

the 99 news

MARCH 1976



FROM OUR OKLAHOMA CITY HEADQUARTERS:

- The Joys of Airmarking —
- Have You Had Your Apuepuelele? —
- Help Give Hope Wings —



America, you look better than ever.

Here's an inspiring impression of the American Dream
seen from a Beechcraft.



Beechcraft Sierra

Beech Aircraft Corporation, Wichita/Salina/Liberal/Boulder



THE NINETY-NINES, INCORPORATED

International Headquarters
Terminal Drive and Amelia Earhart Lane
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Publisher The Ninety-Nines, Inc.
Editor Sandra Lapsley (405) 721-3152
Circulation Manager Loretta Gragg
Headquarters Secretary Darla Bullard
Contributing Editors Mardo Crane, Mary Foley,
Sylvia Paoli, Betty Hicks
Editorial Assistant Irma Still Looking
Advertising Manager Sandra Lapsley (405) 721-3152

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INTERNATIONAL OFFICERS

President—Pat McEwen, P.O. Box 2199, Wichita, KS 67201
Vice President—Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901
Secretary—Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627
Treasurer—Janet Green, Rt. 3, Box 293W, Ocean Springs, MS 39564

Board of Directors:

Mary Able, 9009 Braeburn Valley Dr., Houston, TX 77036
Ilvone Potter, 29926 2nd Pl. SW, Federal Way, WA 98003
Mary Vial, #38 Lincoln Hills Estates, 3500 E. Lincoln Dr., Phoenix, AZ 85018
Elizabeth V. Sewell, P.O. Box 59906, SW Station, Oklahoma City, OK 73159

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President Pat's ACTION Line

Have you taken your APT yet? I have — WOW! — was I rusty! That's what happens when you fly a desk and don't make it to the airport often enough. I really enjoyed it even though I was embarrassed to see how my proficiency had dropped. Remember — annual proficiency training is not a check ride — just a check-up to let you know you need to fly a little more often to keep ahead of the airplane.

Congratulations are in order to all of you. Our ranks are swelling and our membership is on the rise. Women pilots are not the exception any more, and more are learning to fly in spite of the fuel crisis claims. Let's invite these women pilots to join us and become a part of our ACT.

And why don't you all join me and ACT — GET APT — start the year out right. No time like the present to call and set a time for your Annual Proficiency Training. It's FUN, too!

Pat McEwen

Ninety-Nines Past - Present - Future



Order Your Copy Through Headquarters!

The new history of the Ninety-Nines, compiled in honor of the dedication of our international headquarters, is now being offered for sale through headquarters.

This pictorial history charts the course of the Ninety-Nines through each international presidency and expands and updates previous Ninety-Nine publications. It's a keepsake and at the same time, an excellent means through which to promote our organization and its objectives.

Every Ninety-Nine needs a copy for herself, and several more to give to prospects, civic leaders, libraries, aerospace education teachers, airport officials and so forth.

Order today while our supply lasts! \$3.00 each, postage included. The Ninety-Nines, Inc., P.O. Box 59965, Oklahoma City 73159.

99 CALENDAR

MARCH

- 15 Entries open for Powder Puff Derby
- 27 First Day Drawing, PPD, Rancho Murieta, Ca.
- 28 Flight to Lunch — STL & Indiana Chapters to Mattoon

APRIL

- 1-4 Southwest Sectional, Las Vegas
- 10 Tenn. 99s Bicentennial Contest/ Fly-In. McGhee Tyson Airport
- 22-25 Spring Swing Sectional (So. Cent. & So. East) Baton Rouge, La.
- 24 Shirts 'n' Skirts Air Race — Fullerton, Ca. 99s

MAY

- 1 New England Spring Sectional, Hanscom Field
- Entries Close for PPD
- 15 No. Central Spring Sectional — Bloomington, Ind.
- 22 Sacramento Chapter Fly-In to Nut Tree
- 28-30 Illi-Nines Air Derby
- 27-31 All Women's Intl Air Race

JUNE

- 30 International Ballots Due

JULY

- 9-14 All-Woman Transcontinental Air Race Powder Puff Derby

AUGUST

- 11-14 International Convention, Philadelphia, Pa.

On The Cover:

Kansas Chapter Ninety-Nines Airmarking Newton, Kansas, Airport.

FREE CATALOG

From World's Largest Pilot Shop

Send to: Sporty's Pilot Shop
Clermont County Airport
Batavia, Ohio 45103
Phone: (513) 732-2411

THE ONLY MAGAZINE OF ITS KIND

What aviation needs is a whacking good magazine about women and flying!

The 99er. April 1934

In the nearly 42 years since that statement first appeared in our magazine, The Ninety-Nines have struggled to make our magazine. . .the only magazine of its kind. . .an ongoing, financially sound reality.

Quite frankly, however, recent years have seen only a few of us joining in the struggle. We have blithely accepted the free gratis efforts of long-suffering editors, such as Mardo Crane and Hazel Jones. We have pawned the job of selling advertising off onto our printers. We have neglected the task of increasing our circulation through the recruitment of new members and the selling of outside subscriptions; and then we've settled back into our easy chairs to wonder what happened to our advertisers and those stories we sent which never got printed.

As it always does, however, a day of accountability has indeed arrived. That is why, at their meeting in November our international officers and board of directors voted to assume full editorial and financial responsibility for 99 NEWS, and to retain this writer as editor and advertising sales consultant.

In this position, I will be working, at the direction of our officers, to make our magazine both financially successful and editorially respected. But these hats are too big to be worn by me alone.

If we are to continue making 99 NEWS that "whacking good magazine" it should be, I will need the cooperation and the contributions of every member. So I urge you to be generous. . .be it with your writing skill, your influence upon potential advertisers, or your purchase of additional subscriptions for libraries, schools, F.B.O.'s and so forth.

99 NEWS is all ours now, and it will be as successful as we, ourselves, make it. What **does** make a magazine? I'd like to answer that with a quote by then-president Margaret Cooper, which appeared in the first printed issue of the 99er, dated Nov. 2, 1933.

By three things a magazine stands or falls: Quality of editorial matter; amount of the circulation and advertising space. The last item depends on the first two.

Saundra Lapsley

Who Is This Saundra Lapsley?

In the last issue of 99 NEWS, it was announced that a Saundra Lapsley would be taking over the editorship of this publication. This Saundra Lapsley may have also sent you a letter requesting a report or article within a ridiculously short deadline. She may have even asked you to buy an ad.

Who is this Saundra Lapsley? For starters, she is probably the only Ninety-Nine whose 49½er (Tiner of the FAA Flight Instructor Refresher Team) knows more Ninety-Nines than she does. But then he's been around longer.

Saundra (with a "U" as in "saunter") has been around flying for some dozen years and has been a member of the Oklahoma Chapter for ten of them. She's been a flight instructor, freelance writer and for the last four years, has been active in the aviation advertising business.

Her current interests include sailing, photography, writing and operating her own business, Av-Marine Associates, through which she handles the editorial and advertising sales services for 99 NEWS. She is a member of the Aviation/Space Writers Association.

With your help, she hopes to make 99 NEWS a publication which commands the respect and interest of not only The Ninety-Nines, but also the aviation community throughout the world.

TO REACH SAUNDRA by phone, day or night, call (405) 721-3152. If no answer, leave word at headquarters (405) 682-4425 and she will get back with you.

VIEWPOINT

Chapter Ad Salesperson

To 99 NEWS:

Without knowing the basis of current operation, it's difficult to build on what we have, but let's think this through. How about having an editor, possibly a paid ad person, an international level ad person who is a member of the 99s and section and chapter level ad persons below that? These people would contact various F.B.O.'s and businesses related to aviation, plus others to advertise. Then to encourage total participation, have a neat 99 sticker that can be affixed to F.B.O. bills or gas tickets saying "99s appreciate your support" or some other neat slogan saying "a 99 has been here because you advertised in 99 NEWS."

I think the current operation lacks membership involvement, which is where the use really is!

Mary Neil
Colorado Chapter

Ed Note: Mary, thanks for your great suggestion. Sorry I had to excerpt part of the details. You'll find, as I did, however, that your idea is not as new as we thought! (See "The Way We Were" this issue.) 99s, what do you think about Mary's idea? Let me hear from you.

Additionally, we'd like to thank Mary's 49½er, DAVID NEIL, president of CTI Corporation, for drawing up plans for a travelling display booth for 99s. More on this to come.

Nay Vote on U.N.

To 99 NEWS:

We the undersigned of the Abilene Chapter respectfully ask for "equal time" on the subject of the vote at International Convention for admittance of the Ninety-Nines to Consultative Status with the Economic and Social Council of the United Nations.

Lest we be accused of creating a tempest in a teapot, may we point out that the issue we raise has to be considered an important one since there have been two editorial page articles devoted to it in 99 NEWS. (July and October.)

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."

The fact that 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 hereby protest strongly and exhort others in the 99s to rescind any commitment made at the International Convention to become an advisory member of the Economic and Social of the United Nations.

Marjorie Andrews
and others
Abilene Chapter

Ed Note: In the interest of representing a wide range of views, we will, when necessary, shorten letters but will strive to preserve their meaning and force. My apologies for not listing all the signers of this letter. My eyesight was at stake there.

