year, a condition in the fuel system of the Baron model that in certain circumstances caused fuel starvation had been recognized by Beech. A report of Beechcraft tests stated that the engine, on the outside of a 90-degree turn to takeoff, would malfunction with any fuel quantity less than 25 gallons in each tank—a phenomenon known as "fuel unporting."

Correspondence as to how the information should be made available to owners of the Baron airplanes was in progress with the FAA at the time Jones obtained his airplane. Written information on the subject intended to warn owners was circulated by Beech shortly thereafter, but had not reached Jones or Gregory before June 25th.

The defense argued that the engine failure was the result of the pilot's having switched on the reserve rather than the main tank on the right side. However, this was adequately explained as the natural thing for the pilot to have done when the main tank failed to feed fuel into the engine. The cause, therefore—"fuel unporting"—as established by expert testimony, was not at issue on appeal, but only amounts of damages awarded the heirs of the decedents.

The lower court jury had awarded each of the five plaintiffs—the pilot, his three passengers, and the owner—\$3,450,000 in punitive damages, and varying amounts from \$82,000 to \$2,000,000 each in actual damages. The judge felt the damages excessive and reduced the actual damages

down to a range of from \$90,000 to \$1,250,000 each for the heirs of the four in the airplane, and eliminated the punitive damages altogether.

Actual damages are based upon a combination of: (1) present value of the future contributions from the decedent to his surviving heirs; (2) the value of any personal service, advice or training that probably would have been given; and (3) the value of the decedent's society and companionship. Punitive damages are those awarded primarily to punish or make an example of the wrongdoer, and usually require some form of malice, bad faith, fraud, or misrepresentation to be present.

Here the plaintiffs claimed fraud and misrepresentation because of the airworthiness certificate openly displayed in the plane and placed there by Beechcraft. However, the plaintiffs failed to further prove **reliance by a specific person** on that certificate, as required by law to prove fraud and misrepresentation. Thus those charges could not be considered in awarding damages to the heirs.

The importance of the case stemmed from the size of the damages—even excluding the punitive damages—awarded on the sole basis of defect in the fuel system. Once proven, the fact of that defect allowed no defense by Beechcraft.

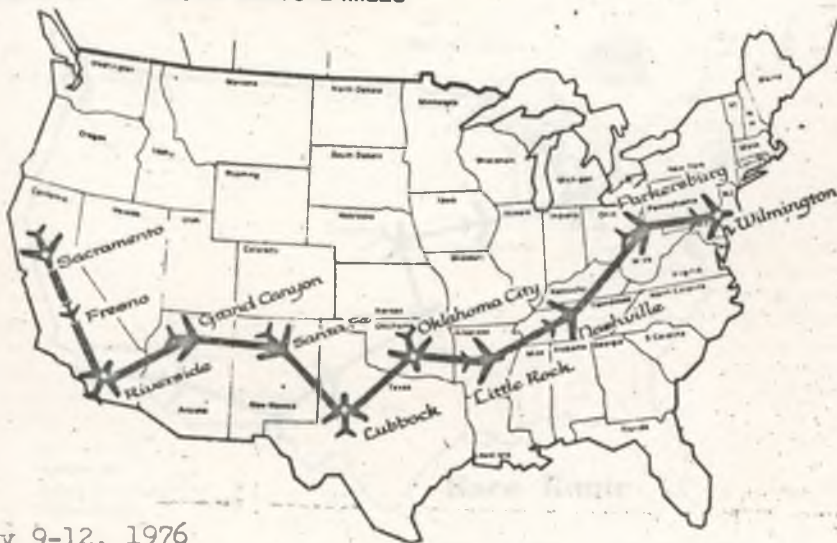


Dave Ellis presented second place trophies to Natasha Swigard for the Kachina Doll Race. Brenda Davis, the co-pilot was unable to attend the Awards Presentation.



Roadrunner racer co-pilot John Nelson accepting the trophies for himself and pilot Cliff Swigard for taking second place.

RACE ROUTE - 2915.70 STATUTE MILES



July 9-12, 1976

Last Powder Puff Derby

REMEMBER...

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GOES TO HEADQUARTERS

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

Safety Education

Marilyn P. Hibner, Chairman

Each of you who reads this column should note whether or not your section and chapter name appears in the below listing of participants in the Safety Education program to date. If you do not see your section and-or chapter name appearing, get after your Governor or Chapter Chairman to determine why. They have all received requests in the mail from me for Safety Education chairman appointments. Look at the list below to be sure your chapter (section) is eligible to contend for the Safety Education Award to be given out to the Section with the most Safety Education points earned before the 1976 International Convention. Get after them—your time is running out to be a contender.

The following Sections-Chapters have already acquired points by returning the forms appointing Safety Education Chairmen and Public Speaker Chairmen:
SOUTHEAST SECTION

Kitty Hawk Chapter

Tennessee Chapter

Memphis Chapter

NEW YORK-NEW JERSEY SECTION

NEW ENGLAND SECTION

Connecticut Chapter

Northern New England Chapter

Eastern New England Chapter

(Listing compiled November 27th, 1975 to make Newsletter deadline)

The deadline for getting in point accumulation forms is June 30th, 1976, for appointments and activities held, to be a contender for the award.

Reminding you again that each Section should have a Safety Education theme-speaker-program for one of its two Section meetings in the year. If you did not have such a program at your Fall Section meeting, please get plans underway for your Spring Section meeting program; and don't forget to mail in your point recording form after the activity is over.

A reminder also to the Middle East Section that, as hosting Section of the 1976 Convention, they should be planning a program for the Convention on Safety Education for one of the convention activities. This is part of the Safety Education SOPs. Contact me for any help you need.

With spring not far away, contact your local FAA GADO offices and discuss planning a Safety Check Ride Clinic at a local airport. The FAA can have their Accident Prevention Counselors present to give safety check rides to those who attend the clinic and the Ninety-Nines can act as coordinators, etc. These are voluntary

rides and do not jeopardize the pilot's license-ratings. The checkride clinic can be done in conjunction with a ground safety clinic also. Get involved in such a clinic and contact me for reservation booking forms, APC informational forms (i.e., aircraft current in, etc.).

Make plans for a sponsorship of a ground safety clinic with the FAA. Our President would like to see every Chapter sponsor such a clinic (at least one per year) before the year is up; and sponsorship of a clinic will earn Safety Education points for your Section. Such a clinic and an A.W.A.R.E. program could well be held at the same location and time. For those of you not familiar with A.W.A.R.E., it stands for "A Wife's Awareness Reassures Everyone" and it was founded by the Phoenix Chapter. It would offer an opportunity for Pilots to attend the safety clinic while their spouses, in another room of the building where the clinic is held, attend the A.W.A.R.E. clinic being run by the Ninety-Nines.

Phoenix chapter works a "fashions for flying" show into their program. Running a safety clinic and A.W.A.R.E. together offers the fringe benefit of the pilot being able to get the spouse to participate in a function to do with flying—togetherness. The A.W.A.R.E. clinic and safety clinic participants can join at the conclusion of the evening in one room for refreshments and informal talk. Phoenix Chapter has SOPs available to anyone wanting to offer an A.W.A.R.E. clinic to the public.

S.A.F.E. was founded by the Long Island Chapter. It is a seven-week seminar offered to those of the public who have a fear or apprehension of flying (either on commercial aircraft, light private aircraft or both). Each of the seven sessions deals with a specific aspect of being introduced to aviation, aircraft and pilots-crew by giving the participants factual knowledge by lecturers on the specific topics. It is offered for a pre-determined "donation" to the Chapter by the participants in advance for the sevenweek course, ending with an orientation flight for any participant. The Long Island Chapter has had 80 per cent success with the program each time it has been offered.

The project is a good fund-raiser for the Chapter and is badly needed by the public (85 per cent of our country's population has not flown, of that only 20 per cent of the 15 per cent flying really enjoy the flying they do as passengers). Long Island Chapter has very extensive SOPs (over 100 pages long) available to those who wish to offer a S.A.F.E. clinic. **Both AWARE and SAFE programs have a point value toward the Safety Education Award for Sections.**

Copies of log book pages are no longer required for the "pilot safety" maintenance program.

Members working on this program who plan to submit their completed forms for point recording should make certain they enter each of the items in their log books with a thorough description of what they did on the flight (whether solo or dual) so that the CFI asked to certify same will have full information available to him to

determine that all items have been performed at the proper time periods. These forms carry a heavy point value towards the Section point system—since the point value was set to emphasize the importance of constant individual-member safety maintenance and proficiency of skills and alertness. Please encourage this aspect of the safety education program.

Pennies-A-Pound (for those who still don't know about the event) is the offering of short pleasure flights (about 15-20 minutes duration) by the Ninety-Nines chapters to the public for a "donation". We request a fixed donation from children and men, and a donation of a penny or 2 cents or higher per pound for each pound of a woman's weight, for the flights which are given in Ninety-Nine member-owned aircraft or other aircraft donated for use for the event by friends of the Ninety-Nines. It is a good fund-raiser, IF you can get sufficient aircraft to carry off the event successfully. Insurance is required on the aircraft used and the chapter should buy the group coverage available from headquarters for \$25.00 to cover the chapter against liability claims that could arise from a mishap in the event. The group coverage from headquarters does not cover the aircraft or its owner; it only covers the chapter as the offeror of the event. The owner's insurance will cover the owner and his or her aircraft. FAR 61.118(d), deals with Private License pilots flying for such purposes being allowable under their privileges. So we ask for "donations" for the rides rather than "fees" or "costs" or "charges." SOPs are available on Pennies-A-Pound, and Susie Sewell is a specialist on the liabilities involved for which you should be covered for such events.

This is not the event for the very low-time infrequently flying private pilot to volunteer her services. To date, these events have been very successful in the Ninety-Nines. They, too, carry points toward the Section Safety Education award.

PARTICIPATE—PERFORM AN ACTION FOR SAFETY!

National Intercollegiate Flying Association

by Page Shamburger

The regional competitions are over and the top 26 colleges and universities in college flying are the first winners. These will fly-off for the nation's top college team the last week-end in April at Embry-Riddle in Daytona Beach, Fla.

Ninety-Nines are coming through, as always, with assistance and with donations. At the regional meet hosted by Middle Tennessee State, eight 99s took up judging chores. In Melbourne, with Florida Institute of Technology as host, 14 gal fliers, mostly 99s with some potential members, and two husbands and one

Ninety-Nine News

guest took over all the judging. We are sure other regionals had help from 99s but that news hasn't filtered back yet.

Deep South Chapter and the Kansas Chapter have joined Carolinas, Colorado, and Long Island in donations, and they are appreciated. The new associate membership in NIFA for interested individuals is a big financial boost for the college fliers. Memberships are available for \$10. per year. That \$10 goes into the fund for supporting the college kids and the membership gives 10 issues of Contact, the college flying newsletter.

Sally Turner, Southeast Section's NIFA Chairman, and Thon Griffith, International Secretary, are recent joiners, and that too is a big help. **If you'd like to support the college students and read all about what they're doing, it is \$10., tax deductible, and can be sent to Fran Sargent or to me.**

We'd like to extend a personal invitation to any or all of you to join us for this year's annual Champion of Champions meet. It is the last week-end in April; the 99s are hosting an open house coffee all day Thursday and Friday for lady pilots, and we'd like you to work and play with us. Norma McReynolds, Fla. Spaceport Chairman, is working with NIFA Vice-president gal-named-Sam for room reservations on the beach for us all. Requests must be in by March 1, so—let Norma know if you can come to Daytona Beach. Please do.

Can you help us with donations? It is tax deductible and checks should be made out to NIFA—sent to me, Fran Sargent, or to NIFA Exec. Director Prof. Harold Wood, Parks College, Cahokia, Ill. 62206.

Headquarters Library News

**Dorothy Niekamp,
International Librarian**

The headquarters is now a reality and as part of the new building we have a library, small but functional and growing.

The primary emphasis will be concerned with collecting materials pertaining to women in aviation, with special emphasis on Ninety-Nines. We have a shelf set aside for items concerning Amelia Earhart. As a part of this we are happy to note that we have copies of her **Last Flight, The Fun of It, and 20 hrs, 40 min.**, the latter two being autographed copies. Other items on the AE shelf are various and sundry biographies and items speculating on her last flight.

We have also set up a shelf for materials by and about 99s. Hopefully this will be one area that will grow rapidly. In this we need your help. If you have written and published any book or article, we would like you to send a copy to either headquarters or to myself, even though it may or may not concern aviation. Items by non Ninety-Nines will have to be aviation related. We especially wish to thank Jo Eddleman and Sheila Scott for the donation of their books, **Cows on the Runway** and **I Must Fly**.

All of the books now in the library have been cataloged, placed on the shelves and a card catalog for their use has been set

up. As new items are added they will be cataloged and cards made so that, in time, we can have a useful collection of materials. The next project will be to gather together and catalog various other items discovered during the move and items donated during the dedication week-end.

In order for our library to grow we need your help. If you have any materials concerning aviation, whether they are on the techniques of flying, biographies of pilots, or the history of aviation, we can promise they will have a good home, be cared for and hopefully used and enjoyed by others. We are especially interested in obtaining items relating to the activities of the WASP's during World War II.

So that you don't get the idea that all we want are old items, there are many fine aviation books being written today, and since we have no budget to purchase new books, donations will be gratefully accepted. PLEASE—one important request—before sending any materials please check with either headquarters or myself to see if we already have it in our collection. One additional copy would probably be welcome, but not several dozens, as we are simply not equipped to handle numerous copies and items not directly related to our basic interests.

Remember our library is for 99s to use and for 99s to help it grow. In future columns we will report on the growth of our library. We will not restrict the use of our library materials to just 99s but will welcome all, the only request is that the items be used at the headquarters building.

Roster Additions

AUSTRALIAN SECTION

Lyon, Margaret Edna (Alan)
7 Mountain View Road
Heathmont, Victoria, Australia
729 4874

Duxbury, MA 02332
617-934-5787

Northern New England

Huetteman, Jane Elizabeth
11 Madison Lane
Merrimack, NH 03054
603-424-2041

MIDDLE EAST SECTION

Central PA
McClure, Dorothy Baker (RI)
(Walter)

RD 1, Box 45
Ebensburg, PA 15931
814-472-9887 472-8632
Hampton Roads
Barnett, Sherry Douglas (John B., Jr.)
Route 3, Box 305
Williamsburg, VA 23185
804-564-3015
Conatser, Rosemary Bryant (RI)
(Douglas)
1483 Poinsetta Arch
Virginia Beach, VA 23456
804-427-3918
Stevens, Betty McKay (Clayton C.)
507 Spinnaker Road
Newport News, VA 23602
804-877-3489
Williams, Margaret H.
965 Redwood Circle
Virginia Beach, VA 23462
804-420-6207
Maryland
Zantow, Rosmarie (Dr. Joachim)
801 Almond Ct.
Heritage Woods
Bel Air, MD 21014
301-836-7492

Virginia

Rand, Jean Brown
2918 Linderwood Drive
Mechanicsville, VA 23111
804-798-6816

Wash. DC

Curtis, Janice Lucille
4901 Seminary Rd., No. 1301
Alexandria, VA 22311
703-931-8821
Ellis, Mary Duncan
3316 Sleepy Lane
Falls Church, VA 22044
703-534-6514

SOUTHEAST SECTION

FL Spaceport
Flaherty, Elaine C.
1855 Cassat Avenue
Jacksonville, FL 32210
904-384-3219
FL Suncoast
DeLaurentis, Betty C. (Louis)
4700 46th Avenue, No. 4
St. Petersburg, FL 33714
813-522-9112
Laboda, Sheila Lois (Dr. Gerald)
5089 Northampton Drive
Ft. Myers, FL 33901
813-936-8297

NORTH CENTRAL SECTION

Cape Girardeau Area
Callihan, Susan K.
316 East Kentucky Avenue
Blytheville, AR 72315
501-763-3472
Clanahan, Mable Lillian (Cecil)
2709 Shady Lane
Poplar Bluff, MO 63901
314-785-2913

Chicago Area

Creegan, Lynn Diane (John T., Jr.)
1538 Plymouth Circle
Carpentersville, IL 60110
312-428-1839
Taranucha, Lisa Luba (RI)
P O Box 133
St. Charles, IL 60174
312-584-0367

Gtr Detroit Area

Bone, Janet Virginia (Clyde J.)
12013 Heyden
Detroit, MI 48228
313-835-0959
Mack, Anita
3911 Highfield
Royal Oak, MI 48072
313-549-0595

Michigan

Battin, Kathryn Wye
708 Stockton St.
Flint, MI 48503
313-235-9469
Dolehanty, Teresa Lee
9210 So. Nichols Rd.
Gaines, MI 48436
517-271-8659
Swaby, Sheila Moranda (Lee A.)
711 East Mitchell
Potoskey, MI 49770
616-347-7372