99s in Business

Dear Pat:

Regarding your letter on advertising in the 99s magazine, may I add this thought —

Many of us are involved in business to support our "habit" of flying. Perhaps a discount advertising rate for us would be in order.

As you can see, I sell real estate and so many times I've heard, "if I had known you were in real estate when we moved. . ."

Well, you asked for our thoughts and here they are.

Bev Zirkle
Chesterfield, Mo.

Ed Note: Bev's note is what sparked the idea of having a "99s in Business" column in our classified section. As you can see, several 99s have taken us up on it. . .and at \$2 a line, we all can afford it. Even if we have overspent our flying budget!

P.P.D. End Decried

To 99 NEWS:

I keep asking myself — How can they do this to us? Why, why, why is this awful thing occurring at this time? How can five people make a decision that personally affects thousands, without even asking us our opinion, thoughts or help.

I heard rumbles in 1974 when the so-called energy crisis stopped the race. I thought at the time that it was not the right thing to do. After all, no auto races or Reno type races were cancelled. I went along out of respect for Kay Brick and because God knows she has put her life into it.

I heart the rumbles again before the 1975 race. Pam Vander Linden was hitting hard on fund raising, saying we might belly-up if we didn't contribute. Her idea of a Powder Puff Derby day in each chapter is great. She has really put her heart and soul into raising funds.

I heard more direct rumbles in August of 1975 when I discovered the AWTAR Chairman had only planned to take it for two years. Then comments like "it's served its purpose" and "we don't need it anymore" were heard, then the scuttlebutt at the S. W. Sectional, and finally the fiasco at Oklahoma City took place.

I am hurt, mad, disappointed and feel such a loss it has taken me over a month to say this. I don't want to be vindictive or say things I don't mean, but I feel a lot of explanations are in order.

How can the Board of Directors of the Ninety-Nines and AWTAR meet in a closed meeting and decide the fate of the greatest race in the world? Now, at this time of all times, we as women pilots are the epitome of the liberated woman. The Powder Puff Derby is a symbol of that fact. Now, when women are an issue and we are in a position to help, we give up. GIVE UP! That's what I cannot tolerate. That we would give up when we have an opportunity to be great is absurd. The adversity is there, granted, but it is nothing that we cannot handle together. I think we should be given the chance to show what we can do. Never were we even asked to rally, never were we, as members of the Ninety-Nines, told of the impending decision. What was the AWTAR Board afraid of that they couldn't even ask us our opinions. Surely there was a time at convention. They even held a special meeting to enthrone gals to race. What about the Headquarters dedication in Oak City? There were 400 of us there and with a decision imminent one would think they would want our opinions.

The Powder Puff Derby has been the one main cohesive force in the Ninety-Nines. Women have joined, chapters formed and sections started because of it. It lends an excitement to the organization that certainly cannot be obtained by air age education, airmarking or a museum. I have dreamed of flying this race since I was eleven. What are we going to offer the young gals now, a legacy of quitting when the going got a little rough? How about an exciting afternoon of airmarking Yolo County Airport or maybe a tour of the crash fire equipment at your local airport. I think we owe it to ourselves and the young gals coming up to reconsider this decision.

Barbara Goetz
Sacramento Valley

Ed Note: In looking through old issues of 99 NEWS and its predecessors, I find that the problems editors and advertising directors face have changed very little over the years. There has always been the problem of "what's news?" Also, how do we sell more ads and get more readers? Let's take a look at how 99s in 1934 looked at the problem.

The Way We Were

April 1934

"As the ink dries on this issue the world's first magazine about women and aviation will be six months old. How do you — reader-pilot, student-pilot and non-flier — like it? What do you want to see in it next month and the month after that?

Frankly, we want to make it the kind of magazine which will make every reader, male or female, who hasn't long since done so, get his or her feet unstuck from the ground. To make it a round table where people may come to spread and to catch the germs of flying interest. We invite all our readers to become fellow-conspirators. Suggestions, criticisms, corrections are welcome always. Also news and picture material."

WHAT'S NEWS?

"In the interest of getting in more news, it has been suggested that we draw up a little outline of what, to The 99er is NEWS. Here, then, are some of the things 99er readers are interested in hearing about:

New licenses or changes in rating; cross-country hops; races, derbies or air tours participated in or plans for doing so; ships acquired, new or reconditioned; jobs, new or not previously written up; special educational courses; humorous incidents; personal items, and of course any and all sectional activities. Also, pictures of individuals, groups, airports, ships or new devices.

The National Pilots Association has announced a new aircraft theft protection plan, available at no extra cost to all NPA plane-owning members. For info write 806 15th St. NW Wash. D.C. 20005.



The form of the 99 sectional report is entirely up to each reporter. One of them prefers to send in a story on a different member each month. Fine, go ahead. But don't forget the smaller news item, too. Another suggests having a short paragraph on each new member. Very fine. We herewith request every sectional reporter to try to do such a paragraph or even only a couple of lines on each new member from now on.

FURTHER, if a magazine is to continue to grow and widen its field, it must constantly increase the amount of its advertising.

EACH 99 SECTION HAS AN ADVERTISING CHAIRMAN. A 20 per cent commission will be paid to every member who sells an ad, or if she prefers it so, into her own sectional treasury. It's a way for every member to earn some extra money to help swell the funds of her local treasury. Non-member readers or prospective advertisers are urged to get in touch with the national advertising manager for information about rates or for contract blanks.

Also, EVERY MAGAZINE NEEDS TO KEEP ON INCREASING ITS SUBSCRIPTION LIST all the time. If every 99 member sold at least one subscription a month, our list would soon mount up into the thousands. The report on the contest for the handsome 99er subscription trophy offered by Margaret Cooper, 99 president, for the section which sells the most subscriptions by May 1st shows the New York-New Jersey section in the lead this month. Elizabeth Hayward of Pasadena, Ca., governor of the Southwestern section, has sold more subscriptions than any other single member, i.e., 13. Laurel Sharpless of New York is second with 12 subscriptions and Kay Van Doozer of Los Angeles, 3rd, with 11 subscriptions sold.

For the convenience of would-be subscribers, a subscription blank is printed below. It should be mailed to The 99er, 116 East 11th Street, New York City. Checks should be made payable to Clara Gilbert." (Price \$1.00)

Ed note: Who could say more?

News From April 1934 —

** The 99er announced an instrument flying course being offered at Casey Jones School of Aeronautics in Newark, utilizing a device known as the "Pilot Maker", developed by an E.A. Link.

** The center spread featured flying husband and wife teams and was headed "Mr. & Mrs. Pilot".

** Among the choice quotes in that article was this one by B. Allison Gillies, 49 1/2er of our indomitable past president and charter member Betty.

"Flying is the only sport where women have complete equality, since it's brains that counts and not muscle. And women's heads are just as good as men's, if not better."

** In a column headed "Encyclopedia Brittonica", past president Mabel Britton reviewed the tome "Blind Flight in Theory and Practice." Price \$3.00.

** Charter member Thea Rasche, licensed to fly in both the U.S. and Germany, was serving as editor-in-chief of a weekly flying magazine in Berlin.

** Jean La Rene, South Central governor talked about business flying in the feature "Bread and Butter Aviation."

** Emma Catalina Encinas, Mexican pilot and 99, urged 99s to contribute to her column "Aviacion y la Mujer" (aviation and the woman).

And that's the way it was. . . April 1934.

"Dream of the Eagle," the Champion Spark Plug film on the Experimental Aircraft Assoc., is available from their film library. P.O. Box 910, Toledo, OH 43661.

COLORING BOOK

Is A Reality!

For a long time it has been just a dream. . .but now it's a reality. The Ninety-Nine coloring book is now being distributed through headquarters.

48 pages with a color cover, the coloring book introduces aviation to children in the third grade and up. Its objective: to insure a greater public understanding of aviation in the future by showing youngsters the advantages and opportunities which aviation affords for all.

The coloring book is the product of the efforts of a great many Ninety-Nines and friends of the organization. In particular, we owe credit to KATHY FORREST, INDIANA Chapter, for the idea's origin, and to editors of the book, LINDA HOOKER and JO McCARRELL, GOLDEN TRIANGLE Chapter. Art work (and you have to see to believe how good this is!) was prepared by GOLDEN TRIANGLE members ANN HOFFMAN, LINDA HOOKER and MARGE BENTLEY. In the teacher's guide which accompanies the coloring book upon request, LORNA KRINGLE, PUGET SOUND Chapter was responsible for the teaching suggestions, along with HELEN FRIZZELL, elementary teacher and aerospace education workshop director, Northshore School District, Bothell, Washington. Definitions were courtesy of HAZEL JONES, DALLAS REDBIRD Chapter. Serving as technical advisors were M. Ted Goble, Goble Aviation, CFI, CFII, ATP, FAA Designated Flight Examiner and Dr. Wayne R. Matson, editor in chief, *The Journal of Aerospace Education*.

To all of these people, and the dozens of others working on this truly impressive piece of work go the thanks of the entire Ninety-Nines and a hearty round of applause. If there was ever an expression of what the Ninety-Nines are all about, this coloring book is it.