Quad-City Area

Normoyle, Harriet L.
3311 34th Street
Rock Island, IL 61201
309-788-6450

Wisconsin

Owens, Jeanne Coonen (Dan W.)
1040 S. Hunt St.
Neenah, WI 54956
414-725-8335

SOUTH AFRICA SECTION

Transvaal
Leitch, Greta (Ian)
P.O. Box 65064, Benmore
Transvaal, South Africa 2146
784-3111

SOUTH CENTRAL AFRICAL SECTION

Rhodesian Flame Lily
Barbour, Valerida Catherine (David M.)
Box 371, Salisbury,
Rhodesia, Southern Africa
882304
Nicolle, Elizabeth E. (Philip C.)
Chisaki Farm, P. Bag 7506
Sinoia, Rhodesia
Southern Africa
249312

EAST CANADA SECTION

First Canada
Lee, Patricia (Raymond)
21 Dinnick Crescent
Toronto, Ontario M4N 1L4
Canada
482-5297

NEW ENGLAND SECTION

Eastern New England
Cattell, Agnes Matzinger
30 Freeman Place

Roster Additions

Continued from Page 11

SOUTH CENTRAL SECTION

Albuquerque
Pommer, Ingeborg Maria
4310 Pan American NE, No. 212
Albuquerque, NM 87107
505 881 7149
Woodfin, Beulah Marie
1430 Princeton, NE
Albuquerque, NM 87106
505 268 9327
El Paso
Hailey, Lois Brooks (R1)
1200 Brookhaven
El Paso, TX 79925
915 772 4326
Kansas
Sawatzky, Wilma Lou (Jerry)
202 N. Rock Rd., No. 1808
Wichita, KS 67206
316 685 6049
Nebraska
Mazuch, Sheila Kay
56 Eastlawn
Kearney, NE 68847
308 236 5037
So. Louisiana
Cunard, Elizabeth Guillory (Bobby)
P.O. Box 15204
Baton Rouge, LA 70815
504 924 3043
Space City
Brown, Nita Ann (Dr. Milton S.)
1209 E. Amherst Lane
Deer Park, TX 77536
713 479 4819

NORTHWEST SECTION

Alaska
Christensen, Kathleen Ann (Robert E.)
P.O. Box 1143
Palmer, AK 99645
907 376 5773
Scott, Melody Holly (Glenn O.)
1131 Boston
Anchorage, AK 99504
907 333 1560
Far West
Rutz, Jean Ollie (R1) (Wallace R.)
Rt. 2, Box 431
Sequim, WA 98382
206 683 5742
Mt. Tahoma
Gleason, Betty June (Keith H.)
Rt. 1 Box 399
Vashon, WA 98070
206 567 4444

SOUTHWEST SECTION

Long Beach
Banks, Janet Lou
5032 Autry
Lakewood CA 90712
213 920 3876
Monterey Bay
Hoyt, Christy Dickmann (Clint)
542 Aguajito, Rt. 3
Carmel, CA 93921
408 373 6403
Reno Area
Hubert, Barbara Ann (Richard)
P.O. Box 3439
Incline Village, NV 89450
702 831 2246
San Diego
Kelly, Marian Wallace (Jack A.)
369 San Antonio Avenue
San Diego, CA 92106
714 223 7810
Powell, Deborah Ann
629 N. Citrus
Escondido, CA 92027
714 743 0833
San Fernando Valley
Gillen Marjorie Brady
7636 Wish Avenue
Van Nuys, CA 91406
213 343 8781
Santa Rosa
Henderson, Marian Eleanor (Joe H.)
2320 Hidden Valley Drive
Santa Rosa, CA 95404
707 544 4792

EASTERN ONTARIO

Fielding, Madeline R.
Tucker, Theresa

FIRST CANADIAN

Anvelt, Helen 'Mandy'
Campbell, Linda Isabel
Chilcott, Joan E.
Lane, H. Elizabeth
MacDougall, Shirley
Wood, Ursula

NIAGARA TRILLIUM

Evans, Janet Marie
Joyce, Theresa
Meikle, Patricia L.

ALBERTA

Meredith, Margaret M.

GREATER WINNIPEG

Bjornson, Rosella M.

SASKATCHEWAN

Johnston, Joanne

CONNECTICUT

Benham, Lorraine A.
Brady, Elaine Anne

EASTERN NEW ENGLAND

Bach, Bette J.
Collins, Beverly B.
Hayden, Sara P.
Shaw, Jean Adams
Sutton, Frankie M.
Wartman, Lois L.

NORTHERN NEW ENGLAND

Dingley, Lucille M.
Ferland, Leanne (Buck)
McKenney, Jacquelyn Mary

WESTERN NEW ENGLAND

Slidham, Sue Nickerson

CENTRAL NY

Rhodes, Joan L.

FINGER LAKES

Mohandiss, Carol A.
Phillips, June S.
Prehn, Joan M.

GARDEN STATE

Hitchings, Alma P.
Lavin, Rosalind S.
Maher, Gay D.
Meltsner, Judith P.
Somers, Edwina B.
Zilincar, Dolores J.

GREATER NEW YORK

Holland, Alison Lorna
Leenov, Jeanne Spielberg
Murphey, Margaret D.
Roberts, Naomi Meeker
Simsarian, Arax
Wilson, J. Priscilla

HUDSON VALLEY

Olsen, Jane E.

LONG ISLAND

Brunks, Irene
Eichel, Carmen Lorraine
Glick, Jean
Gray, Marjorie M.

NEW YORK CAPITAL DISTRICT

Cheles, Barbara E.

PALISADES

Crouch, Phyllis A.M.
Kovacs, Angela Therese
Ruzicka, Lyn Williams

CENTRAL PA

Garbrick, Marion (Dunlap)
Smith, Carol Kay

EASTERN PA

Bullitt, Edith F.
DeMarco, Judith A.
Purcell, Daryl Ann

MARYLAND

Holtzman, Lisa

TRI-CITIES

Paine, Bea C.

VIRGINIA

Dunlap, Jeannie Powell
Gwinn, Ruth Tolley
Lehman, Maureen T.

WASHINGTON, D.C.

Cook, Josie Fullerton
Granger, Carolyn Potter

ALABAMA

Parrish, Dorothy

BLUE RIDGE

Carter, Barbara H.
Fischer, Deborah Lynn
Goley, Hilda Tennyson
Hartness, Jo Pringle
Orr, Annie Lee

EASTERN WASHINGTON

Becker, Mary Jane
Boyd, Donna Delores
Hill, Patricia Ellis
Weitz, Mary E.

GREATER SEATTLE

Anderson, Louise J.
Beach, Darlin M.
Burnett, JoAnn C.
Luchino, Catherin L.

FAR WEST

Hedges, Helen M.

MONTANA

Johnson, Patricia Ann
Kamerad, Doris M.

MT. TAHOMA

Baker, Bonnie Jean

NORTH DAKOTA

Dahle, Martha M.
Ram, Judith F.
Smith, Lorraine L.

RAINIER

Imlay, Janna Lee
Morrison, Juanita M.

SO. OREGON

Hausler, Shirley Jean

WILLAMETTE VALLEY

Lohr, Dori W.
McDaniel, Mercedes Altizer
Petersen, Margaret I.
Williamson, Helen E.

YAKIMA VALLEY

Whitaker, Virginia E.

ALAMEDA COUNTY

Enos, Frances Joan
Garliepp, Dorothy May

ALOHA

Kerr, Evelyn B.

BAKERSFIELD

Edwards, June K. Reynolds
Miller, Ella M.

BAY CITIES

Brugh, Miriam Elaine
Johnson, Astra P.

COACHELLA VALLEY

Crist, Jeanne H.
Westcott, Phyllis Mardell

EL CAJON VALLEY

Bledsoe, Anna M.

FULLERTON

Olsen, Mary Brand

FRESNO

Linenbach, Eleanor F.

GOLDEN WEST

Lawhern, Toni
Levitt, Antoinette
Reel, Dorothy M.

INLAND CA

Hoffman, Janice N.

LAS VEGAS VALLEY

Craddock, Nancy Lee
DiBiase, Ruth G.
Gunderson, Norma J.

LONG BEACH

Ellis, Patricia Ann
Gooler, Carol Eve
Loudon, Edna A.
Moskow, Kathleen May
Thomson, Juanita C.

LOS ANGELES

McGeltigan, Grace
Riordan, Mary Juliette

MARIN COUNTY

Fougner, Cyd Laurie
Kahn, Karen M.

LAKE MICHIGAN

Clark, Victoria Lynn
Geib, Karen Ann
Ruth, Marion

MICHIGAN

Bing, Suzanne K.
Butterfield, Pat Russell
Phillips, Edith G.
Sidwell, Marily M.
Wolf, Roberta Lou

MINNESOTA

Barbarisi, Eileen T.
Hewitt, Marjorie Ferguson
Marte, Johanna H.
Niosi, Madeline C.

QUAD CITY AREA

Gresham, Janice A.

WISCONSIN

Ritzman, Marilyn B.

ABILENE

Lynam, Nancy E.

ALBUQUERQUE

Swartz, Berniece Johnson

ARKANSAS

Harp, Beverly
Harris, Donna Hale
Simmons, Sallie

CIMARRON

Blackwell, Cheryl Rae

COLORADO

Grasel, Ruth Ann (Baxter)
Griffin, Barbara G.
Hanna, Mirium E.
Neil, Mary W.
Nettleblad, Jane H.
Reed, Betty Jo
Tanassy, Frances M.
Vessey, Lucille M.

DALLAS

Branum, Charlotte D.
Corry, Hazel M.
Kitchens, Mary Perryman
Stults, Ruth C.
Todd, Marceline
Uptfield, Romona R.

EL PASO

Cross, Louise D.

FT. WORTH

Bishop, Jean P.
Shinn, Verna Dean

GOLDEN TRIANGLE

Callan, Carolyn M.
Chester, Patricia V.
Lemmon, Jean Kathryn
Paul, Kathy L.

HUSTON

Akin, Elizabeth Ann 'Beth'
Copeland, Marsha
Crawford, Lt. Judith S., USN
Ross, Ida Morton

KANSAS

Brown, Grace M.
Giles, Martha Marie
Matson, Neola S.
Noltensmeyer, Peggy L.
Parris, Betty M.
Sheets, Wilma F.
Sleeper, Sara Fair

NEBRASKA
Ackermann, Wilma

OKLAHOMA
Abbott, Mildred Jane
Carter, Ida F.
Frost, Emily J.
Hammer, Betty Jo
Hoffmann, Sylvia M.
Jones, Ruth Craig
Lynch, Tere Smith
McPhail, Suzette
Smith, Beth
Thomas, L. Jean
Young, Dorothy L.

OMAHA AREA
Chadwell, Diane K.
Galstan, Margaret S.

SO. LOUISIANA
Dyer, Pamel A.

SPACE CITY
Belhard, Lucille
Covin, Judith Miller
Nagle, Judy Hanna

TOPEKA
Marshall, Virginia S.

TULSA
Brown, Carol Jean

WICHITA FALLS
Irvine, Eleanor S., MD

ALASKA
Clemens, Laverna L.
Krager, Blanche J.
Snider, Margaret M.

COLUMBIA CASCADE
Bogh, Juanita D.
Daufel, Barbara
Wrenn, Lee M.

CAROLINAS
Hudman, Nita R.
Lafaye, Nell M.
Ragaz, Katherine Ann
Ragaz, Margaret K.
Ragaz, Susan Annette

DEEP SOUTH
Reis, Lee D.
Vance, Jean L.

FLA. GULF STREAM
Gidlund, Bobbie C.
Steele, Helen H. Smith
Stilli, Eleanor J.

FLA. SPACEPORT
Christman, Jo

Davis, Janet D.
Heintzelman, Lavonda M.

FLA. SUNCOAST
Boritz, Joyce Marie
Van Kesteren, Ginny

KITTY HAWK
Thomson, Joan L.

MEMPHIS
Bell, Carolyn A.
Howser, Josephine M.
Norrell, Jana Rae
Oliver, Mary Jean
Ragland, Dr. Rae Shields

MISSISSIPPI
Mahan, Ernestine B.
Williams, Ruby S.

NEW ORLEANS
Pittman, Kathleen K.

NORTH GEORGIA
Baney, Carol J.
Cagle, Myrtle Thompson
Parker, Sundra A.
Steele, Carolyn D.

TENNESSEE
Edmondson, Andrea S.
Fisher, Nancy M.

ALL-OHIO
Angstadt, Betty H.
Culbertson, Shawnee Lee
Hughes, Patricia M.
Patrick, Dorothy M.
Rock, Lee C.
Schofield, Leah C.

CAPE GIRARDEAU AREA
Boyd, Mary O.

CENTRAL IL
Gentry, Marsha Lyn (Marvel)

CHICAGO AREA
Bliznick, Charlotte A.
Bonomo, Rose
Dye, Wilburta W.
Freier, Norma J.
Harmon, Scotty
Harr, Juanita M.
Kimotek, Madeleine I.
Muka, Myrl D.
Nevitt, Norma J.
Noffke, Esther E.
O'Keefe, Sharon J.
Pepich, Elizabeth J.
Pilurs, Tracy
Riddle, Betty Ferrol
Servos, Marion L.
Strempel, Sally H.
Suif, Judith Ann

GTR. DETROIT AREA
Bottom, Olivia G.
Butler, Dorothy J.
Jarvis, June M.
Rapaport, Phyllis D.

GTR. KANSAS CITY
Dickson, Marilyn L.
Huke, Roberta L.
Lowe, Erlene R.
Turner, Norma L.

GTR. ST. LOUIS
Brauch, Norma Jean
Brewer, Karen Jo
Clark, Dorothy L.
Loew, Mary A.
Lowe, Mary Lloyd
Malvern, Ruth V.
Peters, Mary Leah
Shafer, Lois M.
Taylor, Inez K.
Wheeler, Dorothy J.

INDIANA
Blaisdell, Debra Lee
Bowles, Myra A.
Fernandes, Betty A.
Payne, Monnie S.
Smith, Dorothy Jean

IOWA
Henderson, Patricia K.
Muehl, Patricia Goddard
Notch, Diane K.
Prochaska, Verna Mae
Swanson, Mary Jane

KENTUCKY BLUEGRASS
LeNeave, Rita Myers
Moseley, Betty H.

LAKE ERIE
Clark, Patience L.
Felger, Coralie Ann
Knox, Velleda
Schmidt, Lois B.
Steiner, June E.

MONTEREY BAY
Harmon, Kay B.
Hood, Constance J.
Marks, Patricia D.
Painter, Mary A.
Price, Dianne Jo (Harmon)

MT. DIABLO
Rogers, Marjorie S.

MT. SHASTA
LaMar, Jane Arnold

ORANGE COUNTY
Ackerman, Betty Jo
Sterns, Nancy Warren
Wilson, Margaret T.

PALOMAR
Santosuosso, Mary E.
Torres, Toni M.
Thompson, Mary E.

PHOENIX
Holland, Patricia M.
Prueff, Sarah Elizabeth
Ward, Lois Merritt

REDWOOD EMPIRE
Ahrens, M. Lynn
Chance, Erma R.

RENA AREA
Flanary, Catherin M.
Schlinkman, Kay C.

SACRAMENTO VALLEY
Jones, Mary Ellen
Rambo, Sarah F.

SAN DIEGO
Beatlie, Patricia H.
Dutcher, Linda F.
Richardson, Eleanor J.

SAN FERNANDO VALLEY
Cangiano, Dolores 'Loreli'
Fleck, Esther M.
Leonard, Melinda Jane

SAN GABRIEL VALLEY
Ehr, Ruth C.
Gomez, Traude E.
Mahoney, Beverly J.
Sanford, Elisabeth S.

SANTA CLARA VALLEY
Barrett, Margaret E.
Berkstresser, Betty K.
Cain, Patricia L.
Griffin, Marjorie
Pevhouse, E. Jean
Whiteley, Karen V.

SANTA PAULA
Allen, Sally L.

SANTA ROSA
Binns, Esther E.
Carlin, Janne
Neal, Doris Irene
Todd, Jane Ann

TUCSON
Bernhart, Hannelore E.
Clark, Mirza M.
Davis, Ida Ruth
Lavezzaria, Edna
Newhouse, V. Lorraine
Preble, Judy J.
Wilcox, Norma P.

UTAH
McCullough, Betty P.

CHAPTER REPORTS

Australian Section

AUSTRALIAN CHAPTER Rosemary Colman, Reporter

1975 draws to a close and Australian 99s wish to extend to all Chapters the Season's Greetings for Christmas and best wishes for every success in 1975.

Looking back over the year it becomes clear that General Aviation is an extremely sensitive pointer to the state of the economy. When basic primary industry, agriculture, cattle and mining are strong

plane sales climb but when these industries crumble, sales dwindle. During the year Australia's two big domestic airlines have talked gloomily about the need for steep fare rises. We have heard of the recovery of Pan Am. The South Pacific routes have become more profitable than many others. The Concorde in Australia is still clouded by "conservationists." The Royal Australian Air Force have decided to replace the supersonic Mirage fighters. Rising costs have expanded the role of flight simulator trainers. The 71 per cent Budget rise in air navigation charges is to be applied to general aviation. Departmental rents are a serious problem. Charges for pilot licences which will be related to the complexity of the licences held are proposed. Australian manufacturers are benefiting from offset contracts

of increasing diversity, but still need work that uses design and development capacities. Cargo revenue has levelled out for most carriers, reflecting the general slump in world trade. However the wider bodied container aircraft have helped prevent a more bleak picture.

If the economy goes up and air navigation and related costs are held at managable levels, general aviation could be lifting off early in the new calendar year.

Welcome to the German Chapter. "Wir heissen der deutschen Mannschaft Willkommen."

Twelve German girls have been touring Australia. Lyn Butler flew several from Sydney to Canberra. Nancy Bird Walton entertained Elsa Wessel and Susie Gaertner to a splendid party; Layne Glanville-Williams gave a dinner for Lilo

Ulrich and Giesela Volker. Fran and Marv Waggott drove Lilo and Giesela to visit the Blue Mountains.

Robyn Miller and Helen Blackburn addressed the Royal Aeronautical Society in Canberra. Helen also spoke on aviation to the members of the Y.W.C.A. in Canberra. The Ninety Nines were represented at a General Aviation Association Seminar by Layne Glanville-Williams who is also active in the Aviation Historical Society.

FIRST CANADIAN CHAPTER

Joan Johnson, Reporter

Congratualtions to two of our members Edith Denny and Shirley Allen.

Edith Denny, World Ambassador and more recently Senior Citizen, had her Multi-Engine, Class 1 Instrument endorsement renewed. She and her husband Wally will be in Arizona for the next few months where they are building a new home.

Shirley Allen, our Vice-President, received her Flight Instructor's rating. Her busy summer included a surprise visit from Celia Alexander, a 99 from East Africa and a trip West as a guest at the Regina Air Show.

Celia Alexander flies a Cessna 402 (turbo) out of Nairobi for an American company, "Safari Air Services." She received her Instructor rating in England and has an Instrument Endorsement with 2,000 hours. She will be emigrating to Canada this fall. While in Regina, Shirley Allen met Rosella Bjornson, our 99 Jet Pilot and Major Wendy Clay, the first Canadian woman to fly the T-33 and receive her wings in the Forces.

In October, Violet Milstead Warren was guest of honour at a dinner given by this Chapter, where she was presented with the Amelia Earhart Medallion. During the Second World War, Mrs. Warren instructed RCAF and civilian instructors and ferried bombers within Britain. Later she flew as a bush pilot for Nickel Belt Airways in Sudbury, Ontario. She has flown 85 types of aircraft to a total of about 7,000 hours.



Presentation of Amelia Earhart Medallion

L to R—Baryl Scudellari - Corresponding Secretary

Cheryl Jones - Treasurer

Violet Milstead Warren - Guest of Honour

Dorothy Renwick - Chairman

Jean MacDonald - Recording Secretary

Shirley Allen - Vice-Chairman

South Central Africa Section

SOUTH AFRICAN SECTION

Merle Ball, Reporter

"Congratulations Jenny Louw on getting your conversion onto Barons, and a big welcome back to South Africa." Jenny is one of the lucky ones....She was fortunate enough to work in the U.S.A. for three months. Living in Wichita, and working for Kurdian International Transport at the Wichita Airport gave her many opportunities to find out more about America, her people, and their flying habits.

Beth Saltzer has been less fortunate, as she has spent the last month in hospital. However, she is back at home now, and sounding as cheerful as ever.

Our sectional meeting is planned for the end of November and is due to be held at the home of Jeanette van Ginkel. We are expecting a crowd to attend this meeting. The Johannesburg 99s plan their Xmas party on the 2nd December, and this too sounds as though it will be well attended. It promises to be a lot of fun.

Merle Ball recently returned from an overseas trip, having visited France, England, and the U.S.A. The highlight of her trip was a visit to the exciting, "unreal," Las Vegas.

A past member of our section, Fleur Wales-Baillie, one of the worlds few qualified women ALTPs, has been in South Africa for her vacation. The news papers and radios have given her a lot of publicity. They have reported about her life and her accomplishments, and these could only have inspired any would-be lady pilots onto greater goals. Another interesting bit of attention that was drawn to the 99s, was the screening on television of the 1972 Powderpuff Derby. This was the year that Ingrid Heintz was an entrant, and so we all felt rather proud to see our National Flag flying at the start of the race!!

We in South Africa wish you all many Happy Landings in 1976.

Northwest Section

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

COLUMBIA CASCADE CHAPTER

Mary Wohlgemuth, Reporter

Our October Installation Dinner was a very nice affair made even more memorable by the clever and artistic wooden biplane favors crafted by Billie Dutcher and her 49½er Dale. Many hours of labor went into them and we greatly appreciate these little additions to our winged collection.

The recipient of our "one hour dual instruction" award at our first spring pinch hitter course, Linda Armstrong, has earned her private ticket! And hear this!—her instructor, Evelyn Waldren of Evergreen

airport, Vancouver, Washington, has 39 women students! Another of these students, Gayle Carmella, also earned her license on November 11 and is a prospective addition to our chapter. We are sorry Linda is moving out of the area.

On November 6 inclement weather necessitated flying low in Pegge Blinco's Mercedes. Pegge, Betty Prakken and Dorothy Mercer met at the Salem airport with Willamette Valley Chapter members Lou Wicks, Sally Plumley and Verda Giustina to discuss plans for Sectional in Sun River next August 27-28-29. Our gals also visited our Assistant Administrator of the Department of Transportation, Ralph McGinnis, to discuss airmarking possibilities, something dragging its feet in this area. He was very favorably concerned and said he would be as helpful as possible in this effort.

Our banner-towing 99, Lee Wrenn, is now the General Manager at Sky Tech, Inc. at Aurora airport, one of the busiest airports in this area. Good weather (ahem) and prosperity, Lee!

Several more boxes of DRF supplies were taken to Salem and passed on to the Willamette Valley gals at that November 6 meeting. Little by little they are getting southward from Seattle.

IDAHO CHAPTER

Ann Stott, Reporter

The last day of August found the Idaho 99s flying to Barton Lake Ranch, home of Pat and Dick Jenkins, for Pat's usual fantastic lunch for 60 and air game competition with the Southeast Oregon Pilots group. Lyn Clark and Dorothy Minor placed second in the flour bombing and third in spot landing.

Section Governor Gene Nora Jessen, Pat Jenkins, and Pilot Lou Wicks, section vice-governor from Willamette Valley, had marvelous fall weather for their trip to visit the Eastern Idaho, Montana, North Dakota and Wyoming chapters.

An October cold front wiped out our plans to air mark the Jenkins' hangar, but a November cold front did not dampen the fun at our dessert for women pilots in the area. Seventeen prospective members and nine 99s ate goodies and talked flying for the better part of the afternoon.

EASTERN WASHINGTON CHAPTER

Daryl Ann Kyle, Reporter

99s from Eastern Washington and Northern Idaho met in Lewiston, Idaho during October, followed by a Spokane, Washington meeting in November. Our group is expanding again. 99 Kathy O'Leary from Spokane has joined us. Kathy received her private in August and reported to the group she recently made her first night cross country from Spokane to Moses Lake, Washington. Kathy said, "It was the most wonderful experience I've had in flying so far." Margie Bergan, also of Spokane, will be adding her name to our roster. She received her private in September and commented on her first night flight as "fun but scary." Welcome aboard!

Our congratulations go to another Spokane 99, Lana Basler on the com-

pletion of her commercial certificate. Lana also finished her powerplant mechanic course during October at Spokane Community College.

Sally Simundson has conquered wheel landings in the J-3! Our (Gladys) Buroker-Simundson mother-daughter team will hopefully expand soon. 66 Linda Burris, Gladys' daughter also, is now a student pilot under the excellent tutelage of her mother!

FAR WEST CHAPTER

Mary Cole, Reporter

November 1st, a crisp fall day, was "work day" at the new park for pilots at the Fairchild International Airport in Port Angeles. Everyone brought their spades and shovels and went to work cleaning out flower beds and planting various types of bulbs for colorful blooms in the spring. The airport was winner of the F.A.A.'s annual Airports Award Program with special attention called to the excellent improvements in both aesthetics and safety. We are happy that we had a part in the beautification of the park.

After a morning of gardening, a delicious luncheon was served by Mildred Wood, our chairman, followed by a business meeting to schedule meeting dates and monthly fly-ins.



(L. to R.) Elsie MacDougall, Mary Cole, Mary Kochanek, Margaret Layton, Elene Duncan, Joanne Rice, Carol Fletcher, V Nixon, Meredith Grimes, Far West Chapter "workers."

GREATER SEATTLE CHAPTER

Frances M. Heaverlo, Reporter

November 12th found our Chapter meeting at Auburn Airport, where we welcomed Kaylee Nilan back into the fold. Kaylee had been attending college in Florida, but now is studying Business Administration at the University of Washington. She also lists among her credits that of Flight Instructor as well as membership in the Whirly Girls.

Prospective, Bonnie Klein, entertained us with movies of the Reno Air Races, with special emphasis on aerobatics.

Ulla Hiatt having received her "docents" pin, after two and a half years of study of Western & Far Eastern Art-History, is now ready to tour the public at the Seattle Art Museum. Tours are every day at 2 p.m. and as Ulla says, "Please come and see us if you are in Seattle. The Museum and exhibits are beautiful!"

Ilovene Potter and husband Les, flew their Comanche to Denver and Oklahoma

City to attend the Headquarters dedication. A beautiful trip with an impressive dedication ceremony. The only negative aspect of the trip was leaving the Comanche with Dee Thurmond's Flying School in San Jose, due to weather conditions en route north to home.

Kay and George Stearns also took to the air this month, stopping in St. Louis, Mo. to see son Jeff, who is in his first year at Principia College. From there it was on east to Bridgeport, Conn. to visit daughter Susan and her family, all of which added some 14+ hours going east and 16 hours on the return to Seattle, for their Comanche.

PUGET SOUND CHAPTER

Lorna Kringle for Betty Curran, Reporter

The Natl. Collegiate Parachuting Championships at Star Idaho, November 27-30 caught the attention of several of our members. The Natl. Collegiate Parachuting League, Monterey California, is in charge of the festivities.

Our newest member, Colleen Gamble of Bothell, Washington, recently went flying amid a cockpit of radio gear with a local radio stations' traffic watch pilot on his morning and afternoon flights. She said accidents were easier to spot from the air at night, because of the flashing patrol-car lights. How did she get the ride? She called the station, got his number, called him and asked to go. We are pleased to have a new member with such enthusiasm. Colleen had her private ticket only three weeks when she first visited our chapter. She took her parents flying out of Martha Lake airport, and her dad got so enthused that he paid for the whole two-hour trip!

Washington Aerospace Association had their fall meeting at Sea-Tac Airport. Lorna Kringle represented the 99s at that meeting, and was elected to the Board of Directors again this year. She will also be Newsletter Chm for the state organization, which represents teachers in all parts of the state of Washington.

Pauline Wirth has changed her name to Pauline Eggers (Mrs. Clifford H.), and is now flying out of Mt. Vernon, Washington. With the printout from the FAA of women pilots in our area, we were able to locate several gals in her new area and hope to introduce them to the 99s, and to their new 99 neighbor. Pauline has been so busy in real estate that we see her only on occasions.

The FAA printout has been helpful to us in inviting women pilots to our meetings. We have had several positive responses from our invitations. We have also posted the Champion Spark Plug poster with the AWTAR Winners of 1975, with a note of our meeting place and time, at local FBOs. We had good luck with our "Are You a Flying Lady?" posters last year, and are going to try it again this year with the AWTAR Poster.

RAINIER CHAPTER

Cindy Knechtel, Reporter

A newmember, June Gilbert, who was introduced to the group by Janna Imlay the beginning of June this year. They are both

employees at Washington Aircraft on Boeing Field, in Seattle.

In July a few of us flew to Friday Harbor in the San Juan Islands north of Seattle. The 2200 foot strip is a nice walking distance from town. Jeri Reynold's Bonanza, Phyllis Lauckner's Cessna 170, Nita Loftus' Cherokee 180 and Janna Imlay's club Cessna 172 were our means of transportation. We had a leisure afternoon eating and browsing through the tempting little shops.

Elise Smith, Peggy Verger, Phyllis Lauckner, Jan Markey, some of our 49½er pals and I flew up to the free Corn Feed-Fly-in at Harvey Field in Snohomish the end of this summer. The 99s up there organized a very nice get together, for everyone not only 99s. We got a few laughs watching forty airplanes fly in the flour-bombing contest. While the pilot flies 20 mph above his stall speed and 200 feet over the target, a painted tire, the first bag is dropped. Then, go back to pattern altitude, come around again, drop the second bag of flour and come in to make a spot landing.

On October 13th there was a chapter meeting at Elise Smith's house at South Prairie airport.

Phyllis Lauckner had a meeting at her home on Crest Airpark on November 13th. Our meetings will be second Thursday of each month, and a fly-in scheduled the following Saturday.

STILLIGUAMISH CHAPTER

Kandy Harvey, Reporter

The following is an attempt to recap our activities and accomplishments.

A banquet was held in May for Charter Members and their husbands. Sandy Sullivan and Charlette Kamm of Greater Seattle were on hand for the presentation of our pins and Chapter Charter. Thelma Johnson, an original 99 Charter Member was our special guest for the evening. She entertained our group with the exciting story of her experiences while learning to fly—way back when.

Our chapter assisted Greater Seattle in a static display and 99s information booth at the Paine Field Air Show in July. You might say our first official project was accomplished in July, this involved the painting of the numbers on the runway at Harvey Field. Mr. Derek May, an FAA Examiner was present at our August meeting and he spoke to our chapter members on the revised part 61 and 141 pilot requirements.

September brought about an exciting experience for us as we co-sponsored the Annual Corn Roast and Fly-In at Harvey Field. The event was a super success, over 4,000 ears of corn were cooked and all had a great time. Chapter scrap book chairman, Connie Ganiere won first place in the Spot Landing Contest in her Champion Citabria.

The October meeting was held at Arlington. Plans were made for the Seminar on Survival to be held in November and the Christmas Party and potluck dinner to be held at the home of Grace Greer.

Southwest Section
ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

ALAMEDA COUNTY CHAPTER
Frances Gibson, Reporter

Joan and Lee Enos cordially hosted the annual Christmas fiesta at their beautiful home in the San Leandro hills. The Dec. 6 bash was a covered-dish feast. Chairman Karen Powell and 49½ Dan brought a case of champagne. Special guest Adelaide Morris showed slides of the Morris' Alaska trip. Gift exchange was hilarious as always.

Fly-in in November was lunch at the Shore Bird restaurant near Half Moon Bay airport. Yummy sea food. Four Tennyson High aviation students were guests, part of a continuing chapter project to include students whenever there is an empty airplane seat.

FAA accident prevention specialist Al Gossard spoke at the Nov. meeting at Beech West and showed the film "Weather to Fly."

Debbie Plymate flew off to Amman, Jordan to join her father who is building airports in sheik country. Friends urge her to keep a complete log of her adventure, book material. She hopes to continue aerobic lessons there. Her father, Glenn, also a pilot, encourages Debbie's fun in the blue here and yonder.

Dorothy Shackley and 49½ Darrell flew a Bonanza to Marco Island, Florida, a 6000-mile jaunt. They also put 400 miles on their folding suitcase cycle, which follows along in the baggage compartment.

Jaunda Bigelow flew a friend to Ukiah early in November.

The chapter plans a visit to Bay Area ARTC at the Fremont Center in February.

BAY CITIES CHAPTER
Vivian Harshbarger, Reporter

We are pleased that Ruth Rueckert was able to attend 99 Headquarters dedication. Her detailed report was the next best thing to actual attendance. It all sounds lovely, and we are hoping to visit soon.

Gay McCauley is now current, and ready to see the "wild blue—or grey—yonder" sans instructor. Dorothy Dunn, a non 99, and not current for the past four years, is now both. She's a nice addition to our Chapter.