The coloring book is divided into five subject areas. The first covers "airplanes you will see at the airport". It includes the aircraft of every major general aviation manufacturer and teaches the child to differentiate between various aircraft and their categories of performance, design and usage. Part II deals with "safety in the air and on the ground" and covers such subjects as preflighting and air traffic control. Part III details the many careers in aviation and stresses the fact that women are now filling all of these roles, along with men. Flight instruments and control surfaces are the subject of Part IV of the book. Discussed are the functions of instruments, avionics and aircraft controls. Part V allows the child to put his or her newly acquired knowledge about aviation to work in the solution of games and puzzles. All contents of the coloring book are copyrighted by The Ninety-Nines, Inc.

Accompanying the coloring book is an eight page teacher's guide, giving suggestions for additional class discussion and projects. It includes thorough definitions of many aviation terms.

The Ninety-Nines feel that the coloring book fills a void in aviation education materials, in that it is simple enough to be used by parents and teachers who are themselves strangers to aviation. Likewise, it can be educational and enjoyable to a child using it alone.



The coloring book, entitled "*Let's Go Flying — an introduction to aviation*," is available to Ninety-Nines and the general public through headquarters. Cost is \$1.50 each, U.S. postage included. \$2.00 each foreign postage included. Bulk rates for orders above 50 copies will be quoted on request. Upon request, qualified teaching personnel will be sent a teachers guide for an additional 50 cents.

We hope that all Ninety-Nines will join in the effort to promote our coloring book to teachers, parents and aviation organizations. Coloring books may be ordered from The Ninety-Nines, Inc., P.O. Box 59965, Oklahoma City 73159.

A SPECIAL THANK YOU from the Ninety-Nines goes to BEECH AIRCRAFT CORPORATION, purchaser of 5,000 coloring books!

Quite A Jump For Women Pilots

Dottie Parsons
Florida Spaceport Chapter

Did you know that in 1965 there were 10,106 women student pilots, as compared to 19,298 in 1974? At that same time, there were 6,147 women private pilots, as opposed to 14,465 in 1974. Quite a jump, wouldn't you say?

In 1965, there were 1,137 women commercial pilots in contrast with 2,596 in 1974. Airline transport pilots have increased from 40 in '65 to 116 in '74. Helicopter only ratings have declined from 10 in 1965 to only 5 in 1974. Glider only has picked up from 51 to 271. In the category listed as "other" there was an increase from 64 to 192.

The Joys — And Rewards Of

AIRMARKING

Tip of Texas Ninety-Nines

“Another ‘Senior 1946’ — wish someone would break a leg putting that on the water tower — and the name on that RR Station so dim from lack of repainting — and that darned float ‘gas gauge’ sinking lower and lower!”

These might well be the thoughts of a lost pilot, low on fuel, as he searches in vain to identify a strange town from the air. And one does have to fly LOW to read the City Limits signs! This has provided the reason for a group of women pilots to organize, not for tea parties, but to do some good for the hobby and occupation they love. The Tip of Texas Ninety Nines have devoted ourselves to airmarking, ie, painting the names of towns on roof tops in letters large enough for a pilot to read.

We have had to finance the airmarking entirely by ourselves. Rummage sales, flight rides, decorating scarves, and donations by members have been our only sources of revenue and we are never operating in the black. As we have always felt that an airmarker on a roof in town was much more effective than one on an airport, and because of our financial situation, we have asked that we be paid for the paint used when we put a marker on an airport.

With the exception of our templates which were designed by Blanche Noyes, the chapter has designed and made all of our equipment. Our station wagon loaded for airmarking includes: 22' ladder on top, roof leveler, border marker, chalk lines with blue and red chalk, 7 & 10' templates, black, silver and two types yellow paint, thinner, cleaner, brushes with holders & buckets, wooden elevator box with rope to carry up paint, stubby brooms, rags, steel brushes, yard sticks, measuring tapes, emergency kit (includes snake bite kit), brake fluid, oil, water for car, coolant, flashlight, pliers, screw driver, ice pick for paint draining, can openers, thermos with water & lemonade, hand cleaner, straw hats, extra paint clothes, shoes, and newspapers & paper bags for trash. We have no room left for luggage so clean clothes must be carried in a paper bag.

Our first step towards an airmarking is to fly over the towns to be marked and select two or more likely buildings in each town for the site of the markers. The multiple selection is because we can't be certain of the condition of the roof from only an aerial inspection. Marker sites are chosen as near the center of town and along railroad tracks if possible. As there are few buildings ideally suited for markers, we have to do with the best available, whether it is quonset type, flat roof, or some with too great a pitch; even sometimes the top of an oil tank!

The second step is a trip by car to inspect the buildings and obtain permission to use the one with the best roof. We have always received the fullest cooperation — perhaps partially from curiosity. We do not do a job on Sunday and from experience have learned to be sure that the owners does not object to any other specific day. Sometimes we are finished with a sign before the place of business is open. We do not wear shorts or smoke on a roof and never have more than four persons on a roof at the same time. We possibly are passing up a great opportunity by not becoming ‘roof salesmen’, as it doesn't take long to know a good roof and sadly we have at times had to say “we could easily damage your roof” after seeing it. A few times the owners have learned through us that they have been ‘taken’ by roofers. One

elderly owner in San Marcos showed us an invoice of his ‘new roof’. His ‘new roof’ had part of our old sign that had been painted five years earlier! If a person could see how paint preserves metal roofs, we believe all roofs would be painted as soon as they are ‘cured’. Vinegar or store bought etching material cannot do the job as well as time and the elements do and of course a cured roof is a must for painting and the temperature must be between 60 and 100° when the paint is applied.

At last we are ready for the actual airmarking. We take the loaded station wagon and head for the selected sites. Seldom are there four of us and sometimes only two, but if daylight hours permit (and we have had to finish more than once by flashlight), and travel is not too far, we hope to accomplish from three to five signs a day. Repaints, because of preparation, require more time than new signs so we have to be satisfied with fewer per day. We may have to jump from one roof to another, shinny up a pole or climb through a skylight, but we have always managed. Two of us measure and lay out — if roof is long enough we add up to an extra 8' between each letter to ordinary spacing using chalk line rather than templates. As illustrated by the photos the black 7½" border is started first and we never have to ‘stretch’ over an already painted area and be fearful of stepping back into wet paint.

We have spilled paint not only on the roof, but on ourselves; misspelled the name of the city, and have done anything else that could possibly be done. A sandwich at lunch after a good breakfast, dinner at evening, and then a good nights sleep so as to be on another roof at daylight the next day.

We will always have good laughs and memories and many stories to tell. Rain didn't allow us to paint one day after laying out was finished. Possibly a week later as three of us were climbing onto the roof at daybreak with only paint and rags, a Rancher in a Pick-up drove up (all Texas ranchers own at least one Pick-up). We politely answered all his questions, but kept working. Soon we had a huge audience with the rancher telling them how wonderful we were to just climb up there and start free-handing the sign without even a ruler to measure. As we climbed down they handed us each a Coke and they couldn't believe we didn't receive any pay. Surely we each felt a little guilty in not being more honest.

There have been many offers of jobs and once two of us left one on the roof to finish while we went across the highway (in a very remote area) to repaint a Grocery Store sign for the depressed, recently widowed lady. True, it was yellow and black but really an eye catcher. We need to go that way again soon.

After two hard days work, comes the long drive home, usually at night. Then to clean brushes, to prepare the station wagon for the next trip, to make ourselves presentable once again, to earn some more money for paint, to think about the old friends and the new ones we met, and wondering if those big globs of yellow and black paint will help anyone today who thought they were ever so secure with their fabulous radio equipment.

Therapy? Yes! And much satisfaction.

Tip of Texas Ninety Nines are grateful to part members and all of those who have and are making airmarking possible.

Ed. Note:

This chapter has completed 614 airmarkings.

Aviation Law

By Sylvia Paoli

In the November issue we discussed the principal of "*res ipsa loquitur*" — "let the thing speak for itself" — as it was applied to the crash of a Cessna 172 in Mexico, just south of Tijuana. In that case, the only evidence as to the cause of the crash was the fact that the gas tanks had only three-sixteenths of an inch of fuel in them when the plane was found, and the Court concluded that, in the absence of any other evidence on either side, the pilot **MUST** have been negligent and therefore the crash **MUST** have been his fault.