Kathy Walton is now in Hawaii with Kauia tower controller Rich, Joyce and Hal Wells have upgraded from the Arrow to a Cessna 210, and Joyce is working weekdays so doing DRF on weekends—other than when there is a Stanford game. Astra Johnson just checked out in a Arrow II. Two Chapter meeting guests, one a glider instructor, and the other her student. Both wondering if glider pilots qualify for 99 membership. Do they ever, so hopefully they will join our Chapter.

Safety Seminar on December 5, and a real plus—2-3 rds of the program will be on pilot stress, and psychological aspects of flying. The importance of weather, ATC,

etc. can never be over emphasised, but the stress, and psychological aspects have been a rather untouched area.

From 11-4 to 11-20 carried an invalid certificate around in my wallet but I'm happy to report my legally required, though abbreviated, oral and check ride were successful, and I once more have the right to instruct.

Roster changes or additions: Astra Johnson, 1119 Glenwood, Dr., Millgrae, Ca. 94030, AC 415 588-1569. Vivian Harshbarger, AC 415 522-2807, 568-6100.

GOLDEN WEST CHAPTER
Bea Howell, Reporter

The 1976 MINI DERBY is well into its planning stages. Will be held JUNE 5th at Hayward Airport with impound the evening before, June 4th. The MINI DERBY is a Round-Robin Cruise & Proficiency Race open to women & men. Race course can be as few as 250 miles or as many as 350 miles. Those of you who have joined us in the past know this is a fun race with pilots setting their own odds, then trying to come as close as possible to time enroute & total fuel consumption. Rules & Regulations will be available in "kit" form after the first of the year. May be obtained by sending \$1.50 (make check payable to "MINI DERBY") c-o Bea Howell, 347 Elm St., San Carlos, Ca. 94070.

The Open House we held in November was quite a large event with Standing Room Only. Guest speaker was Charles Johnson of the San Jose GADO who spoke on "Avoiding Mid-Air Collisions." During the Question and Answer period that followed it was mentioned and should be recorded by all that if you move, the FAA must be notified of your change of address OR YOUR LICENSE BECOMES INVALID. Don't let a little thing like that get you grounded.

To be sure our members kept Night Current, our chapter flew to Jonesy at Napa Airport for dinner. Most were able to collect two landings. It was a beautiful night and visibility was unlimited. During the "surprise" raffle, RAE GILMOR's son won a necklas (?) and LOIS GULARTE won a beautiful plant. Tail End Charlene's were CAROLYN ZAPATA and GERI WIECKs who had to check-out in a new aircraft before they could make the trip. Got there in time for desert.

Congratulations to PAT PALMER upon receiving her Instrument Ticket. With the low morning fog we get so often, it becomes a necessity around here.

LAKE TAHOE CHAPTER
May Haskell, Reporter

On October 25, 1975 we officially became a Chapter. We had a beautiful Charter Banquet. There were forty nine 99s, 49½s and guests, some battling adverse conditions to be with us. (We had snow!) Marion Barnick, Southwest Section Governor, was present and gave her "three minute special" giving new 99s and 99s and guests and insight to just what the Ninety-Nines do and why. Marion presented our Charter and this was an inspiring moment. Del Haas, Chairman of

the Reno Area Chapter and our sponsoring chapter installed new officers and reminded each officer of her duties. Del presented the Lake Tahoe Chapter with a letter of sponsorship. Verna West, Southwest Section Secretary was at the Banquet and presented our chapter with a gavel. Our Chapter also received gifts from the Santa Clara Valley Chapter, Golden West Chapter and San Fernando Chapter. Palomer Chapter donated profit from sale of Snoopy pins during the evening and also a Snoopy pin for our Chapter use. Bonnie Seymour, our Chairman, said "It's just like Christmas." Lois Brown, Lake Tahoe APT Chairman pinned new 99s including her daughter, Pam, Marilyn Van Sant, Shirley Weise, Tincia Arrell, Barbara Davis, Marilyn Hofman. Lois also presented APT cards.

The Snoopy pin given to us by the Palomer Chapter has been put to use as a "Member of the Month" award. As first recipient, Bonnie chose ME for my help with organizing the Chapter. At the end of each month, the holder of the pin will present it to the member of her choice explaining her reason. Each awardee is to turn in a thumbnail autobiographical sketch to become part of our history.

On November 2nd at the Breakfast Fly-In to Redding Sky Ranch sponsored by the Mt. Shasta Chapter, the Lake Tahoe Chapter was represented by Bonnie and her 49½ Milt, May Haskell and Tincia Arrell. It was delightful to meet the Mt. Shasta members and we felt a special kinship since their Chapter is almost as new as ours. Bonnie and Milt flew on to San Carlos to pick up a car and guess who flew and who drove back to Lake Tahoe!! Tincia and May developed a rough engine going home and landed at Chico. It was just fouled plugs and caused only a short delay but May says Tincia can't fly with her anymore. Last time it was three days in Monterey and \$\$\$\$.

At the present time, plans for a Christmas party are in full swing and Lois and Mike Brown have offered their home for the affair. By the time January meeting time arrives and we don't have a "Big Affair" to attend we won't know how to handle a "straight" meeting.

MONTEREY BAY CHAPTER
Dell Hinn, Reporter

(A letter to member Connie Hood who is in Australia on a long-time job) Dear Connie, You said you always settle down with the 99 News when it arrives there in Sydney to catch up with your chapter's "happenings" so here we are, and we want you to know that we miss you and look forward to seeing you at Christmas time? We've had a really busy November with a fly-in to Solvang on November 8th. Remember the little Danish community that we-all used to fly to, and those old 1955 Chevies we could rent to drive in to town? Kay and Ronn Harmon, Sandy and Russ Pratt, Lorry and Phil Gilligan, Allie and Murdic Guest and Tina and Neil Svendsen all flew to Solvang in spite of kinda low ceilings and gusty air. The weather was absolutely beautiful for our meeting with the Santa Clara Valley

Chapter at Hollister on November 13. They challenged us to a spot-landing contest. All I can say is that we need to do this more often. Some of the husbands were there and some couldn't resist trying to show us how-it-was-done. They couldn't do it either. Although I must say that the gal who won put it right on the spot. Geneva and I had the pleasure of flying to Oklahoma City with Thon and George Griffith in their Baron to attend the dedication of the new 99 Headquarters Building. Remember the wood-carving that Geneva made, the big round one with the blue background and the gold 99s with the prop in the middle? Well, she—we gave it to the HQ Bldg. and it found it's home right away on the far wall as you enter the main room. It's a lovely building, hope you'll be able to see it before too long. Day before yesterday Kay and Geneva and I attended a sort of "Career's Day" at a junior high school here in Salinas. I talked; they just gave me moral support. Well, they helped too. We took with us a bunch of Standard Oil's giveaway computers—passed them out to the boys and girls, divided the room into thirds and showed them how to do simple time-and-distance problems. They loved it! Our Christmas party will be at Judy Dake's this year on December 5th. Please come.

MT. SHASTA CHAPTER Ginger Strange, Reporter

Our Chapter received its charter at the Sectional meeting in Bakersfield, with five of our fourteen members attending. We were all impressed with the many activities that the 99s are involved in and came home with lots of ideas that we hope to put into use in our area.

Since our chapter's conception, our chairman, Lee Agnew, has received her instrument, instructors instrument and multi-engine ratings. Lee is an instructor at Redding Municipal Airport and we are all very proud of her.

Jane Lamar is another member we can be proud of. Jane is a instrument instructor with a multi-engine rating and some 9000-plus hours. She is formerly a member of San Gabriel chapter working as an instructor at Redding Sky Ranch, she is a certified Forest Service pilot and a certified FAA examiner for private, commercial and instrument ratings.

On Nov. 2, we had a Airport Breakfast at Redding Sky Ranch and with the cooperation of the weather-man and the help of all our members and several non-members, it was a huge success. It was especially nice to have 99s fly in from Santa Rosa and Lake Tahoe.

Our November meeting was held at Redding Municipal Airport and the 49½s were invited. Sterling Fenn entertained the group by showing films of the Confederate Air Force from Texas. Our December meeting will be held Dec. 8th at Benton Field and we will have a gift exchange.

ORANGE COUNTY CHAPTER Sharron A. Temps, Reporter

A poem cribbed from the Orange County Plane Tales reminds us all of what our purpose in life is, and how to implement it.

A 99 had a little plane
With prop bright and shinin'
Every date there was no rain
The 99 flew to the fly-in.

Our first fly in was a great success, with lovely Kern Valley the site of the Autumn picnic. October 19 saw 13 intrepid pilots and passengers descending to a calm, sunny Kern Valley Airport laden with baskets of goodies and a motor scooter.

Betty Ackerman and Ursula Tracy entered the Pacific Air Race, (a first) and both feel pretty pleased with themselves at beating the 172 handicap. Betty Carrier and Happy Van Oder will fly next summer in the PPD Biggie!

Nancy McQuillan is soaring around, saving fuel, Joan Hill received her Instrument Rating in October, Dorene Christensen's daughter passed her private flight test, and Mary Ann Jamison passed her Instrument Written AGAIN!

Marie Christensen, our new Membership Chairman, is working on some clever ideas for getting women pilots more involved. There are even women pilots around who don't belong to any chapter of the 99s. Marie has found out from the FAA who and where these ladies are, has contacted them to let them know all about the 99s.

PALOMAR CHAPTER Gertrude Lockwood, Reporter

The November meeting was a Sunday Fly-In to Apple Valley Airport. Margaret Bolton, a member of the Hi-Desert Chapter, who lives in Apple Valley, met and transported about 23 persons—eight 99s, a few 49½s, one 24¾ and varied friends in the Apple Valley Inn where the group enjoyed Brunch, followed by a brief meeting of the chapter members. Weather cooperated beautifully.

Betty Wharton, San Diego Chapter, provided Cessna 210 transportation for Audrey Schutte, San Fernando Valley Chapter, and Palomar Chapter members Mary Pearson and Harriet Booth so that they might participate in the gala functions to dedicate the Headquarters building in Oklahoma City. Sorry more of us couldn't attend. Your reporter was far away in 'another world'—Taiwan!

Lovell Hurlbut, genial manager of Palomar Airport, and his staff have



Marvin and Ruth Dilg stand next to the Cessna in which they had each earned the coveted IFR rating. They'd passed the Private License test on the same day in '69, and the broad smiles indicate that this husband-wife team had done it again in '75, September 24th, the red letter day!

presented Mary Pearson's name to the local (San Diego) FAA for consideration as "Instructor of the Year" award. We're cheering for Mary.

The December meeting will be pure fun: a pot luck dinner at Ethel Robinson's "Tiburon" activities center.

We wish you all fine Holidays and for 1976—clear skies and happy flying.

PHOENIX CHAPTER Natasha Swigard, Reporter

After months and months of sun, wind and dust, the rains finally came to the Valley of the Sun! It was really a refreshing and much needed change in the WX.

The chapter has had a slow month, and everyone has had a chance to sit back and give a sigh of relief after the roar of last month!!

Alice Roberts was gracious enough to allow the group to hold their Christmas party at her lovely home. Lots of good fun and food was enjoyed by all in attendance. We had our annual 49½er installation, and the following were made members of our proud group: Donald Hare, John Herd, Clark Moreland, Dick Mumy, Rich Jensen, Roger Strand, Jack Nickoliasen, Butch Hawes, David Thomas and Bill Carns. We have a great group of men helping support our chapter's activities. We couldn't do without them. Many thanks gentlemen for your constant support.

Last month Hazel Hare, Leota Thomas, Polly Mumy and Norma Sanders were voted into our chapter as new members.

We have lots of plans for a busy Centennial year—airmarkings, safety programs, fly-in meetings and air races. We want to contribute to making 1976 a memorable year for our chapter.

Best wishes to all for a happy and prosperous and safe flying New Year.

REDWOOD EMPIRE CHAPTER Susan Lea, Reporter

Successes this month—Erma Chance passed her instrument written, and Wendy Meyer, competing in the University of Arizona flying meet won first in the power on landing competition and second for power off—has a huge trophy we're told. Wendy's team from U. of Arizona entered the NIFA competition at San Diego and won. Now they're off to the finals. Nina Rookaird has been flying as safety pilot for Pauline Wade who's working on her commercial. Nina also attended the Mt. Diablo Chapter fly-in. They were the half who made it to Li vermores—the other half lunched at Sacramento Metro. Nina has been spending time at her old school, Pinole Valley High, helping the ground school class on ATC simulator. (We wouldn't have any news without Nina's) Among the attendees at our last meeting was Helen Brown, a prospective member who is working on her instrument, commercial and multi-engine—all at once! Helen works for STOL airlines. The meeting included a talk on the Apollo-Soyuz launch and mission by yours truly and 49½ Michael Lampton, as well as lots of slides of the flight out and back in N52855. We'll have to do it again....

RENO AREA CHAPTER

Anita Worel, Reporter

The speaker for our November meeting was our member Jane Logan. She told how the pilots of Tonopah, Nevada, are fighting to save their airport. Tonopah Airport is in terrible condition and is bogged down in almost unbelievable political problems. It is in danger of being plowed under. Jane is a very active member of a five man commission established to save the airport.

Tentative plans were made for a RENO ROUND ROBIN POKER FLIGHT for May 22, 1976.

New members are Barbara Hubert and Shirley Weiss.

Congratulations to the new LAKE TAHOE CHAPTER.

Yours truly has finally found and bought a Piper PA-12.

SACRAMENTO VALLEY CHAPTER

Connie Conolley, Reporter

"Tis the season to be jolly!" but jolly we were not when news broke of the discontinuation of the Powder Puff Derby after 1976. Our chapter is working harder yet to make this last start the best ever. Monterey Chapter's donation of \$100 is an indication of the amity we have between Chapters. VIPs Mark, Steve and Fred of the Red Baron Restaurant chain donated their newest facility for our Preopening Wine Tasting event at Sacramento Executive Airport. Judge Eissenger's Guadalupe Marching Band donated the music. Lots of hard work resulted in a most profitable fund-raiser of the year. Our appreciation is immeasurable to the many who give of their time, money and talents to make this last PPD start the most successful ever.

The Pismo Beach fly-in was a soggy and cold event that produced more frozen fingers than clams. Lunch was great, though, and companionship max! Gerry Mickelsen, Barbara Goetz and Thelma Cull flew to Oklahoma City to help launch the new headquarters building. We are proud of our gal Sarah Rambo who was one of five women chosen to instruct at AOPA's



REWARD FOR AIRMARKING!

Owner Stan VanVleck shows his appreciation with a cook-out on the banks of his Consumnes River memorial parksite. At table are Fran Rhoton & son, Vija Berry, Nadell Said, Stan VanVleck. On ground are Ann Molina, Ruth Lummis, Shirley Kammeyer, Shirley Winn, Connie Conolley, Doris Loftsgaard.

Plantation Party in San Diego this year. Judy Marquart's trip to Acapulco, Mexico, was highlighted by a kite-sailing flight behind a speedboat! Sandy Case pulled flight duty and got to ferry a new plane from Kansas for her boss. What a chore! New member, Leslie Banks, drafts person in the Assessor's Office of historical Angel's Camp, is helping in the building of an experimental plane. Sammy Mercer who runs things at a local flight club was reinstated into the 99s. Fifteen visitors this month promises healthy, continued growth in our chapter!

Have a safe and meaningful Holiday Season filled with all the joys of living and flying.

SAN FERNANDO VALLEY CHAPTER

Donna Zwink, Reporter

Air Marking Chairman, Pat Cannon, proudly announces VAN NUYS airport was airmarked by 18 members and 5 helpers. Quincey Williams, airport manager and several employees of the airport gave us their complete cooperation in providing transportation across the runways and providing paint and "lots of supervision." Pat has indicated our next airmarking will be Burbank or Whiteman. Dick Woods, Eugene, Oregon FSS and Control Tower was our guest speaker at the last general meeting, some of our members met Dick during Palms-Pines Air Race due to delay in returning, bad weather, he offered to fly to So. Calif. to speak to our members and guests. He provided valuable information on weather and icing conditions in their area.

Shirley Thom volunteered our Chapter members to assist in passing out brochures at various shopping centers and to stuff envelopes with information regarding sale of Burbank Airport. **We must save this airport, pass the word to other Chapters, we need help.**

Turbulence did not dim the spirits of some 30 members and guests who flew to Santa Ynez and drove on to Solvang for lunch and shopping for our Nov. fly in. Congratulations to Coralee Tucker, passed written exam for Instrument Instructor and Advance & Instrument Ground Instructor, Cec Schulman 49½ Barry, soloed. Welcome to our new member, Joan Hetzel Linder, and guests Diane Gellathy (student pilot signed off for practice area) and Kaye Fisher. This reporter was named Member of the Month for Oct. by the Board for my efforts in publishing the Aux Tank, (means a lot to a "young member of the 99s"). Audrey Schutte has been appointed West Coast Representative for the 1976 AWTAR, after attending the dedication of the new 99 Headquarter Bldg. in Okla. flew on to Dallas to attend AWTAR meetings.