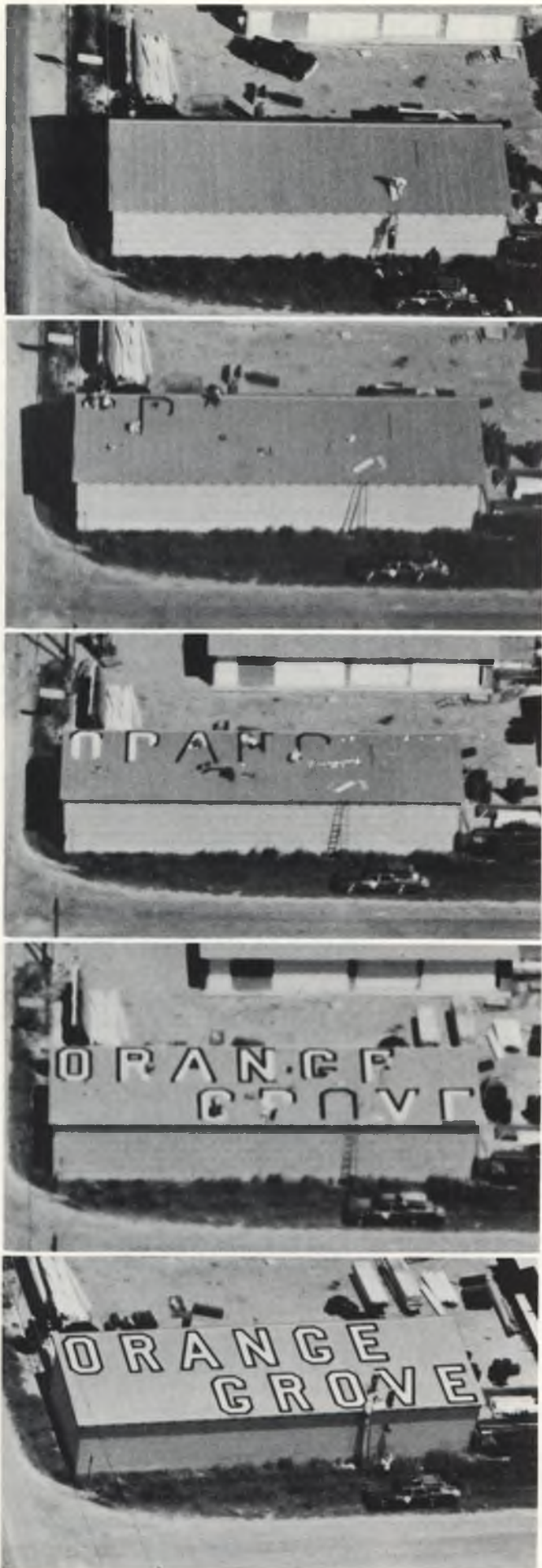
A much earlier case (1972) heard by a federal court in Virginia, had a different result. Dr. Philip Trimmer, Jr. and a friend had gone to Florida in Dr. Trimmer's plane to play golf, landing at Pompano Airpark late in the evening of January 1, 1969. They returned mid-morning on January 5, 1969, and prepared to take-off for the return flight to Richmond. It was raining at the time and there was some conversation between Dr. Trimmer and the airpark manager as to the necessity of the pair leaving in such bad weather. Dr. Trimmer's reply was that he had to get back to his patients. In answer to the manager's offer to call Flight Service, the doctor stated that was not necessary, as he was not going to file a flight plan, and he further indicated that he probably could not get the clearance he wanted.

The weather was bad when the plane took off and it disappeared from view very shortly. At 12:12 p.m. Dr. Trimmer reported to Vero Beach Radio that he was ten miles SSE of Vero Beach, cruising at 1200 feet VFR, and requested weather at Melbourne and Daytona Beach. He was also given Miami Airmet Alpha 8, as well as the current weather at the locations requested. All reports were unfavorable, with ceilings and visibilities frequently below one thousand feet and two miles in rain, fog, and occasional moderate turbulence in embedded showers. Dr. Trimmer acknowledged receipt of the information, and no further word was heard from him. An air search commenced on January 6; three days later a CAP air search crew spotted what appeared to be submerged objects about 2400 yards off shore east of Melbourne Beach, but ensuing bad weather prevented any recovery. By the time it cleared, the objects had disappeared and no wreckage or bodies were ever recovered.

The executor of the estate of Mr. Kelley, the passenger, brought a suit for wrongful death against Dr. Trimmer's estate. At trial, the evidence indicated that the submerged objects appeared to be pieces of the tail of the aircraft, that Dr. Trimmer had been in that general vicinity when he reported at 12:12 p.m., and that no other planes were reported missing in that area. Thus the Court concluded that the objects in the water were the remains of the aircraft in question, and went on to the determination of liability of Dr. Trimmer's estate for the death of Mr. Kelley.

The Court held it to be well settled law that "the burden of proof in aircraft cases is on the plaintiff to prove by a preponderance of the evidence the negligence of the defendant and to prove that such negligence was the proximate cause of the accident." In discussing the qualifications of the pilot and the plane's equipment, it was found that the plane was airworthy, and that Dr. Trimmer had held a private pilot's license since 1967 with some 300 hours total time. He was taking IFR training, but was not IFR rated at the time. Mr. Kelley was a student pilot with about thirteen hours of flying time. He had flown with Dr. Trimmer on numerous occasions.

Continued On Page 17



THE 29TH ANNUAL POWDER PUFF DERBY* GENERAL INFORMATION — 1976 AWTAR

PRIZE MONEY	\$10,000 to FIRST PLACE 45 CASH AWARDS — \$22,000 plus	
STARTING POINT	SACRAMENTO EXECUTIVE AIRPORT, Sacramento, CA	
Sponsor	SACRAMENTO VALLEY Chapter of the Ninety-Nines, Inc.	
TERMINUS POINT	GREATER WILMINGTON AIRPORT, Wilmington, DE	
Co-Sponsors	NEW CASTLE COUNTY TRANSPORTATION BOARD and the MIDDLE EAST SECTION of the Ninety-Nines, Inc.	
DATES:	Impound Opens	0900 PDT July 3, 1976
	Impound Deadline	1700 PDT July 5, 1976
	TAKE-OFF	0900 PDT July 9, 1976
	Deadline to Finish	2000 EDT July 12, 1976
	Awards Banquet	July 14, 1976

DESIGNATED AIRPORTS ON THE RACE ROUTE

** (MUST STOPS)

	Statute Miles
1. SACRAMENTO EXECUTIVE AIRPORT, Sacramento, CA	153.57
2. FRESNO CHANDLER AIRPORT, Fresno, CA	234.46
** 3. RIVERSIDE MUNICIPAL AIRPORT, Riverside, CA	330.74
4. GRAND CANYON NATIONAL AIRPORT, Grand Canyon, AZ	340.52
5. SANTA FE CO. MUNICIPAL AIRPORT, Santa Fe, NM	277.87
** 6. LUBBOCK REGIONAL AIRPORT, Lubbock, TX	268.91
** 7. WILL ROGERS WORLD AIRPORT, Oklahoma City, OK	307.27
8. ADAMS FIELD, Little Rock, AR	327.40
9. NASHVILLE METROPOLITAN AIRPORT, Nashville, TN	363.03
10. WOOD COUNTY — GILL ROBB WILSON FIELD, Parkersburg, WV	311.93
11. GREATER WILMINGTON AIRPORT, Wilmington, DE	

TOTAL ROUTE MILEAGE. 2,915.70

SPECIAL INSTRUCTIONS TO CONTESTANTS:

1. APPLICATION FOR ENTRY AND INFORMATION KIT available February 1976 —

Send \$5.00 to

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.

Box 6, Terminal Building

Dallas Love Field

Dallas, Texas 75235

Phone: (214) 352-0374

Entry Fee \$300 for members of the Ninety-Nines, Inc.
 \$350 for non-members

ENTRIES MUST BE POSTMARKED: NO EARLIER THAN March 15, 1976
 NO LATER THAN May 1, 1976

*Registered Trademark

Sanctioned by NATIONAL AERONAUTIC ASSOCIATION

and conducted under Rules of the FEDERATION AERONAUTIQUE INTERNATIONALE

Endorsed by THE NINETY-NINES, INC.



Tennessee 99s Sponsor Historical Air Photo Contest

On April 10, 1976, at McGhee Tyson Airport, Knoxville 12:00 E.S.T. The Tenn. Bicentennial "Know your Country" Historical Air Photo Identity Contest will award prizes (\$1,000.00 first prize) Have a Buffet Luncheon, Ol' time fly-in of Ol' aircraft, ride a double decker bus to a historical spot in Tennessee. It is dogwood time in Tennessee; our festival will be on in Knoxville; so if you wish to see our area, buses will be available.

This will be part of a package containing 30 photos, (31 if you are a Ninety Nine) made from the air 1500 to 5000 feet of historical spots in Tennessee, which you will have to identify, an air map of the area covered, entry blank and one luncheon ticket for April 10, (extra luncheon tickets are available) plus gifts and chance rides in Ol' time aircraft.

Entry blanks must be filled out and returned postmarked by midnight March 31. The kits will sell for \$25.00. See a Ninety-Nine, Tenn Chapter for the forms to fill out for your kit or call (615) 693-2528 to have one mailed to you.

Have fun, Know the Country you fly in and get together with fellow pilots April 10, in Knoxville.

This is an approved Bicentennial Event. Enjoy your Country this "76"!

From Flying Activities Chairman Charlene Falkenberg:

Now is the time for all FA Chairmen to think about places to fly. Everyone should plan to enter one or more of the many races scheduled. All Chapter FA Chairmen should have a report of their activities in the hands of the Section FA Chairman by May. She, in turn, should send a report to me in June, so I can make our report at International. Every activity a chapter participates in concerns the FA Chairman, whether it is a DF flight, airmarking, APT day, Safety Seminar or special activity, it's a flying activity. Most of all, get out there and fly!

From Airmarking Chairman Esther Whitt:

Get Busy on your airmarking plans right now, chapters, so that you can paint as soon as the weather clears.

PLEASE TELL ME WHAT YOU HAVE PAINTED. Send to 220 Ocean View Dr., Vista, CA. 92083.