Pamela Brands and Virginia Rainwater are AE scholarship applicants. Margie Robbins is coordinating a Safety Seminar with the FAA, our Chapter will sponsor the seminar, topics to be density alt. mt. flying and survival. Rock your wings for identification—Marjorie Morong, new assistant manager of Panorama City Branch of Security Bank.



Van Nuys Airport Mark Crew, San Fernando Valley Chapter Members and helpers. Back row, airport pers. (2) Quincey Williams, airport manager, Members, Mickey Dugdale, Joyce Neal, Joan Linder, Margie Robbins, Cec Schulman, Pat Cannon (Air Mark Chairman) Mary Totans, Lola Ricci, 49½ Lou Totans and airport security officer. Front row, Loretta Hines, Michele Naples, Doris Totans, Donna Zwink, Vesta Malby, Diane Gellathy, guest from England, Shirley Thom (Chapter Chairman) and Audrey Schutte



Air Mark Chairman, Pat Cannon (right) directs part of the Members of the San Fernando Valley Chapter Air marking Van Nuys Airport. Members l. to r. Donna Zwink, Mary Totans, Michele Naples and Vesta Malby.

SAN GABRIEL VALLEY CHAPTER

Betty Skiles, Reporter

18 members and friends made it to the Nov. fly-in to Lake Powell. Weather was great and taking advantage of it, the group took a tour of the lake and the Glenn Canyon Dam. Also the longest natural bridge in the world was viewed from the air, quite a spectacular sight. Thanks to Sherry Salveson, she thinks of the neatest places to go!

Congratulations to new member Debbie Taylor on acquiring her pilots license. Everyone on the fly-in congratulated Debbie with a song and candle-lit eclair, that the chef prepared especially for her! Welcome to the 99s Debbie.

Calling All Pilots! The San Gabriel Chapter is having its first Photo Rally on Jan. 17th (rain date Jan 24th). Please call Sheery at 6265051 Area code 714, as she is chairwomen of the event and will be glad to give you all the information that you may need.

SAN LUIS OBISPO COUNTY CHAPTER

Judi Gorham, Reporter

Nine members and one 49½ took to the beautiful, wild, blue (ocean that is) for our monthly meeting held aboard the yacht, Tom Cat owned by Ray and Pat Kamm. With 49½, Ray at the helm, we toured San

Luis Bay and held our business meeting and luncheon off shore. Holding the meeting in this manner, we did find that attendance remained 100 per cent intact until the end of the meeting. So as not to feel completely out of our element, a Boeing 747 (inflatable variety) accompanied the group. The month of November was under the charge of Pat Kamm, of course!

SANTA CLARA VALLEY CHAPTER

Pat Rowe, Reporter

"Hollister Unicom, this is HAM 1," was much heard on Santa Clara Valley airwaves on Nov. 13 as SCV members converged on Hollister Airport for first Hollister Air Meet (HAM), 99 sponsored. The meet was a spot landing contest followed by a picnic. Salinas 99s joined in but SCV flew home with the symbols of excellence....canned HAMS, whatelse!! Jeanine Ceccio took top honors with her 182 on-the-line landing. Phyllis Pierce flew her Ercoupe to second place enjoying ham hocks and beans for dinner. Other entrants were Marion Barnick, Willy Gardner flying 172s; Nancy Rodgers 150; Verna West in a Skylane; Vera Arnold in a Ercoupe; Jackie Petty, Evelyn Lundstrom in Cherokee 140s. There were 28 participants from the SCV and SNS chapters.

Direct Relief Chairman Sally Rohlfing headed a medical flight to Santa Barbara. Cals flying the mission were Verna West, Pat Roberts, Willy Gardner, Jackie Petty and Jeanine Ceccio.

Southwest Governor and Vice Gov. Marion Barnick and Verna West recently attended the Fresno chapter meeting. Verna reported the night flight back to the bay area was just beautiful.

It was Jackie Petty with Verna and Harry West, Vera and Sid Arnold, Evelyn and Oscar Lundstrom who joined Sacramento gals for a clamming flying-in to Oceano.

The Wests witnessed the Corning Balloon Race in October. There were international entries as many teams were enroute home from national meets in Albuquerque. The Wests entertained Danish and New Zealand ballonists by taking them for airplane rides. Also attending were Jeanine and Pete Ceccio and Pat and Mike Davis. 49½ Harry West has just soloed in a Hot Air Balloon.

Verna West and Willy Gardner have been flying for Bay Area Pollution Control

District. Their latest assignment was to make temperature soundings at 250' intervals GL to 5000'. Readings were taken in 4 different locations during ascent and descent.



SCV gals at HAM

Nancy Rodgers, Pat Rowe, Marion Barnick, Vera Arnold, Dian Ward, Willy Gardner

SANTA ROSA CHAPTER

Ruth Foster, Reporter

Our Chapter is looking forward to the annual Christmas dinner, which helps set the mood for the Holidays. We're taking the opportunity to raffle of some goodies as a means of increasing the old bank balance.

The ever present need for funds is urgent because we just spent the profit that was realized from the 3 cents per Pound event. Donations were made to the PPD and the Amelia Earheart Scholarship funds. In appreciation of the assistance that the Civil Air Patrol and the Girls Scouts have given us at our money raising events donations also went their way and the Amelia Earheart Scholarship funds. In appreciation of the assistance that the Civil Air Patrol and the Girls Scouts have given us at our money raising events donations also went their way.

All of this has pushed the Ways and Means committee into immediate action, with a rummage sale scheduled for '76.

Another fun event in the hopper for '76 is the annual Airplane Proficiency Excursion (APE). Joy Reinemer has plans well under way, and promises an interesting flight to that secret resort. The first of many fliers was handed out in November, with clues to the destination.

The calls for assistance are coming our way from Sacramento for the PPD start, and from the International Convention of '77. Members will be on deck to help at Sacramento and we hope to be one of the co-host chapters in San Francisco.

Vice Chairman Sandy Peterson is devoting alot of her time to the legislative issues that come before the 99s. The Aviation Museum project is one that Sandy is trying to clarify for the group so that we may come to some intelligent decisions.

Last year Carol Valette and Ann Tunney spent six weeks instructing 2nd and 3rd graders on aviation. They included sessions on maps, plane parts and types and aerodynamics. They used the film "A Trip to Grandma's House," which produced many questions from the children. These elementary youngsters showed an unusual interest and knowledge in aviation.

TUCSON CHAPTER

Emilie Haugh, Reporter

Although October 19 was a rainy and blowy day at Tucson International, 13 planes showed up for the Penny Per Pound. With 51,453 pounds carried, it meant \$1,446.93 dollars collected! Free rides were given to teachers which amounted to 3,710 pounds. Lorraine Newhouse, flying a 205, stated she hardly went up without all five seats filled, and that everyone seemed to enjoy the flight. They were either interested in the flying or the idea of seeing the Old Pueblo from the air.

On November 15, the Newhouse's gave an Angel Party to thank all the people who had helped on the Penny Per Pound.

Wyn Hayward said that she and Barbara Harper, Jayne Hunter and Barbara Welsh, plus Joan McDonald and Jean Servass had a good time in the Pacific Air Race, at least.

The running battle by Jason Hayward and Joh Welsh with Wyn Hayward and Barbara Welsh is still going on. The boys came in eighth in the Roadrunner and the girls came in seventh in the Kachina Doll. Both team flew the Hayward's Debonaire, but the boys had a higher score. Who really won??

The Four Horseman (Barbara Welsh, Jayne Hunter, Joan McDonald, and Jean Servass) explained a grand time in the Palms to Pine. The local service clubs did them right by free BBQ Chicken provided by the Kiwana's and Lions in Red Bluff where they RON to 400 pounds of fresh baked salmon in Independence, Oregon by the Elks.

North Central Section

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

ALL OHIO CHAPTER

Charleen Mehaffie, Reporter

Our October meeting at Freemont, hostess—Edith Killen, was well attended due to one of those beautiful fall CAVU days.

Marilyn Collette, Pat Fairbanks, Jan Kuechenmeister, Virginia Thomas, and Jeane Wolcott attended the 99 headquarters dedication in Oklahoma City on Nov. 2, which happened to be the anniversary of the first 99 meeting in 1929. They enjoyed a luncheon with all of our living national presidents.

Shirley Stewart has her commercial and multi-engine rating. Marcia Greenham's 24 ¾ Roger celebrated his 14th birthday by soloing a glider at Lebanon Warren County Airport.

An FAA safety seminar was held in Delaware, Ohio, co-sponsored by the All Ohio 99s and Delaware Aviation Inc. Although a dark and snowy night, there were about 400 in attendance, and the meeting was coordinated and emceed by Jeane Wolcott.



Boss Lady, Jackie Petty giving spot landing rules to contestants at HAM Marion Barnick, Verna West seated at table in background.

Louise and Paul Pfoutz just returned from a fabulous week as guests of the Pratt & Whitney Aircraft Co. in East Hartford, Conn. P & W was celebrating 50 years of aviation history and Louise and Paul were invited to fly their "His and Her" vultee BT-13 Valiants (powered by P&W 450HP Wasp Jr. engines) to this celebration. In addition to flying their military aircraft to all major fly-ins, such as EAA at Oshkosh (where Louise spoke on the Women's Forum for the second year), they also fly their Navion Rangemaster on trips to Alaska, Mexico, Central and South America. And Louise won best in class at Oshkosh, aha!



Louise Pfoutz beside her WWII Vultee BT-13 Valiant (All-Ohio Chapter)

CENTRAL ILLINOIS CHAPTER Ruth Teel, Reporter

Lois Freeman, our November hostess, made arrangements for a delightful "room with a view" for the Sunday, November 2 meeting in Quincy Baldwin Field's spacious terminal building. Ten 99s, four 49½ers, and four guests took advantage of the outstanding fall weather Illinois continues to have and flew to the meeting.

Vice Chairman Joan Boyd was in charge of the business meeting at which time, discussion was held regarding several aerospace Education proposals and Central Illinois 99 publicity plans for the near future.

Members have been busy with their flying activities. Rose Andrew reported a trip to Kickapoo State Park for feasting their eyes on gaily colored trees. They landed at the RLA strip east of Danville for lunch at the Redwood Inn.

Helen Lewis had an amusing experience in Norfolk, Virginia when the lineman wanted to check her "oral" upon landing. Finally decided he wasn't checking her license at all, but only had a nice Southern drawl for "oil".

Jackie Klaus' new red, white and blue Cherokee Warrior was a beautiful sight on the ramp at the meeting. They've had it for about 6 weeks and have put about 50 hours on it with lots of short trips this fall.

Theo Sommer enjoyed the Plantation Party in San Diego. Said it was CAVU all the way.

Several of our instructors are moving right along. Jean West has enough recommends for her Gold Seal. She and 49½ Bob prepared seven for their glider tests in one weekend—and they all passed. Jean McLaughlin passed her helicopter flight instructor written and has now started training. Says it's fun!

Libby and Bob Kaiser were recently flying in California area while Jane and

Ben Schiek have spent two weeks flying in the New England area. Bob and Ruth Teel let an expert mountain instructor take them up for a spectacular view of the Tetons in Yellowstone area.

CHICAGO AREA CHAPTER Barb Silagi, Reporter

Myra Sandahl received a commercial rating, Oct. 25, 1975 under the old regulations. Good job!

Doratheia Lough's son, Robert Jr., soloed on his 16th birthday, Oct. 24, 1975 at the Gary (IND) Airport in a 16 kt. crosswind. No problem!

Connie Fischbach represented the Elgin Airport and Piper Aircraft, Nov. 7th & 8th, at the joint meeting of the Illinois Aerospace Education Committee and the Illinois Science & Math Teachers Assn. She gave a presentation on how the FBO and industry can assist elementary thru' college level schools in promoting aviation education.

Sean "Ace" Zeller, newborn son of 99 Lee and 49½ Tom, made his first crosscountry flight in October, age 6 weeks, to Pittsburgh in a Cessna 206.

Jean Ingle gave a talk on "General Aviation & Aviation in General" at the Villa Park Library on Nov. 17th. Jean had asked the library to post the availability of teaching aids and guides from the FAA in response to Gene Little's request in promoting the FAA's educational program. In return she was asked to present the program in which she tried to inform the audience about the worthy causes of general aviation in one short course!

Polly Gilkison and 49½ John flew to the headquarters' dedication. They waited out the IFR weather, visited the FAA Academy and left word for Diane Milmont who is one of our chapter members in training there. She is progressing very well. They had a good tailwind returning in contrast to Myrl Mucha, Fran Davis, and Barb Silagi who made the trip IFR with 60 kt. headwinds. Fran cures all IFR weather by closing her eyes and going to sleep!

GREATER DETROIT AREA CHAPTER Mearl Frame, Reporter

The Greater Detroit Area Chapter met for our November meeting at our regular place in Dearborn on November 20. The program for the evening was "Cold Weather Flying", quite an appropriate title since we have arrived at that time of the year again. We can't complain this year, however, because we have enjoyed the most delightful fall in years.

Just spoke with our Chairman, Joyce Odom this afternoon and she says she is on the mend and starting to feel better each day. Joyce went into the hospital in October for surgery and has been recuperating the last three weeks. Before entering the hospital Joyce and Mickey flew to Hilton Head, S. C. on business and watched the World Tennis Matches while they were there.

We have two new instrument ratings in our chapter. Doris Kilanski is our newest recipient on November 18, and Eileen Wehr has had hers for a few months. Keep up the good work. Janet Bone has just

completed her Basic Ground Instructor Rating.

Martha Winnard spoke to the third grade classes at Hayti Elementary School, Romulus about Women in Aviation and Careers available in the field of aviation. Pat Domas visited 99's Marilyn Sidwell and Jacque Debes in Denver during late October. Pat was there with an instrument student on an extended training flight. Seems we flew off in all directions for Thanksgiving.....Gini and Neal Sutherland to Boston. Wilda and Merle Nichols to Bermuda. Mearl and Bill Frame to Palm Springs on their annual trek.

GREATER ST. LOUIS CHAPTER Jan Pocock, Reporter

Back-tracking a bit, new member Maripat Murphy won 3rd. place in St. Louis Aero Club's August Prof. race, 'bout the same time Audry Casper gained her seaplane rating, and Val Johnson turned Vol. F.D. Rescue, by flying some St. Clair firemen to Calgary, Albia. to pick up a fire truck! Sept. given over to Section meeting, followed by much needed relaxing October fly-in meeting at the Washington, Mo. airport for demo. 'copter rides. STL helicopter pilot, Allen Barklage was great at maneuvering demonstrations, as well as sharing honors with Whirley Girl Val Johnson in giving the gals a ride. Good turn out, super picnic lunch, lotts fun. The same bunch, plus more, flew to Piedmont, Mo. the following weekend for dedication of their new airport. It was fabulous, complete with air show. We wound up Oct. with eight of our ladies flying to OKC for dedication of our beautiful new H.Q. building. All were quite impressed and very much appreciated Lois Feigenbaum's choice of the lovely display cabinet that is our memorial to former STL Chairman, Joan Lamb. Everyone agreed that it is just perfect.

Before long, there won't be room enough for all Nelda Lee's ratings on her license, to which Commercial Privileges, single & multi, have recently been added. Your reporter had a delightful, short visit with Gov. Amy and former N.C. Gov., Anne Roethke when she Commancheed to STL for medical seminar. November meeting gonna be a busy, flying year if Fly. Actv. Chmn. Peg Kilby has anything to say about it! A C.A.V.U. New Year!



Greater St. Louis Chapter members enjoying helicopter rides at Washington, Mo. airport, Thanks to Val Johnson.

LAKE ERIE CHAPTER Helen Keidel, Reporter

Our girls are really working to achieve whatever goals they have set for them-

selves. Donna Fulks received her instrument rating in October and Charlene Fee passed the written examination toward her instructor's rating. Not to exclude our 49½ers—Connie Maxim's husband received his ATP rating.

Rosemarie Mintz and Jane Hubben have each given talks at their local schools in an effort to further the interest of young people in aviation.

A rather expansive proficiency program has been started and so far it has met with great response from chapter members. The Flying Activities Committee is hard at work planning exciting "fly-outs". They are attempting to match pilots and co-pilots of varied airplanes so as to update everyone's proficiency and to create an educational challenge besides being a trip to a stimulating new place.

Louise and Dan Muranko unfortunately had an accident in their Cessna 210 in October and both were hospitalized with broken bones. We wish them both a speedy recovery.



Lake Erie 99s Airmarking
L to R Ernie (Friend of 99s,) Carole Pendleton, Annette Fedor, Rosemarie Mintz, Rhonda Mintz, Donna Mintz.

LAKE MICHIGAN CHAPTER

Mary Gardanier, Reporter

Our S.M.A.L.L. race is over and Julie Clark took the prize over amazingly close scores in the top ten.

Maisie Stears and family had VFR weather full circle to Disney World but Eloise Smith's vacation in Switzerland found October and November at Lake Geneva zero visibility—no chance for the VFR pilot. She visited her niece who is practice teaching there at Lausanne.

Mary Creason attended C.A.C.O.A., (Citizens Advisory Committee of F.A.A.) The past session was interesting because of the seven new members—all men, men's lib. They added a different complexion to the group. Mary is now spending full time at her "Ottawa Air" operation in Muskegon, Michigan.

All three Michigan chapters will combine for a Christmas party at Eloise Smith's home.

We welcome new members every meeting, that is—we're growing.

MINNESOTA CHAPTER

Clara Johansen, Reporter

Aviation Education is emphasized at our winter meetings. Summer meetings basically are flying activities. The entire chapt. is divided into sections, each responsible for planning and hosting one meeting. Nov. Chmn Gerry Rodengen hosted 25 members from all areas of the state at her Mpls home for an open board meeting. Members became more informed and more involved in some of our special

projects such as Aero Space Ed., Public Relations, and RED CROSS BLOODLIFT.

Two members are preparing a course on Aviation which they will present in their children's grade schools. 99 Jan Porter has been teaching a class of Aviation Science at Westwood Jr. High since Sept. She initiated this course at the school where she teaches. Part of her preparation was a 2 wk Aerospace Ed. Workshop for elementary and H.S. teachers at the University of Mn. Class activities included a field trip to Dayton, Ohio Air Force Museum in a C-130 transport; a trip to Farmington ARTCC, MSP Tower, FSS and Weather Bureau; films, lectures, models from NASA Spacemobile; and a 2½ hr. x-country flight, each member of class flying 1 leg, most members had never flown before. This flight was no novelty for Jan who has had her Pvt. Pilot Lic. for 2 years. While a student pilot, she did have the unique experience of making an emergency landing on a frozen lake while on a solo x-country. A bearing cap retaining bolt broke setting off a chain reaction totaling out the engine of the 150 C she was flying. She called MAYDAY to nearest control tower, declared her emergency and expected landing site, landed, hailed a ride to shore from a passing snowmobiler, contacted her club's maintenance officer who within an hour had the plane towed to shore, and Jan back home in time to prepare her family's evening meal! The piston and rod are now paper weights and attention getters in her classroom.

Our Chm Gayle Vail is in aviation full time. When she isn't instructing student pilots, including her own daughter, 17 yr-old Pam, flying IFR Charters, attending Lakewood Comm. College to brush up on Physics and Math prior to resuming work on her Aeronautical Engr. degree, she is in 99 activities.

Vice Chmn, Linda Haedge shared her enthusiasm for flying and the 99s with the Minnesota Mining Aviation Club at their Christmas party.

QUAD-CITY CHAPTER

Gina Miliar, Reporter

The Quad-City Chapter held a Scavenger Hunt by plane last month after the meeting. Judy Hodges was the winner, Von Alter came second and Carolyn Pobanz was third. Judy successfully located such items as an old airplane tire, ear of field corn, used piece of safety wire, a ballpoint pen that doesn't write and many others.

The following week Judy and Carolyn flew to Galesburg to return the tire. Carolyn shot a VOR approach under the hood while Judy rode shotgun.

JoAnne Walker has been working so hard and long on the new "Y" building fund drive that she forgot to renew her physical!

We have a new 66 in our midst, Luli Soomre.

Linda Normoyle and husband Joe flew to Charleston, South Carolina to witness a change of command aboard the nuclear sub, Ulysses S. Grant. Linda's cousin was retiring as commander of the sub. Linda

also stated that her daughter, Valerie is ready for her checkride during the Thanksgiving school break.

Carolyn Pobanz had an opportunity to shoot an approach into Moline recently. She did a good job of it.

Von and Charlie Alter flew to Keokuk last week and visited there with Leslie Scherrer. They also heard her talk on the Wings Over the World Race, which is put on by private individuals and business people to raise money for air education in the public school system. The race will be a proficiency race and there is no speed element involved.

WISCONSIN CHAPTER

Louise Yeazel, Reporter

Another first for Marie Grimm, charter member of Wisconsin 99s! She was recently appointed by Governor Lucey to a six year term on the Wisconsin Council on Aeronautics, a five-member board of aviation experts who make recommendations to the Sec. of Transportation. She is the first woman to serve on the council. She was also the first woman president of the Wisconsin Aviation Trades Association, first woman to receive the Wisconsin Aviation Award (1975), and serves as an advisor to the State Superintendent of Schools on the Wisconsin Aerospace Education Committee.

Marlyn Donagan and Caroline Morey gave a talk on the Powder Puff Derby to Middleton Sertoma Club.

Wisconsin 99s who had never flown actual IFR know what it looks like inside a cloud after attending the November meeting. Conditions around the Swiss restaurant in Middleton where we met dropped to O-O during the afternoon, but stayed VFR long enough to hold the spot landing contest and water bombing. Even a water balloon, when dropped from an airplane, packs quite a wallop, so hostess Jean Zapata stayed well clear while judging the contest. (She will be our applicant for A.E. scholarship for work on her CFII rating, and wanted to keep her head intact. (Elaine Strikland won the balloon drop, hitting only 9 ft. from the mark. Second place went to 49½ Bob Kunkel. Nobody made it past the line on the spot landing contest, but Caroline Morey, who landed 100 ft. short won first place.



Diane Gorak, chairman of Wisconsin Aviation History and Bicentennial Committee, preflights her plane

South Central Section

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

ABILENE CHAPTER

Marjorie Andrews, Reporter

Eight members and guests met at chapter Chairman Marjorie Andrews' home for Cajun-style Jamboulaya November 20. Another spin-off from the Denver Sectional was the Pre-flight Inspection Quiz which we all took and then graded to see just how thorough we are about not only checking the airplane, but the weather and ourselves.

There was much discussion on the subject of the proposal, which was brought up, voted on, and passed at International Convention in July to admit 99s Inc. to "consultative status with the Economic and Social Council of the United Nations." It was the unanimous opinion of those international members present that a letter of protest drafted and signed by all of us was in order. We wondered just how many members world-wide are aware of what has taken place and that we are indeed committed to membership, however loosely, in the United Nations? Below are excerpts from the letter which we hope you will all consider:

"Entry, even as a Non-Governmental Organization, at this particular time in U.S. history focuses attention on the Ninety-Nines as a "political" organization rather than a group whose stated aims and purposes are "strictly educational, charitable, and-or scientific." Furthermore, we fail to see how a delegate or two from our entire membership could possibly represent the feelings of our diverse group. We fly for a myriad of reasons; some of us are home-makers and some are professionals in aviation...The fact we have voted to join means to most observers that 99s as a whole, world-wide, support the activities of the UN as it exists today. We in Abilene, Texas do not...We see no advantage to lending the prestige of our large membership to this organization and regard it no honor to have been asked to join...We hereby protest strongly, and exhort others in the 99s to rescind (at the Philadelphia Convention next July) and commitment made...to become an advisory member...of the UN. Are we the only group of 99s with feelings strong enough on this matter to raise our voices and pens?"

(Ed note: Not to worry! We were turned down by the UN)

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

Our mountain flying seminar held on November 17 at the University of Albuquerque was extremely successful. Over one hundred people were in attendance, and speakers Rogert Mitchem and Bruce Adams were excellent.

Roger talked about mountain flying, and Bruce Adams of Southwest Safaris of Santa Fe gave an informative slide

presentation on survival. Setting for the seminar was the lovely Fine Arts Theatre and the Student Union Building of the U. of A.

Our congratulations this month go to Claudia Beckner was recently appointed an Accident Prevention Counselor by FAA. Kathy Fox is sporting a very pretty FAA Safety pin presented to her by Rogert Mitchem.

We're looking forward to our annual holiday get-together in December at Rita and Glenn Elliott's home in Corrales. Highlight of that affair will be the presentation of a trophy to our outstanding 99s of the year.

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

Congratulations to Kay Newth of North Little Rock who has been named "Woman of the Year in Aviation 1975" by Women's National Aeronautical Association and has also received the trophy which is presented annually by the Arkansas Ninety Nines to the 99 who has contributed the most to Aviation in Arkansas.

Congratulations to Camille Smith of Fayetteville who has earned her CFI rating.

CHAPARRAL CHAPTER

Lela Carwardine, Reporter

Chaparral Chapter welcomes four new members this fall and it is perhaps newsworthy to report that each of them flies her own plane or family plane.

Jane Floyd, who joined us with a new license, became a Ninety Nine in time to be listed in the 1975-1976 Yearbook. She is one of our most enthusiastic and "workingest" members. She flies the family Bellanca and one of the recent trips included a stop at Ventura, California where all of the family went surfing.

Ann Curtis learned to fly this year in order to help her husband on trips necessary in his work as a veterinarian. She flies their Cessna 182. Their flying has included two trips to the east coast. Ann has been helpful in working with a committee to update our Chapter by-laws.

Lucy Mathis, our college student, has made quite a record for herself. Although coming from a family of fliers, she has never been very interested; but last February she decided to work on a pilot's license. In three months time, while carrying full college work, she received her license and is now working on her Commercial and Instrument ratings. She flies the family Cessna 182 and Cessna Cardinal (Cessna 177).

Patricia Martin was a charter member of Chaparral Chapter when it was organized in 1969, but soon afterwards found it necessary to discontinue her flying. We are happy now to have her re-instatement. She flies a Cessna 182 but hopes in the future to be able to fly the family Cessna 310.

Our Amelia Earhart Scholarship winner, Rene Hirth, reports that she has passed her written test on C.F.I.I. and is ready for her check ride. Along with her work at the Deming airport she is forming a 66 group. She has four students who have soloed

and made their cross country flight. Rene is a very regular attendant at our chapter meetings, even though she has to come sixty miles, usually night flights.

EL PASO CHAPTER

Doris Shreve, Reporter

Our reporter, Louise Mitchell, is away on a three week speaking tour. Louise is a missionary with the Spanish American Evangelism Christian Church.

Betty Rogers who is specialized in insurance gave a lecture to the Women Professors of the University of Texas at El Paso.

The El Paso Chapter co-sponsored a Safety seminar Nov 4 and 5. Evelyn Underwood was MC the second half of the seminar. Doris Shreve narrated the slide film on weather. The 99s were in charge of the refreshments and decorations.

Polly Thomas and 49½ Dr. John Thomas along with her brother Dr. John Sherman flew their planes to Santa Cruz, Mexico on a medical mission. The high altitude landing strip was in a remote mountainous area. While there a hurricane went inland at Mazatlan and crossed into their area causing much worry about aircraft tie-downs and etc.

Ruth Deerman and Doris Shreve attended the gala dedication ceremonies of our new Headquarters building at OKC.

Kathy Lindley is now stationed in southern California with the Marine Corp. Sim Lindley, mother of Kathy, is building hours on their new Bellanca Super Viking.

FORT WORTH CHAPTER

Auleen K. Hall, Reporter

Early in November before the regular business meeting, members air marked the Aero Valley Airport. During the meeting Edna Gardner Whyte was honored—it was her 73rd busy and active birthday.

Carole Sue Wheeler and 49½, Joe, flew their 310 to San Francisco for a meeting and Gladys and Ernie Latham flew their Bellanca to Little Rock on Halloween for a meeting.

Lorraine Waddell had her first ride, to Georgia, in a Biz-Jet. Tony Page attended the UFO Conference in Fort Smith, Ark. and the National Business Aircraft



Forth Worth Chapter members, wearing their 99 blue matching outfits, in front of new headquarters building on "dedication day." L to R: Malena Richardson, Nancy Armstrong, Carole Sue Wheeler, Chairman; Juanita Waddell, Auleen Hall and Edna Whyte. Not Shown: Lorraine Waddell.

Association meeting in New Orleans. The Chapter will celebrate the Wright Brothers Flight Anniversary with a Christmas Party at Chairman' Carole Wheeler's home on December 17th. From all of us, Merry Christmas and Happy New Year.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

Our December 5 event will take the form of a wine and cheese tasting party; a presentation will be made of the Houston Chapter 99s activities. The membership party is being held in lieu of the annual Christmas dinner party.

Various items of clothing, craft supplies, and toilet articles have been collected for an airlift to the Rusk State Hospital. The Houston Chapter plans to fly the gifts to the Cherokee County airport December 12. Audrey Haley is chairman for the airlift.

Members of the Houston Chapter have been speaking to groups of school children about flying. Mary Able addressed a group of 150 fourth graders and plans presentations to junior high and senior high school groups in Alief. Joyce Johnson spoke about flying with students in Fort Bend County.

The Houston Chapter is again selling "I'd rather be flying" bumper stickers as a fund raising project. Treasurer Delle Hightower is in charge of sales.

Mary Able reports that the addition of seven male members to the Citizens Committee on Aviation added greatly to the October meeting in Washington...Mary will attend Lear 35-36 ground school for the first two weeks of January...Delle Hightower, 49½ Gene, Margaret Brown, and 49½ Wes planned to fly to McAllen in late November for the Texas Private Flyers Association fly-in and trip across the border to Reynosa...Margaret is TPFA secretary...Delle and Gene Hightower flew houseguests to Lake Lyndon B. Johnson for a weekend outing recently.

KANSAS CHAPTER

Kay Weber, Reporter

The blue skies of Kansas have been filled with airborne Kansas 99s these past two months. October found many of us participating in a Chapter flying treasure hunt. Pilots and navigators covered approximately 125 miles. The route and the questions over it not only got us in the air, but also made us review some of our often-neglected ground school teachings. Trophies went to pilot Dorothy Dickerhoof, Chapter treasurer, and her navigator, Olive Kemper. Members from the Cimarron Chapter join us for this activity.

Eight members and three 49½s flew to Anthony, Kansas, October 25 to airmark its new airstrip.

Fifteen members and their spouses and/or guests attended the dedication of International Headquarters Building in Oklahoma City, November 1 and 2. **No words adequately praise Marilyn Copeland and her committee for these lovely headquarters.**

We are saddened by the death of Ray Shaffer who was killed when her plane crashed on take-off at Russell, Kansas.

We are proud of Wilma Sawatzky who has earned her multi-engine rating.

November 18 found us hosting a successful Safety Seminar. A chapter project for the seminar was the preparation of survival kits which were sold at the meeting.

LUBBOCK CHAPTER

Beth Covey, Reporter

Our Chapter helped to sponsor an Aviation Safety Clinic in November. With the GAMA sponsored contest underway, we were joined for the first time by 9 other sponsors, and had a standing room only crowd. Lubbock Tower and Flight Service Station both have new chiefs, and each presented programs on their operations and services to pilots. Two officers from Reese Air Force Base wound up the clinic with a presentation regarding the flight operations for T-37s and T-38s in our area, including their usual routes and altitudes.

NEBRASKA CHAPTER

Sharon Meyer, Reporter

Val Darling and Cathy Binfield were the hostesses for our November meeting in Aurora. The weather has been most cooperative this fall. We've been able to fly to all our monthly meetings.

Children all over the state—and adults too—increased their knowledge of general aviation during our General Aviation Awareness Month Poster Contest. The regional winners along with the Lincoln area entries were arranged in an eye-catching display at a Lincoln shopping center. The display included signs explaining the 99s and describing the benefits of general aviation. The posters were then placed on display at the Lincoln Airport General Aviation Building.

We're delighted to welcome four new members to our Chapter—Jackie Breeden of Grand Island, Becky Bredehoff of Norfolk, Ann Rosenberry of Scottsbluff, and Gail Couse of Scottsbluff. We're especially pleased to increase the membership in the western part of the state.

Our annual Christmas party is scheduled for Saturday evening, December 6 in Lincoln. The Chapter Achievement trophy for 1975 will be awarded at the party.

Happy flying in 1976!!

SAN ANTONIO CHAPTER

Pamela H. Crane, Reporter

The regular monthly business meeting was held at the airport meeting room (Gen-Aero, Inc.) at noon on November 8th. Members and prospective members who attended heard Jane King, Safety Chairman, report on the progress of the chapter technical library. Publications on hand have been catalogued, a subscription to AIM has been obtained, and Jane invited all members to donate additional material to help expand the library. Jane also reported on the financial success of the coffee "concession" at the FAA Safety Clinic in October. This activity also

provided favorable publicity for the Ninety-Nines.