First Biennial Operations Review Tackles Review & Revision of F.A.R.'s

The First Biennial Operations Review Conference conducted by the F.A.A. was held the first week in December at the Sheraton National Hotel, Washington, D.C.. The purpose of the conference was the review and revision of present F.A.R.s and the discussion of those newly proposed regulations submitted in response to a notice sent out February 28, 1975.

The conference was divided into ten committees: Aircraft and Equipment Requirements, Aircraft Maintenance, Aircraft Operating Rules, Airmen Certification, Air Traffic Rules, Certificated Operators and Agencies, Flight Attendants, Flight Time Limitations, Training, and, Special Issues. Each committee had an agenda and workbook, based on previously submitted proposals and containing comments received on these proposals. Attendance at the conference was open to all interested persons and organizations and there was no registration fee.

Committees were chaired and staffed by F.A.A. personnel with all discussion being taped. There was a summary of discussion on each proposal made by the chairman. Everyone sitting in on the committee was invited and encouraged to give their views and suggestions.

Not all proposals will become formal rulemaking. Some will be rejected or deferred for further study.

A pat on the back and a tip of the wing to the F.A.A. for instituting this Review to overhaul their regulations. A special salute to Mr. William Broadwater, chairman of the Air Traffic Rules committee, and his staff, for the fair, impartial and efficient manner in which that committee was conducted.

Now, if only the Internal Revenue Service.

*Joan Kerwin
Legislation Information
Chairman*

Carbon Monoxide Poisoning

Mary F. Foley

Carbon monoxide (CO) is one of the most commonly encountered toxic gases in aircraft and automobiles. More deaths have been attributed to CO than to any other toxic gas. It is colorless, odorless and tasteless and cannot be detected by the body senses. The presence of carbon monoxide should be suspected whenever exhaust odors are noticed. Fire aboard an aircraft or in a car also produces CO.

Hemoglobin, the oxygen-carrying substance in the blood, prefers carbon monoxide to oxygen. The affinity of hemoglobin for carbon monoxide is from 250-300 times that for oxygen. The CO replaces oxygen in the red blood cells, and also decreases the ability of the blood to actually release oxygen into the tissues. Thus, relatively low concentrations of CO in the air can produce very high blood concentrations in a short time, causing hypoxia. This becomes very critical at altitude.

The central nervous system and the heart muscles are most sensitive to hypoxia and are the first to be affected by CO poisoning. In cases of acute poisoning, there are few warning symptoms since unconsciousness occurs rapidly. In cases where the exposure has been less severe, and over a period of time, or is repeated, the symptoms show more individual variation. As little as 0.01 percent concentration of CO in air can cause symptoms of

poisoning if the gas is inhaled for a long enough period of time. Slightly higher concentrations may produce vague symptoms such as mild frontal headache, general weakness and fatigue. Increasing concentrations (or longer time of exposure) causes more symptoms including nausea, vomiting, muscle and joint pain, tremors, coughing, confusion, severe headache and impaired judgement. If exposure to CO continues, unconsciousness, coma and death occur.

Carbon monoxide poisoning also produces a red flush on the face and bright pink fingernails. In hypoxic hypoxia, the fingernails and lips have a bluish tinge.

When the presence of CO is suspected, either from the odor of exhaust gases or the symptoms of headache, nausea, etc., turn off all heaters, use 100% oxygen if available or open the windows. Extinguish all cigarettes. Cigarette smoke also produces CO, and the smoker already has CO in his red blood cells. Descend to a lower altitude as soon as possible.

If an individual has become unconscious from CO poisoning, mouth-to-mouth resuscitation and treatment with 100% oxygen is needed.

It's a good idea to invest in a CO indicator and have it in a readily visible location in the aircraft. There are several types of indicators available at low cost. Don't forget to look at it occasionally.

Cyd Fougner Awarded Whirly-Girls Scholarship

The winner of the ninth annual Doris Mullen Whirly-Girls Scholarship is Cyd Laurie Fougner of San Francisco, California, and Minot, North Dakota.

A free-lance flight instructor with some 1,900 flight hours, Cyd holds a commercial pilot certificate with both flight instructor and instrument ratings.

Working first as an airport secretary, and then a flight instructor, and twice-a-day, five days a week traffic reporter for Station KTIM, Cyd has been self-supporting since she was 18. Now 23, she is a junior at San Francisco State majoring in geography. For the future, Cyd would like to use her helicopter rating in her three areas of special interest: ecology, crop protection and archeology.

Announcement of the scholarship winner was made today by Mrs. Lauretta Foy, president of The Whirly-Girls, an international organization of women helicopter pilots. The \$2,000 scholarship, which is to be used for obtaining a helicopter rating or additional helicopter ratings, was established in memory of Mrs. Doris Mullen of Joliet, Illinois, who was fatally injured in an airplane accident in 1966. The purpose is to further the involvement of women in aviation.

There were 51 applicants for the 1976 scholarship, from Australia, France, India, and South Africa, as well as the U.S.A.

All of the former scholarship winners have now qualified for their helicopter ratings and all are now Whirly-Girls. They are: Mrs. Gale Brownlee, a flight instructor, Woodstock, New York, #141; Miss Page Shamburger, aviation writer, Aberdeen, South Carolina, #142; Miss Terry Lee London completed her flight engineer course with United Air Lines, Oakland, California, #152; Mrs. Joann Osterud, co-pilot, Alaskan Airlines, Juneau, Alaska, #160; Civil Air Patrol Lt. Colonel Nance Doyle, Tulsa, Oklahoma, #162; Mrs. Esther E. Bennett, flight instructor, Leonidas, Michigan, #187, Teresa Jo (Teri) Rupp, demonstration and ferry pilot, D & H Helicopter and Enterprises, Inc., and Flood Flying Service, Inc., San Carlos, California, #136. Teri, the first Whirly-Girl to receive the scholarship, used it to qualify for her commercial rating. The 1975 scholarship winner, Mrs. Sue Matheis, copter pilot/reporter for Station KMOX-CBS, St. Louis, Missouri, is now Whirly-Girl #194.

GOLDEN TRIANGLE's BEVERLY BASS flew a charter to Florida for the Super Bowl game in her Cessna 411. I'll bet that return trip was real quiet.

**THE NINETY-NINES, INC.
PILOT SAFETY MAINTENANCE PROGRAM (BASIC)
FOR SAFETY EDUCATION**

NAME: _____ MAINTENANCE PERIOD: from _____ to _____
(one-year period)

AIRCRAFT MOST FREQUENTLY FLOWN: _____

I hereby certify that, to the best of my knowledge and upon reviewing the pilot's logbook for PIC and dual entries, the above-named pilot has accomplished the below-listed "Pilot Safety Maintenance Program" for the above-stated one-year period, in a sincere desire to make herself a safer pilot. I further certify that this pilot is current on the requirements for a BFR.

Signed _____ CFI# _____ Exp. Date _____

Co-Signed _____ 99 LIC # _____ Med. & Exp. _____

Dated: _____ Chapter _____ Section _____

P-I-C CHECKS:	Every X-C Flight	Every 3 months	Every 6 months	Every Year (* or Two Years)
Re-read current FAR's 1,61,91, NTSB 430				X
Re-read theory book				X
Re-read Owner's Manual and Operating Limitations for Aircraft flown			X	
Re-read and practiced Weight and Balance methods and computations	X		X	
Practice DF steers			X	
X-wind take-offs & landings (5)		X		
Slip landings (5)		X		
Normal take-offs & landings (10)		X		
Stall landings (5)		X		
Minimum controllable airspeed		X		
Stalls (approach, departure, accelerated)		X		
Steep turns about a Point			X	
Short/Soft Field take-offs and landings (5 each)		X		
Filing VFR Flight Plans	X			
Weather Briefing and Written Plan	X			
X-C Trip via nav aids/ pilotage/dead reckoning	X		X	
Attend Safety Clinic (if available in area)				X
Take-offs and landings at Controlled Airports (3)			X	
DUAL CHECKS:				
Orally quizzed on current FAR's				X
Orally quizzed on theory				X
Orally quizzed on Owner's Manual, Operating Limitations, weight & bal.				X
APT or Safety Checkride				X
Biennial Flight Review				X*
Use of and familiarity with written checklist and preflight procedures				X
Emergency procedures			X	
Instrument flying check-out			X	
Spin demonstrations & trial			X	
General dual refresher			X	

3/75; Revised 10/75; Revised 1/76

"How Safe Are You?"

by
Marilyn P. Hibner

In addition to being the Chairman of Safety Education for our organization, I have been an FAA-appointed Safety Counselor for several years. My affiliation with the FAA safety programs, fellow Counselors and attendance at FAA safety seminars occasionally stimulates my "preaching" mechanism on the subject of safety. I usually use this column to report on the status of our organization's Safety Education Program — what we're doing to educate others in safety. But I have decided, for this one issue, to back-track a little into "our own backyard" for a closer look at our own attitudes for safety. If we are to be the promoters of safety education — WE have to be believers; WE have to practice what we preach.

Let's examine, for a minute, what "WE" are — WE are licensed pilots; WE are human beings; WE are united through our organization in the advancement of many causes in the field of aviation and, as such, promoters of Safety Education. Furthermore, anyone observing us should be able to see visible proof of these statements.