Airmarking Chairman Alice Foeh reported favorable comments on the recent airmarking project (at Seguin, Texas), and announced additional projects under consideration for next spring.

Saralda Ross, Membership Chairman, welcomed Judy Piper as a new member, and reported several additional applicants as well as a possibility of some transfer members.

Plans for the annual chapter Christmas were made at the meeting. The date is December 13th, and the place is once again the lovely ranch home of Betsy and Bill Hogan. Members will bring gifts suitable for nursing home residents, and these will be distributed at a local nursing home in time for the Christmas observance there.

Ann Ash had an interesting experience on vacation in October when she was invited to fly in a restored L-5 owned by a friend in Ohio. Ann believes she has located the J-3 cub in which she logged many solo hours in the early 1940s, and is hoping to be able to purchase it in the near future, and fly it once again.

Also in October, Alice Foeh, Betsy Hogan and Saralda Ross had the pleasure of a dinner meeting at Karam's Mexican Restaurant in San Antonio with two visiting 99s from Iowa. Gerry Bendickson and Bobbie Smith, who own and operate Leland Airport, Leland, Iowa, were at Wildord Hall Medical Center for a two-week Air Force Reserve tour of duty and got together with our local 99s for a fun-filled evening.

SHREVEPORT CHAPTER

Helen Hewitt, Reporter

We are happy to report that two thirds of our members and their 49½s attended the long awaited dedication at Oklahoma and thoroughly enjoyed the fun, fellowship and "flying" the Air Rally.

On November 12, we spent the entire day at the airport conducting our Pinch-hitter Course, one of our favorite projects. This is done for the benefit of non-flying wives of pilots to assist them in overcoming their fears and negative attitudes and to teach them a course of action to follow in case of pilot incapacitation. By the end of the day, they were proficient in using the radio, working the VOR and some of them had even caught the flying bug!

We held our meeting this month at a little sod strip just north of town. We invited our 49½s, brought picnic lunches and spent the day getting dual instruction in a glider. Luckily there were lots of thermals and, as you might imagine, the business meeting was completely dispensed with.

Weather permitting, we will spend December 5 airmarking our own home airport. The Ninety-Nines have been asked to paint a newly designated VOR check-point and we are willing volunteers.

We will close 1975 with our annual Christmas dinner held at the home of Corinne Strickland. Have a wonderful

holiday and fly in to see us if you're in our neighborhood.

SPACE CITY CHAPTER Helen Jackson, Reporter

September and October have been so busy that we almost forgot to have meetings, much less send in our reports. After our whirlwind trip to the sectional meeting in Denver, Colorado, we came home to hold a Las Vegas Night on September 27. It was very successful, lots of fun and increased our treasury more than we had expected (happily).

The following weekend, several of our members flew in the Baytown Kiwanis Proficiency Air Race held at Humphrey Airport on Saturday. Then we went to LaPorte Airport to help co-sponsor the Ed Fitch Memorial Air Show on Sunday, October 5. Over 6000 people attended this show which was a benefit for a local hospital.

On October 14, Space City 99s co-sponsored a safety seminar with General Aviation Pilots Association, F.A.A. and G.A.D.O. There were over 500 pilots present. We helped stuff over 7000 envelopes for this seminar!

On Thursday, October 23, we hosted the opening of the new Flight Service Station building at Hobby Airport. We conducted tours through the new facility and helped serve punch and cookies to the guests and distinguished visitors. In one word, we are pooped! Look out November, here we come! And December! And 1976!

TOPEKA CHAPTER

Sondra Ridgeway, Reporter

Topeka 99s have been busy this fall. September 27 found us dishing up hot dogs and cokes at Manhattan, Kansas Aviation Day. All chapter members were present to contribute to a very successful money raising event. We also manned a 99s static display with posters scrapbooks and hand-out sheets.

Jayhawk Aviation in Topeka is sporting freshly painted tie downs on their parking ramp thanks to the efforts of 99s, 49½s and one prospective member on October 15.

A safety seminar planned and sponsored by Topeka 99s took place on October 21. The turnout was good and the evening progressed without a hitch.

New rating this month: Sondra Ridgeway CFI.

Two new members: brand new private pilots, Judy Kitchen of Manhattan and Jo Ann Allen of Topeka.

Coming Events: Christmas Party in December.

Tentative joint meeting with Atchison, Kansas Zonta Club in January.

Family fly-out to Pioneer Village, Minden, Nebraska in April.

Three years ago, the International 99 Organization initiated plans for a Forest of Friendship in Atchison, Kansas as a Bicentennial project for all 99s. The City of Atchison accepted the idea of this joint project with the 99s. Up until this time

financing of the project has come mainly from the citizens of Atchison. The walkways are now complete and some trees have been planted through the efforts of the Kansas State University Department of Forestry with more planting to be done in the spring. A \$10.00 check from each chapter sent to "The Mayor's Bicentennial Fund" Atchison, Kansas 66002 would go a long way toward the successful completion of this project by next July. We have already sent ours. How about you?

Southeast Section

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

ALABAMA CHAPTER

Juanita Halstead

The Alabama Chapter met on Sunday November 2nd in Monroeville. Alice Earl Harper was hostess, and a great one. She had prepared a feast for lunch at her house which is on the outskirts of town.

The weather was C A V U all over the state and planes came in full from everywhere.

Miriam Pullin, Chairman, held a brief business meeting. The Alabama Chapter will host the '77 Spring Sectional with Margie Pohl, Chairman. Seems a long time away, but really isn't.

It was a relaxed, happy group of pilots who posed for the accompanying photo before flying away.

Christmas Meeting will be in Montgomery on December 7th at Juanita's house in the country. Co-hostesses will be Margie Pohl and Marie Carastro.



Front Row L-R: Margie Pohl, Montgomery, Donna Green, Mobile, Margaret Halman, Tuscaloosa, Juanita Halstead, Montgomery.

Back Row L-R: Judy German, Huntsville, Alice Earl Harper, Monroeville, Claudia Conn, Hazel Green, Joan Babin, Huntsville, Mary Ann Rhodes, Huntsville, Louise Lee, Monroeville, Ann Taylor, Pensacola, Miriam Pullins, Hazel Green, Virginia McKee, Indiana, Johndell Hucabee, Pensacola.

BLUE RIDGE CHAPTER

Jo Hartness, Reporter

Our October meeting was held on a beautiful day in Asheville, North Carolina. This same day Louise White and Lee Orr,

members of our chapter, were flying in the Air Rallye Proficiency Race. Ninety-Nines from several states participated, and the day was pronounced a success by Chairman Louise White.

All Blue Ridge Ninety-Nines who attended the dedication of the new 99s Headquarters Bldg. were very impressed with the facility itself, the various tours conducted, and the reminiscences of other and more experienced Ninety-Nines.

Under Air Aid to Education, Hilda Goley has been giving her students some first-hand knowledge of the weather gathering and reporting processes. Hilda has gotten the weather logs and has been teaching her students to decipher them. In conjunction with this, her class is also planning a field trip to the Greenville-Spartanburg Weather Bureau to get an on-the-spot look at all the intricacies of weather reporting.

Lee Orr and Dot Penney were in charge of 150 school children who toured Spartanburg Airport. Dot gave them a detailed explanation of the components of the airplane, also a few words about how and why it flies.

Mary Robertson, an up-and-coming 66, flew her first solo cross-country to Peachtree-DeKalb Airport in Atlanta, Ga. to pick up her husband...not bad for her first!!

Our November meeting was well attended in Greenville, S.C. The day was not conducive to flying, however, as we had our first snow of the season. We persevered and arrived in our four wheeled vehicles. Helen Halliburton, a Ninety-Nine transfer from Dyersburg, Tenn., was welcomed into our chapter. We hope she will find the Blue Ridge Chapter and associated activities interesting, challenging, and educational.

CAROLINAS CHAPTER

Margaret Munn, Reporter

The annual gathering at Betty Hamilton's Flying H was held in August. As always our meetings at Betty's are enjoyable one.

The September meeting was held at the Greensboro Airport. Sufficient funds in the Treasury enabled the chapter to make donations to two aviation programs. It was decided to send a donation to Nancy Wrenn for her aviation program at the high school where she teaches. A donation was also sent Page Shamburger for NIFA of which she is the newly elected chairman. Barbara Leitner was appointed Flying Activities Chairman. She will be notifying members of any air shows and other flying activity in our area.

After the business meeting everyone was invited to Louise Smith's for lunch. After lunch we were treated to some profitable entertainment. Louise donated different articles that were auctioned off and the money went to the chapter's treasury. Participation was good and they were able to collect about \$35. We thank Louise for her donation to the chapter.

The weather man came through with beautiful weather for the October meeting at Myrtle Beach and for the November

meeting at Monroe, N.C. airport. Many members fly to the meeting at Monroe and we had good attendance. Anyone who wanted to get their lungs tested could take a Pulmonary Function Test administered by Bunny Foley.

We would like to welcome the new members to our chapter: Priscilla Stickney, a transfer from the Blue Ridge Chapter, Yvonne Williamson, a transfer from the Sacramento Valley Chapter, Elva Ruberg, a transfer from Colorado, Helen Halliburton, a transfer from Cape Girardeau and Ksena Stone, who is a new member. Ksena recently received her Commercial certificate and Nancy Jones received her Certified Flight Instructor's rating.

FLORIDA GOLDCOAST CHAPTER

Sue Hoffman, Reporter

The November meeting of the Florida Goldcoast Chapter was held at Lenny's Hideaway Restaurant on the 15th of the month. The meeting was well attended not only by our regular members but by several prospective members. We welcomed Kathy Albury into our group this month. Kathy has a private rating and is now working on her multiengine rating.

Rita Reo, along with prospective member Linda Bates as co-pilot, entered the Deltona Derby. The race was flown from St. Augustine to Naples, Florida. The team flew a Cessna 150 and placed 5th out of 14 aircraft. Rita said it was the most exciting thing she had ever done and it was quite a challenge because these girls had less than 200 combined hours, and Linda has just received her private license. They flew the whole race at 800 AGL full power. The girls won an award for the best attired race team in their hot pink and white outfits to match their Cessna. They would like to extend their deepest appreciation and thanks to Lois Porter who let them fly her plane in the race. Lois is a terrific instructor and gave the girls many pointers before they took off.

The National Intercollegiate Flying Association Southeast Regional meet was held at Melbourne, Florida. Seven Teams participated. Fran Sargent who is the Faculty advisor from Miami Dade Community College, and NIFA National Council member attended with the college team. Ruth Fleischer served as a judge along with the 99s from Florida Spaceport Chapter. Emory Riddle Aeronautical University won first place with Miami Dade placing a close second.

FLORIDA GULF STREAM CHAPTER

Ellie McCullough, Reporter

Teresa James, transferee from Alaska Chapter—now a sun-worshipping Gulf Stream member, has been renewing WASP & P-47 ferry pilot friendships with Mary Trotman O'Brien and Marianne Beard Nutt. We enjoyed their stories during our November fly-in to Witham Airport, Stuart, Florida and luncheon meeting held at Lord Chumley's restaurant. Maryanne Nutt was guest speaker & in addition to her WASP experiences, she told of her 25 years as

Control Tower Operator for Grumman in Bethpage & Calverton, New York and recently transferred to their facility at Witham Airport. She plans to renew her 99 membership.

Many Chapter members attended the Grasshopper gathering at West End, Grand Bahamas. Among the group was a beaming prospective Jane Van Dyke, whose mother, Irene Van Dyke Goodwin, soloed Jane on Sunday, November 9. Young Jane co-piloted for "Schatzy" and me from Vero Beach direct to West End & we touched down 30 seconds ahead of our filed ETA. Her sights are now on the Bicentennial Angel Derby.

News member Joyce Protzman accompanied Chairman Mina Elschner to the terminus of the Deltona Derby at Marco Island.

Eleanor & John Stilli spend Sundays flying from Stuart to various airports along the East Coast.

Geri Halton's 15 year old son, Randy, took his first flying lesson recently although he has been flying with Mom & Dad since he was 2½.

Jane & Micky Sutton flew to New Jersey to greet a new granddaughter and meet with old flying friends.



Former WASP Teresa James (left). Chairman Mina Elschner (center) with Former WASP & Guest Speaker Marianne Nutt during Gulf Stream Chapter November meeting.

FLORIDA SPACEPORT CHAPTER

Dottie Parsons, Reporter

Spaceport did not have a regular meeting this month but instead we held the Deltona Derby. Alma & Dan Drummond placed 4th in their Bonanza A36 N1886W, with a -4.99 and a 182 handicap, giving them our chapter's highest place in the air event.

Shirley Osborne and Dottie Parsons of Kissimmee did not fly the Deltona this year as we were busy pitching our tent for the Central Florida Air Fair Nov 8 & 9, with members Wanda Morgan and Jamie Padgett.

We purchased visor hats from the Chicago Area Chapter, which were a tremendous success...the second day. They should have been accompanied by inexpensive plastic bags with arm and sleeve holes the first day, as it was almost a wash out mid way in the show Saturday. The skies opened up and the rains poured down and Rotary was in a quandary as they were sure they would have to refund the money and rain insurance had not been accessible this year.

N.I.F.A. Southeastern Regional was off and running early Sat Nov 15th but alas, results will have to be forthcoming as I pulled a first class blunder. While hurrying to mark a message drop for measurement, in the last heat no less, I lost my balance on the rough terrain and fell on my hand and dislocated my elbow.

Several hours later, after we left Melbourne's Brevard Hospital emergency room, we rode back (Wanda Morgan and myself) to the airport with our Chapter's Chairman Norma McReynolds and 49½ Mac. We climbed into Morgan's new Skylane and Wanda flew home again. Thankfully I had not flown over. I might add that I have a brand new II class medical which I received Nov. 12th.



Shirley Osborne of Kissimmee waves from the wing of her modern Cherokee while dressed in the original official 99 uniform of jodphurs, monogrammed flight jacket, goggles and white flight helmet. Upon reading about the Deltona Derby, a local resident loaned the costume to the Spaceport 99s for the event.



Spaceport 99s take time from preparations for the Deltona Derby to pose with this announcement. The sign graced the pit area at Sanford, the intermediate stop, where contestants were enthusiastically welcomed by townspeople and officials.

GULF COAST CHAPTER

Fran Salles, Reporter

The Gulf Coast Chapter (formerly the New Orleans Chapter) reorganized in Hammond on November 9. Meetings will be the first Saturday of the month, to coincide with the operation of a temporary training tower by the National Guard.

The new officers are: Ede Brandon - Chairman; Kathleen Pittman - Vice-chairman; Glorice Wills - Secretary; Virginia Smith - Treasurer.

Programs were planned for the year, starting with a program in December on "Weather" by Don Lea. All the husbands

were present and coffee and cake was served.

Kathleen Pittman showed all her survival gear, collected after hearing the Utah Survival Specialists program on the Bonanza Convention in Minneapolis.

Virginia Smith is retiring from her office managers position, and looking forward to much more flying.

Kathleen and Iddo Pittman flew to Bedford, Massachusetts to see their daughters. They enjoyed Harvard and Cambridge, but especially the bright autumn leaves.

Glorice Wills, with copilot Ede Brandon, flew her Cessna 185 to the U.F.D. Conference at Fort Smith, Arkansas. They were very impressed by the very scientific and highly technical symposium.

KITTY HAWK CHAPTER

Jane Tisdale, Reporter

Carolinas' Chairman Mary "Bunny" Foley, Secretary Jo Payne and Past International President Louise Smith joined Kitty Hawk Chapter's FIRST air-marking project at Anson Co. Airport, Wadesboro, N.C.

At our November meeting the Kitty Hawks were treated to a guided tour of Aeorsport, Inc., in Holly Springs, N.C. This small plant, located on its own Shelba Airport, manufactures kits for the Rail, Quail, and the aerobatic Scamp homebuilt airplanes. The Scamp was then put through many of its maneuvers for our benefit. Members also made plans for manning the Wilmington, N.C. flyby-optional stop in the Angel Derby, May 27-30, 1976.



Kitty Hawk's FIRST Airmarking.

TENNESSEE CHAPTER

**Lura Odland and Jo Chandler
Reporters**

The Tennessee Bicentennial celebration in April will feature an air treasure hunt for historic locations in Tennessee and nearby states. Fran Davis and Micky Childress proposed the event for national, regional and state Bicentennial Calendars. Bill Kershner will chair the committee to select photographs of "treasure" sites and clue lines.

The Chapter will provide "Zoo Graphics", for the American Eagle in the Knoxville Zoo. Sign with raised lettering and braille will indicate habitat, habits, and other characteristics of the American Eagle; it will also indicate the Chapter sponsorship.

John W. Nance, Chief: FAA Control Tower, TYS, described details of control tower operations for the Chapter in

October at the Sevierville-Gatlinburg airport. Mr. Nance, who has been with FAA for 33 years, expressed the need of FAA to become acquainted with 99 Chapters and to discuss mutual problems. This was a rewarding communications session with John and Frances Nance.

Ella Teague received her private license on October 3 and joined the Chapter the next day! Ella and Jerry who now operate the Dayton airport, invite everyone flying near them to land and get acquainted.

Virginia Ellis, Mary Jane Quarles, Evelyn Johnson; along with 3 non-ninety-nine ladies, loaded up in Evelyn's Cessna U206 and flew over to Lexington, Ky. to hear Oral Roberts, Richard and Patti on September 28. They reported a wonderful meeting along with CAVU weather.

Evelyn Bryan Johnson, Manager of the Morristown Airport reports that Julie Hebble of Oak Ridge has been working hard. Julie recently received her instrument rating and then passed her flight instructor rating with Paul Metz of the Nashville FAA District Office—all at the Morristown Airport.

Middle East Section

**DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA**

CENTRAL PENNSYLVANIA CHAPTER

Joyce Williamson, Reporter

Driving was the order of the day for the meeting held at the Johnstown Airport. Ester Michad acted as hostess for the day and Trooper Hartman of the Greensburg State Police was the featured speaker.

"Boots" Husted, made the trip to Oklahoma City for the dedication of the new Headquarters. Avco Lycoming, Boots' employer, sponsored the trip. I want to reprint part of her description of the meeting as it was reported in our "99 News". It is a boost to 99s across the country:

"The Charter Members and Past Presidents' luncheon was so inspiring and touched the hearts of us all. It was wonderful to meet the charter members that were present at the very first meeting that Amelia Earhart called before the group was formed. The stories started from that time and grew until the present date. Each charter member and past president spoke a few minutes and believe me words cannot express the feeling they gave us. There were many tears and much laughter. I couldn't help but single out some of these women at the dedication ceremonies and watch the expressions on their faces. I just can't imagine how they must have felt being in the organization from its very beginning and realizing this dream come true. It wasn't just these women either. It was the ones who were in on the ground floor and had their dreams too. Susie Sewell had the dream of building a headquarters building at Oklahoma City and there she was witnessing her dream come true. Susie was president when the

ground work was laid for the project. Marilyn Copeland, who was Headquarters Chairman, was happily smiling to see all the hard work she put into this project and to see the crowd who came to witness the dedication. I can't tell you how many times I would look up to our President, Pat McEwen and see her just beaming. No matter where she was she was always beaming. I couldn't help but think if they could change the words "of Thee I sing," it would be changed for Pat to be "of Thee I beam!"...To put it bluntly, I think we all need a shot in the arm, sometime or other to get us going and realize what we do have. To me this was surely a shot in the arm. I know we all tend to put things aside or maybe lose interest for awhile, but then something comes along and really makes you see how lucky you are. I know if you would have been there you would feel like I do."

We all need to begin to think like Boots.

EASTERN PENNSYLVANIA CHAPTER

Nancy Gaynor, Reporter

Our November meeting was a real treat. Our business was discussed briefly at Elisebethtown-Marrietta airport, near Lancaster, Pa. Then a superb luncheon was arranged by Fran Wright at the Groff Farm. Abe and Betty Groff run a fine restaurant and work the farm as well. All of the food served is homemade, from bread to ice cream. Plus a cellar full of homemade wines. There were 21 present and 10 guests.

Kate Macario read a communication from AWTAR stating the '76 Powder Puff Derby will be the last. The reasons being, difficulty in keeping it an all female air race; energy crises; and increasing traffic. A 28 year tradition will not die easily!

The lodging and banquet for the Terminus for '76 will be held at the Brandywine Hilton, not the Dupont, as formerly stated.

On November 14, Philadelphia's local educational TV station held it's on-the-air auction. Carroll Kauffman chaired the event for Eastern Penna. She got 17 of us to take the 8 p.m. to 1 p.m. shift to answer phones for bids. It was great fun and Carroll did a splendid job.

Our November Lunch with the Bunch was held at Capital City airport in Harrisburg Pa. 30 women attended in marginal VFR.

New Ratings; Judy De Marco-Instrument, Eileen Wiegand-Flight instructor, Angie Izzo-Mission pilot for CAP.

GREATER PITTSBURGH AREA CHAPTER

Sue Studley, Reporter

The November meeting of our chapter began with a luncheon followed by a visit to the home of Jim Haus, an active member of the Beaver Valley chapter of the EEA. He is currently building a bi-plane in his basement and was kind enough to explain its step-by-step construction. It proved to be an informative and educational afternoon.

Our members and the 49½s are eagerly awaiting the slide presentation prepared by Helen and Al Davison of their three

week trip roving Alaska in their Musketeer. They estimate they flew 8500 miles on the cross-country vacation.

And finally, congratulations to Mary Lou Waite on her recently acquired commercial rating.

HAMPTON ROADS CHAPTER

Patti Carwell, Reporter

Visiting Fleet Weather Central at Norfolk Naval Air Station reminded us of the complexity of interpreting and predicting weather, and gave us an opportunity to view some of the sophisticated methods applied to the task. Even the meteorologists admit that our climate, though a delight, is predictably unpredictable.

After our interesting tour, it was decided in our first business meeting that fund raising was very high on our agenda. December 6, we are having a "White Elephant Sale" which happily forces all of us to sort and cull, (when we'd rather be flying!).

Lucy Thompson is working with Newport News Girl Scouts toward their aviation merit badges. Education chairman, Nancy Volkmann, hopes to expand this program with the help of other members of our chapter. How many of us were Scouts but did not have this valuable exposure to aviation?

Linda Hollowell used her new Instrument Rating to fly to Tampa, Fla. Maybe she was secretly boning up for the Angel Derby which terminates in Orlando, although she says she was conventioning.



Pictured above, the Hampton Roads Chapter receives its Charter during the Sectional banquet in Williamsburg, Va.

MARYLAND CHAPTER

Paulette Jones, Reporter

Plans are being started for the Spring Sectional to be held in Annapolis. Ruth



NEW OFFICERS OF MARYLAND CHAPTER 1 to r, seated-Chairman Donna Hawkins and Vice Chairman Lenora Eaton; Standing-Secretary Barbara Marder and Treasurer Kay Bays.

Benedict will chair that committee. Also underway are Christmas party plans which include a covered dish dinner at the home of Kay Bays plus induction of new 49½ers.

Kay Bays and Jan Million attended the 99s International Headquarters Dedication.

MD chapter held a raffle for a turquoise, Indian-type necklace to start raising funds for Convention and Terminus. It went very well and the winning number, held by Bill Lettau of Glen Burnie, was drawn at the November meeting.



THE WINNER OF THE TURQUOISE NUGGET AND SILVER BEAD INDIAN NECKLACE was drawn by Naga Nasr, a student at Hammonon (NJ) International Flight School where the November meeting of the Maryland 99s was held. Holding the bag of ticket stubs is Rene Birch, immediate past Chairman. Mr. Nasr is from Egypt. The name he drew was Bill Lettau of Glen Burnie, Md.

VIRGINIA CHAPTER

Beverly Cosby, Reporter

Virginia Chapter 99s hurried through our regular business meeting for November at Hanover Airport on the fifteenth in order to save plenty of time for the Barnstormers from King's Dominion Amusement Park. The Barnstormers put on an air show there everyday during the summer which includes aerobatics in antique airplanes, skydivers, and climaxed by the flight of a Raven S-55A hot air balloon.

Steve Hoffman, manager of the show, was our guest for the day. He explained to us in detail all about the balloon, including how to inflate it, the instruments on board, and flying in it. Best of all, he gave the 99s



Va. Chapter 99s try their hand at inflating a hot air balloon at their November meeting at Hanover Airport.

and 49½ers the opportunity to put into actual practice what we had learned by letting us try to get the giant 77,500 cubic foot King's Dominion-Firestone balloon inflated and up ourselves—with just a little help from him, of course. Amid rope burned hands and one singed eyebrow, we did manage to get it inflated, but the gusting winds prevented putting it into flight.

Although we didn't get "Around the World in 80 Days," we all had a lot of fun in addition to learning quite a bit about one more different phase of aviation.

WASHINGTON, D.D. CHAPTER

Gladys E. Wise, Reporter

Our Chapter planned more fly-ins than we flew this Fall, but our members' ad hoc flying activities cover the gamut. To New England - Emily Jones and Velta Benn as part of an instrument cross-country for Emily's husband, Charlie, under Velta's tutelage; Shirley Chatfield and husband Bill, who found unreported IFR but no gas at Martha's Vineyard; Bea Wilder, who really exercised her instrument rating as she followed a hurricane up the coast.

To the southwest - Mitzi and Gil Keller, who flew their Aztec to Tucson on a business trip. The trip back, stopping only for fuel, covered 11 airborne hours. Hedy and Eli Jaffe went to see the sights - flying about 5 hours a day almost every day for two weeks - and covered lots of enchanting ground, including the Grand Canyon and points of interest in Tucson, Phoenix, etc.

To the southeast - Polly Carico and Katie Lou Webb (new members) who alternated flying the legs to Florida and back; visited former flight instructors in Florida and learned to identify and dodge thunderstorms. Irene Wirtschafter flies frequently to Florida now to visit her seriously ill father whom we all hope will be better soon.

Mary Horner and Virginia Thompson arranged a fly-in to Shenandoah Valley Airport, which, despite uncooperative weather, attracted quite a crowd. Among our special guests was Andree Perrin from France, who completed requirements for her private pilots license during a brief stay in Washington. After a recommendation ride with Lil Chesnes and passing Velta Benn's flight examination, Andree went home with a brand new license.

New York-New Jersey Section
NEW YORK - NEW JERSEY

CENTRAL NEW YORK CHAPTER

Ellen Herring, Reporter

The weatherman finally cooperated and we were actually able to hold our first flying activity since our chapter was formed last year. On a beautiful crisp October morning the gals invaded Syracuse Suburban Airport and each took an introductory ride in a sailplane, under the tutelage of Len Samuelson, operator of

Thermal Ridge Soaring, Inc., and his instructors.

Joining us for this fantastic introduction into the silent world of soaring were Nancy Morgan, of Brewerton, and Mildred Murray, of Mexico. These two great gals are now the two newest members of our chapter.

November found us at Griffiss Air Force Base in Rome for a flight line and facilities tour. What fun to peek under that KC-135 tanker!

Then we descended on the Holiday Inn in Rome, for lunch and also to look over the site of the New York-New Jersey Spring Sectional Meeting which we will sponsor there on May 21-23, 1976.

Needless to add, our next few months will be quite occupied with preparations for this event. Even so, we have managed to schedule a December tour of the control tower and ARTS III radar room at Hancock International Airport in Syracuse.

And we will welcome the tales of our adventurous recording secretary, Virginia Wentzel, when she returns from her present tour of New Zealand and Australia.



Central New York Ninety-Nines enjoy a Soaring Day. Back row, from left, Ellen Herring, Nancy Morgan, Shirley Ludington. Kneeling are Muff English and Marcia Buller. Nudging the elevator is Mildred Murray.

FINGER LAKES CHAPTER

Joye Swanton, Reporter

The Finger Lakes Chapter has had an exciting fall season. Our first meeting was a buffet dinner with members sharing some of their favorite dishes. The program included some rather unusual tape recordings and experiences of the gals who made it to Oshkosh.

On Columbus Day families and friends of 99 flew to Lockhaven, Pa. for a tour of the Piper plant. Twenty nine in all attended and just barely made it back to Rochester by skirting a TRW.

The regular October program consisted of a tour of fire and crash facilities available at Monroe County Airport. It is interesting to see the people and plans readily available for handling potential accidents.

Finally, D. Kenneth Johnson, a missionary in Venezuela for 16 years, came to our November meeting to share some of his flying adventures in his work among the South American people. His slides and presentation were excellent!

Cheers to all for a happy and safe holiday season.

HUDSON VALLEY CHAPTER

Jane Olsen, Reporter

CAVU weather and 31 participating aircraft were a perfect fun combination for our successful Empire State 300 Race held October 4. Congratulations to the winners, Judith and Glen Hartzler of Stoneham, Massachusetts in their Cherokee 180. We presented the Capitol District Chapter with a gift of \$50 for their much appreciated help.

Best wishes to our Nancy Moore in her new career as Flight Instructor at the Kingston Airport. She achieved her C.F.I. rating on October 8 despite weather problems. Congratulations also go to Arlene Spiesman's husband, Cliff, on his new Instrument rating.

November 22 was Work Day as we gathered at the Kingston Airport to fix up a small building, the use of which was donated to the Hudson Valley Chapter by Hank Cramer, Airport Manager. Thanks very much, Hank. We hope to have a fund-raising snack bar operating there soon.

LONG ISLAND CHAPTER

Edith Tirpak, Reporter

NY-NJ Section Meeting at Armonk, N.Y. well represented by Ruth Drobescue, Section Governor, who conducted both General Meeting and Chairman's meeting, Alice Borodkin, Chapter Vice-Chairman, appointed Chairman Section Speaker's Bureau, Nicole Radecki, Chapter Chairman, Madeline La Carrubba, Treasurer, Addie Quinn and Jane Duggan.

Ruth has been on a busy schedule. She left Section luncheon at 3:30, was chauffeured to LaGuardia by Alice Borodkin, boarded a TWA jet at 5:15 and was on her way to Oklahoma City and the Headquarters Building Dedication. After attending the Banquet, Dedication and Reception, she flew home Sunday night. Tuesday she took a L.I. Lutheran High School group to Islip Airport for a Career Day tour which included ATC, Tower, FSS and a ride in a MacIntyre Aviation plane.

Edith Tirpak and husband Gene conducted a tour at Islip for 45 Cub Scouts and their parents with the assistance of Islip Transport and Mid Island's planes and JP Aero's simulator.

Tenth Anniversary Chapter Banquet at the Bali Hai Restaurant well attended and fun. Nina Claremont flew to San Diego for an AOPA Plantation Party. L.I. Chapter welcomes newest member Heidi Hafner.



L to R: Judy Melstner, Section Secretary, Doris Miller, Vice-Governor, Ruth Drobescue, Governor, at NY-NJ Section Meeting, Armonk, N.Y.

Marilyn Hibner, applicant for Whirly Girls Scholarship, hopeful.

Spot Landing Contest at Suffolk County Airport chaired by Carol Richards very successful.

WESTERN NEW YORK CHAPTER

Mary Crieghton, Reporter

Our chairman, Peg Pieper and her 49½ Peter, visited with the 99s Member-at-large, Mrs. Anesia Pinheiro Machado, in Rio de Janeiro, Brazil while attending a travel agents' convention there. Mrs. Machado is the first licensed woman pilot in South America having obtained her license in 1921. She has received many decorations from the Brazilian government and Brazilian Air Force. As a token of 99 comradeship and friendship, Peg presented Mrs. Machado with a Plaque on behalf of our Governor Ruth Drobescue and the WNY Chapter.

Two of our members and their 49½s, Dorothy and George Hake and Kathy and Henry Potoczak, flew in Hake's 210 to the Section meeting in Armonk, New York.

Vera Denz and her 49½ Donald had their first ride in a balloon in Gowanda, New York. They reached an altitude of 500 feet but were restricted from going any higher by fog.

The Western New York Chapter now has two objects for sale. In addition to our 99 Plaque, we have included a beautiful all purpose table with the 99 emblem on top. It has been extremely popular with our members which is the reason we decided to sell it. It is selling for \$17.95 which includes postage. Anyone interested may contact Dorothy Hake.

New England Section

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CONNECTICUT CHAPTER

Vivian Utiko, Reporter

Chairman Nina Hetmanenko had an enjoyable and eventful week at the AOPA Plantation Party in San Diego, accompanied by her Mom. During her stay she was the guest of Trina Jarish who extended her hospitality to both of them. Nina joined Margo Smith in a flight from Orange Co. Airport to Palm Beach, for lunch. Each day AOPA awarded a booth prize and Nina won a REBAT battery. No she didn't have to carry it home with her, it was delivered to her door shortly after she arrived home.

Congratulations go out to Carol Phelps for acquiring a commercial rating. Carol is our chapter photographer and was recently appointed N.E. Section public relations chairman. She's a pretty busy gal and keeps herself busy between her camera and airplane aside from her husband Tom and her son.

Our November "Fly-In Lunch" found us at the Norwood Mem. Airport in Mass. on a blustery, but you could-see forever, day. Happiness in the New Year.

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