My concern is specific — it deals with our ability to convey this proof through our own actions. As human beings, we occasionally practice one thing, while preaching another; we sometimes actually believe things can happen to others that couldn't happen to us. I want to be assured that none of us will be caught up in this "snag of human nature" as we go about our Safety Education program and related projects. This calls for an honest self-evaluation on the part of each of you. As long as our aviation endeavors go along smoothly, we all tend to build up a false sense of security in our abilities, skills, knowledge and judgment. It isn't until something goes wrong that we usually begin a self-evaluation and develop "hindsight".

This may be your **one** opportunity to develop this "hindsight" without an unfortunate first-hand flying experience. Hopefully, it will also be illustrated to you that we must believe in and practice what we "preach" for aviation safety. Only in that way, can we hope to achieve an increase in believers and followers of safe practices in aviation. Below is a brief list of what we might call "a premature development of hindsight" which should be given a sincere evaluation with respect to yourself as a licensed pilot. It is not an all-inclusive list of questions that you can pass or fail, but rather a list meant to get your thinking process active for a sober evaluation of yourself —

- When is the last time I practiced stalls, **other than** for a required flight test or BFR?
- When is the last time I performed a spin or had a good demonstration of them by a qualified flight instructor?
- When is the last time I did a weight and balance computation before taking a flight with baggage and/or other persons aboard?
- When is the last time I read through the FAR's to see how well I remember them and if I am complying with them?
- When is the last time I was under a hood for dual instrument proficiency (if not instrument-rated)?
- When is the last time I was under actual conditions for instrument flight (if instrument-rated)?
- Am I still doing the thorough pre-flight walk-around and cockpit checks I was originally taught?
- When is the last time I went up for the purpose of practicing a series of take-offs and landings, i.e., short-field, soft-field, slip, X-wind, power-off emergency?
- When is the last time I called and asked for a practice DF steer?
- If not instrument rated, do I have a knowledge of the instrumentation available to me in the aircraft so that I could utilize it, if I had to, for an emergency in unanticipated instrument conditions, i.e., glide slope, localizer, marker beacons, etc.? (Many non-rated pilots have lost their lives in aircraft very well equipped for instrument flight, who probably could have saved themselves had they the advantage of some basic working knowledge of all the equipment available to them in the aircraft they were flying.)
- When is the last time I refreshed my memory on the specifications and limitations of the aircraft I fly (the Owner's Handbook); and when is the last time I looked at the Operations Manual or verified that it is on board with the other required documents?

Heard the latest joke? U.S. Presidential hopeful Ronald Reagan says he would eliminate federal control of ATC! Seems to me that might multiply the problems by about 50!

- When is the last time I verified that an aircraft's airworthiness was current before I flew it?

If you can answer all of these with very recent dates, you are most likely an active flight instructor or a very rare and excellent pilot. Human nature will lead most of us to be proud that we answered **SOME** of these questions with fairly recent dates, thereby permitting us to discount others with "not-so-recent" dates of occurrence. But be cautioned against building up a false sense of security in yourself and realize that this list of questions is but the beginning of a self-evaluation. My aim is to make each of us aware of a key word — "maintain". We all, at some time, achieved a licensed-pilot level; but, have we maintained or, better yet, improved on the level attained at one time? Do you think a BFR once every two years is sufficient to "maintain" our abilities, skills, knowledge and judgment — or even once a year if you participate in our APT program? You maintain your cars and aircraft more frequently and by a prescribed maintenance program to avoid overlooking any items. It gives you assurance of security and safety when you fly or drive and it protects your investment in the equipment. Are you trusting yourself and expecting others to trust you as a pilot with anything less than you do for the car or aircraft? Human error and judgment, not mechanical failure, is the major cause of aviation incidents and accidents. This being the case, where is the "maintenance" falling short?

Each of you, as a member, should have received (through your Chapter Chairman via Section Governors) a copy of the Safety Education Committee's "Pilot Safety Maintenance Program (Basic) for Safety Education". In the event you haven't, as yet, we feel it is important enough for re-print. Therefore, you will find it in this issue of the 99NEWS. Please, when you are through reading this, remove it from your copy of the NEWS and get started on it. You can start on it **NOW** — you don't have to wait for a new fiscal year of our organization to begin. Simply fill in the dates of starting and finishing the one-year program; and hand it in to your Chapter's Safety Education Chairman when completed and co-signed, for processing by her and forwarding same on to me as Int'l Safety Education Chairman. The points you have earned for your Chapter/Section will be credited to the fiscal year in which the form is received by me, providing it is before June 30th of the year. If it is received too late for point-totaling of a particular year (which will be done immediately after June 30th each year), it will be held to be counted in the following years' Section point-scoring system. Most important of all, though, score a point for yourself. Be observed by others as one who practices what she preaches. Help us, as an organization, maintain our validity as promoters of safety in aviation.

Under Billy Penn's Hat

By Joan Jones

The entire Middle East Section is busily preparing for International Convention, August 11-15, 1976. The city of Philadelphia is preparing to greet the 80,000 people who are expected to be visiting center city daily during this summer.

Here are some tips to help make your convention visit more enjoyable:

If you fly commercially and land at Philadelphia International Airport, transportation will be provided to the Benjamin Franklin Hotel. Due to the increased travel into the Philadelphia area for Bicentennial festivities, airline reservations should be made well in advance. If you prefer to fly in your own plane, land at North Philadelphia Airport. Transportation will also be provided from this airport to the hotel. Send in your hotel reservation early (use the form in this issue) to assure yourself of a room at this extremely busy time. August temperatures in Philadelphia vary from a daytime high of 85° to a pleasant 65° in the evening. Bring comfortable clothing as you will want to walk to the many nearby historic sites and other points of interest.

Future articles will describe convention and Bicentennial events in greater detail. This will enable you to celebrate to the fullest both the "Great American Birthday Party" and Convention 1976 in Philadelphia — August 11-15th.

Phoenix Has Chapter Ad Sales Already

To offset the high cost of printing and mailing their newsletter, the PHOENIX Chapter is selling ads for its CLOUD 99.

PAM MARLEY is their advertising lady and the ads are rolling in. Because of the ads, the membership is not having to pay additional chapter dues.

Their rates: ½ page — \$80 per year

¼ page — \$60

Business card size — \$40

PAM, if you run across anyone wanting to advertise to the Ninety-Nines nationally, send them our way.



The Ninety-Nines, Inc. International Convention "99s SPIRIT IN '76" August 11-15 Philadelphia, PA

SCHEDULE

Tuesday — August 10 —

Chapter & Section Meeting

Wednesday — August 11 —

Noon- 6:00

3:00

6:00

Registration

Communications Session

Cocktails, dinner (on own)

Meet friends in hospitality room open to 12:00 p.m.

Communications Session cont'd

8:00

Thursday — August 12 —

8:00-12:00

8:00- 9:00

9:00-10:30

9:00-10:30

11:30- 1:30

2:00- 5:00

6:30- 7:30

7:30-10:00

10:00-

Registration (late arrivals)

Governors Breakfast

Chairmans Coffee

Educational Seminar

Amelia Earhart Luncheon

Business Meeting

Cocktails

Buffet

Entertainment "Mummurs String Band"

Friday — August 13 —

7:00- 7:45

8:00-12:00

12:30- 2:00

2:30- 5:00

6:00-

8:00-

Evening

Continental Breakfast

Business Meeting

Lunch (on own)

Business Meeting

Cocktails, Dinner (on own)

Educational Seminar

Sightseeing

Saturday — August 14 —

All Day

8:00-12:00

6:30- 7:30

7:30-

Shop, sightsee, have fun!!

Tennis Tournament

Cocktails

Banquet

Sunday — August 15 —

7:00-10:00

Fly-Away Breakfast

The Ninety-Nines, Inc.
International Convention
"99s SPIRIT IN '76"
August 11-15
Philadelphia, PA

ADVANCE CONVENTION REGISTRATION

NAME _____ ADDRESS _____
CHAPTER _____ Chm yes/no SECTION _____ Gov yes/no
VOTING DELEGATE yes/no PAST PRESIDENT yes/no CHARTER MEMBER yes/no
ARRIVAL DATE _____

1. PHILADELPHIA INTERNATIONAL AIRPORT

AIRLINE _____ ETA _____
(Limousine service available to Hotel)

2. NORTH PHILADELPHIA AIRPORT Via Private

PLANE _____ N# _____ ETA _____
(Transportation provided to Hotel)

PERSONS NEEDING TRANSPORTATION _____

\$55.00 ADVANCE REGISTRATION FEE Postmarked prior to July 10, 1976
Check or M.O. made out to:
'76 INTERNATIONAL CONVENTION FUND

99s only pay advance registration. Tickets for various activities available
for others upon arrival.

\$65.00 REGISTRATION FEE UPON ARRIVAL

RETURN THIS FORM TO: Eileen Weigand
3124 Stirling Street
Philadelphia, PA 19149

**HOTEL
RESERVATION
FORM**

Please make hotel reservations by contacting The Benjamin Franklin Hotel directly using
the form below. Reservations **MUST** be made by **JULY 1, 1976** to assure you of a room.
THIS IS EXTREMELY IMPORTANT THIS YEAR DUE TO PHILADELPHIA'S BICENTEN-
NIAL ACTIVITIES.

THE BENJAMIN FRANKLIN HOTEL
CHESTNUT STREET AT NINTH
PHILADELPHIA, PA 19105

NAME _____ Please Print

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Date Arriving _____ Hour _____ A.M.

P.M.

Date Departing _____ Hour _____ A.M.

P.M.

Room and Bath for One Per Day:

\$25.00__ \$27.00__ \$28.00__ \$30.00__ \$31.00__

Double Room with Bath for 2 Per Day:

\$32.00__ \$34.00__ \$35.00__ \$37.00__ \$38.00__

Twin-Bed Room with Bath for 2 Per Day:

\$32.00__ \$34.00__ \$35.00__ \$37.00__ \$38.00__

SUITES — Parlor and Twin Bed Room with Bath:

\$60.00__ \$66.00__

If a room at the rate requested is unavailable, one at the nearest available rate will be
reserved.

Applicable 1976 Tax Added to Above Rates

Check Out Time 1:00 P.M.

Written Confirmation will be Sent to You.

THE NINETY-NINES, INC.
AUGUST 11-15, 1976

FRIENDSHIP TOUR

Your "FRIEND" — a 99 from the Middle East Section

Your "SHIP" — an airplane (yours or commercial), auto, train, cycle, or etc.

Your "TOUR" — to see the areas where it all began.

Your date — enroute to the 99 Bicentennial Year Convention in Philadelphia.

The 99's of the Middle East Section invite your visit in August, beginning on the first and culminating in Washington, D.C. with a fantastic tour of the newly dedicated National Air and Space Museum on August 10.

Plan your own tour from the selections scheduled below. Tell us where you want to visit, what day you wish to arrive and your means of transportation. You will then be personally contacted by a local 99 who will meet you, assist you in finding lodging, and help you with your sightseeing arrange-

ments during the time you allot for that stop.

Coordinator for the State of Virginia is Virginia Riley of the Virginia Chapter. On her committee is Linda Hollowell, Hampton Roads Chapter and Anne Adams of the Shenandoah Valley Chapter. Other coordinators are Barbara Baron, West Virginia Mountaineer Chapter; Joan Bates, Maryland Chapter; and Maureen Long of the Washington, D.C., Chapter. All communications and inquiries about this Tour should be initially directed to Irene N. Wirtschafter, Washington, D.C., Chapter, the chairman of this Friendship Tour.

KEEP IN MIND that time is of the essence in this Bicentennial Year. Initial contact must be made before May 1. Limited space is available in the hotels and motels. We do not wish to disappoint any of our friends.

Spread The News!

We're proud to be Ninety-Nines and we want the entire aviation community to be aware of who we are and what we do. So. . .

What better way is there to spread our story than through the pages of Ninety-Nine News?

Do your part to spread the News! Purchase a subscription to 99 NEWS for an *F.B.O.

*Library

*School

Government or Civic Leader

And why not have an extra subscription for yourself or your chapter library?

Send \$10 for each extra subscription to: 99 NEWS

P.O. Box 59965

Oklahoma City, Ok. 73159

A card will be sent, noting your gift. If you have no one in mind for a subscription, send your donation anyway and headquarters will choose a worthy recipient.

WHAT BETTER \$10 GIFT THAN A FULL YEAR OF NINETY-NINE NEWS!

FRIENDSHIP TOUR APPLICATION

TO: (Name) _____
(Address) _____
(Telephone Number) _____

FROM: Irene N. Wirtschafter, Chairman, Friendship Tour
Apt. 641, 2500 Q Street, N. W., Washington, D. C. 2007
202-333-8707

I am interested in the following itinerary I have checked for my FRIENDSHIP TOUR:

My first stop will be _____ on August _____.

Wheeling, W. Virginia
Wheeling-Ohio Co. Airport

☐ Ogleway Park (Museum and Vacation Lodging)

☐ Site of Last Battle of American Revolution

Richmond Virginia
Byrd Field

☐ History Tour of City

☐ Kings Dominion - Family Entertainment Center

☐ Plantation Tour & Williamsburg

Charleston, W. Virginia
Charleston Airport

☐ Home of Blenko Glass Factory and Store

☐ Indian Battlefields and Mounds

Charlottesville, Va.
Charlottesville Airport

☐ Monticello - Home of Thomas Jefferson

☐ University of Virginia
☐ Ash Lawn - Home of James Monroe

☐ Castle Hill - Restored Colonial Plantation

Norfolk, Virginia
Norfolk Reg. Airport

☐ Norfolk Naval Base
☐ Norfolk Tour

☐ Gardens by the Sea

☐ Virginia Beach

Luray, Virginia
Luray Airport

☐ Luray Caverns

Williamsburg, Va.
Williamsburg Airport

☐ Colonial Williamsburg
☐ Busch Gardens (a visit to old Europe)

☐ Jamestown Island

☐ Yorktown Battlefield

Washington, D.C.
Dulles Airport

☐ August 10 Tour of National Air and Space Museum

☐ Tour of Washington, D.C. via Bus

☐ Tour of Washington, D.C., via Tourmobile

☐ Tour of Mt. Vernon and "Sound and Light" Extravaganza

Annapolis, Maryland
Lee Airport (Fly-in)
Washington/Balto (Comm.)

☐ Naval Academy
☐ Annapolis (est. 1649) Tour.

☐ Seafood restaurants for Maryland Crabs, Oysters and Clams.

Wilmington, Delaware
Wilmington Airport

☐ Andrew Wyeth Country

☐ Winterthur

☐ Longwood Gardens

Gettysburg, Pa.
Gettysburg Airport

☐ Battlefield Information Only

HELP GIVE HOPE



Saundra Lapsley

As a charitable organization, The Ninety-Nines are always on the lookout for worthy, aviation-oriented causes; and the St. Louis based **WINGS OF HOPE** is an airborne humanitarian mission to the forgotten people in the remote corners of the world. Through the media of aircraft and radio communications, the organization brings hope to the sick, injured and starving in areas where help might otherwise arrive too late. Its mission is truly one of life and death. And its continued existence depends solely on the support of organizations such as ours and the tax deductible donations of individuals such as you and me.

WINGS OF HOPE has long been of interest to me, I having written much of its promotional material while in the employ of Tom P. Gordon, one of its staunchest supporters. The organization also enjoys the backing of aviation notables such as George Haddaway, founder and publisher of **FLIGHT** magazine, who recently retired to serve as the organization's full-time board chairman; Max Conrad; astronaut Neil Armstrong; Paul J. Rodgers of Ozark Airlines; Mrs. Henry Timken, Jr.; Robert Chatley of Rockwell International; John C. Mosby of Sky Prints; the Airline Pilots Association; general aviation manufacturers and our own President Pat McEwen. It is indeed a worthwhile charity and one which we hope each Ninety-Nine will support through monetary contributions or the donation of used aircraft and equipment. The ad on our inside back cover has been donated to Wings of Hope by Ninety-Nine News, and we hope you will, in turn, show your support through mailing your contribution to Mr. William D. Edwards, Executive Vice President, Wings of Hope, 2319 Hampton Avenue, St. Louis, Missouri 63139.

WINGS OF HOPE had its beginnings in 1962, when a missionary named Houlihan, just returned to St. Louis from 20 years of service at a remote medical mission in the Turkhana desert of Kenya, poured out his story of drought, suffering and death to a manufacturer's representative named Bill Edwards.

The mission, at that time, had a Piper Super Cub, donated by two airline pilots and flown by Sister Michael Therese, but it was often inoperable, due to the affinity of hyenas for its fabric covering. The only solution to supplying the area with needed drugs, food and medical care, Houlihan felt, was a metal airplane.

To procure such an aircraft, Houlihan and Edwards enlisted the support of Joe Fabick, a construction equipment distributor, George Haddaway and Paul Rodgers. Fabick laboriously engaged in bartering for, repairing and selling used boats, trucks, cars, generators and airplanes, while Haddaway, Rodgers and Edwards set about creating the legal entity "Wings of Hope".

At last, funds were procured to purchase the specially equipped Cessna Skywagon which Houlihan felt would fill the area's transportation needs. And in April, 1965, the "all-metal miracle", piloted by Max Conrad, was delivered to the Turkhana desert.

Immediately, requests for more miracles began pouring in from all over the world. An aircraft was soon produced for a sponsoring mission in Peru, another for New Guinea, then for Guatemala, Surinam, New Ireland, Kenya, Mexico and the far reaches of Canada and Alaska.

Aviation Law Continued

On the day of the accident, a VFR private pilot with eight years' flying experience had flown from Vero Beach to Pompano in very bad weather, testifying that he had been in and out of showers all the way and flying at about 200 feet AGL. Three other small planes were known to be flying between Pompano and Vero Beach that morning. It appeared that the airports along the way to Richmond were also open, and the Court concluded that although "it may be foolhardy" to take off in such weather, it is not "negligence per se" (that is, the very fact of taking off is PROOF of negligence) to do so. Therefore, even if the plaintiff could PROVE the doctor had been negligent in taking off (which proof was not forthcoming), unless the plaintiff could further prove that any such negligence actually CAUSED the accident, he could not recover.

The Court refused to apply the doctrine of "res ipsa loquitur", as it was applied in the Cheatham case referred to above, saying that "it does not apply. . . where the

Today, **WINGS OF HOPE**, staffed primarily by volunteers, and its planes carry doctors and teachers to all parts of the globe; fly the sick and injured to hospitals and supply food and medicine to people struck by earthquakes, floods and other disasters. More than 95% of the funds donated to the group have gone to supplying aircraft, technical assistance and support. The organization offers its help to any legitimate humanitarian enterprise, without charge, regardless of affiliation.

Emphasis is placed upon supplying the right plane for the mission involved, be it float plane, light twin or utility single. Also, **WINGS OF HOPE** supplies technically trained professionals to fly and maintain the equipment or train others to do so.

As it enters its second decade of service, **WINGS OF HOPE** is reaching for ever further miracles, including the parachuting of emergency aid to those regions where even its aircraft can not penetrate. But the real miracle of **WINGS OF HOPE** lies not so much in its airplanes and equipment; it lies in the fact that a handful of people have had the dedication to turn a single request for a metal airplane into a worldwide humanitarian mission. Won't you, too, lend hope a hand?

evidence fails to supply any proof as to the exact or proximate cause of the accident." In the Cheatham case the wreckage had been found and lack of fuel had been shown, but no PROOF was even given as to the cause of the crash. Here, there was abundant evidence of bad weather but no PROOF that such weather was the cause of the crash. Had this case been in California under the current Cheatham ruling, that Court might very well have found for the plaintiff, the estate of Mr. Kelley, on the basis that planes don't crash, as a general rule, without the negligence of someone. However, here the Court dismissed the case, adding also that the passenger, Mr. Kelley, had sufficient experience with small planes to appreciate the danger of flying in weather conditions such as were present. He voluntarily exposed himself to that danger, thus "assuming the risk", and he would have been precluded from any recovery even if the doctor's negligence had been proven.

Continued on Page 18

Chapter Reports

In this issue of the NEWS, you will see a new twist to chapter reports. . . a breakdown by subject, as well as by geography. This was done chiefly for one reason: important chapter news was becoming buried by the routine and lost to those not having the time to read through every chapter report.

This new method is far more time-consuming for the editor; but now that the editor's time is yours, I will be happy to continue this type of breakdown if you prefer it. Please let me know your reaction. Ed.

To Chapter Reporters

In January, I sent to you and to each chapter chairman a letter describing the type of reports we would like to have from you. I was not very specific in what I asked, nor did I set limits on what you could send. This is because I want you to send me whatever, in your opinion, constitutes news or items of interest. Your job is to get me the news. Mine is to worry about how to get it into print.

NEWSLETTERS I do want to receive. I'll be compiling much of the news from them, saving you added labor.

PHOTOS should be black & white glossies. Polaroids will generally not reproduce adequately. Color slides or transparencies are needed for the cover.

DEADLINES will be the 10th of the month for routine news. If you have a hot news item, send it immediately and I will get it in the first possible issue. The magazine will be open for late breaking news of importance until presstime. If you need extra time for something you want to publicize, just let me know. I will do my best to work with you on it.

Deadlines for news reporters* and issuance dates are as follows:

Issue	Issuance Date	Deadline
May	April 28	March 10
June	May 26	Apr. 10
August	July 28	May 10
Sep./Oct.	Sept. 8	Jul. 10-Aug. 1 (will include convention news)
Nov.	Oct. 27	Sep. 10
Dec.	Nov. 24	Oct. 10
Jan.	Dec. 29	Nov. 10
Feb.	Feb. 2	Dec. 10

*Ad deadlines are the 15th of each month.

New Ratings

The Ninety-Nines offer the heartiest of congratulations to these recipients of NEW RATINGS!

North Central

VON ALTER, QUAD CITY AREA — Multi-Engine

New England

JEANNE OHNEMUS, EASTERN NEW ENGLAND — Instrument

Middle East

JOAN JONES, EASTERN PENNSYLVANIA — CFII

HELEN ZUBROW, EASTERN PENNSYLVANIA — Instrument

SHIRLEY CHATFIELD, WASHINGTON, D.C. — Flight Instructor

New York - New Jersey

VICTORIA ANN SEARLES, NEW JERSEY PALISADES — Instrument

JACKIE ACOSTA, PALISADES — Flight Instructor

(6th CFI in this chapter!)

Northwest

ROBIN ANDERSON, EASTERN WASHINGTON — Private Glider

Germany

SIGRID SIKORSKY — Commercial and Instrument

Having taken her flight checks in Stamford, Conn., she is reportedly now ready to blaze some IFR routes in Europe with her Cessna 172.

Southeast

CONNIE BRUNGER, GULF STREAM — Instrument

NEAL PAPINEAU, ALABAMA — Commercial, Instrument, CFI, CFII (Wow!)

MARLYN HOLMAN, ALABAMA — Multi-Engine

South Central

EARLENE BILES, TULSA — instrument

RENE HIRTH, CHAPARRAL — Instrument Instructor

(Rene was a recipient of the 1975 A.E. scholarship and is the first of those award winners to complete her course of study!)

CAROLE WHEELER, FT. WORTH — Instrument

NANCY TEEL, TOPEKA — Airline Transport Pilot

SONDRA RIDGEWAY, TOPEKA — Flight Instructor

JO McCARRELL, GOLDEN TRIANGLE — CFII

Southwest

CLAIRE ELLIS, PHOENIX — Commercial

JOAN STRAND, PHOENIX — Instrument

PAM MARLEY, PHOENIX — Instrument

NANCY CRADDOCK, LAS VEGAS — Instrument

KATHLEEN SNAPER, LAS VEGAS — Instrument

MARY ANN JAMISON, ORANGE COUNTY — Instrument



Aviation Law Continued from page 17

To understand and compare decisions such as these, it is necessary to know which decisions are "binding" on which courts. Generally, a federal court is bound to follow the case law decided in the state in which it is located. Thus this case, tried in a federal court in Virginia, must be decided accordant to precedents set by the Virginia state supreme court. Both federal and state court decisions are subject to review by the U.S. Supreme Court under certain conditions. We have here, then, a situation where cases of this nature tried in Virginia — either in state or federal courts — could very well end up favorably for the defendant, as did this case, while those in courts located in California, following the Cheatham case, could end up for the plaintiff. Only when the U.S. Supreme Court hands down a decision in a case similar to these, will a national standard for the application of the "res ipsa loquitur" doctrine to small airplane crashes be established.

About That "Buying Power" Questionnaire

We are pleased to note the tremendous member response to our questionnaire on "99 Buying Power." Over 3,000 replies have been received! Since a return from 10-25% is considered normal in a survey like this, we are simply overwhelmed by this show of interest. We think this proves that our membership really does care about making our organization and our magazine grow. The results are still being tabulated and we anxiously await these. We would especially like to thank Mr. Harold Pigg and the staff of Turco, Inc's computer center for the cooperation shown in compiling these questionnaires. Also we owe a dept of gratitude to Vice President LOIS FEIGENBAUM and BOB for making these facilities available to the Ninety-Nines.

Ninety-Nines In The News

Heralding our Organization's Headliner Members

HANNA REITSCH, GERMAN Section, was a guest of the "Society of Experimental Test Pilots" in California in September. She was the only woman ever invited to give a speech. The reaction of members was overwhelming and she received a standing ovation. LAURETTA FOY, president of Whirly Girls, received special permission from the chairman to attend the meeting.

ELINOR MERRILL is serving as secretary-treasurer of Silver Wings. She's from the NEBRASKA Chapter, as is PAULIE PERRY who has been elected to the Board of Directors of the Scottsbluff Chamber of Commerce. DIANE MANN was elected secretary of the Nebraska Association for Aerospace Education and EVELYN SEDIVY has retained her position as president of that organization.

COLORADO Chapter member JEAN FERRELL of United Airlines spoke on "A Woman in a Man's World" to the Englewood Littleton Chapter of Zonta, during their Amelia Earhart program.

MARY ADAMS is newly elected president of the Colorado Pilots' Association and MARGARET DWELLE has been reelected vice president/secretary. MARY will also be serving on the FAA Rocky Mountain Region Airport Development and Planning Committee as General Aviation Representative.

JUDY GUESS, TULSA, has joined the Army for training in meteorology, and hopes to become a control tower operator. She will be based at Ft. Sill, Okla.

Members of the SAN ANTONIO Chapter attended the annual Zonta-club sponsored Amelia Earhart Scholarship Fund dinner at Randolph AFB. Speaker was South Central Section Governor HAZEL JONES. They also were in attendance at a program on "Women in Action", sponsored by the San Antonio branch of AAUW. Speaking at that event was DR. DORA STROTHER of FT. WORTH.

MARIAN BANKS, a member of DALAS REDBIRD Chapter and Chairman of AWTAR, has been named to the Board of Directors, National Pilots Association.

EDNA WHYTE and ALVERNA WILIAMS, GOLDEN TRIANGLE Chapter, flew to the "Fun in the Sun" Fly-In at Lakeland, Florida in January. EDNA was the guest speaker at the "Gathering of Eagles" banquet for pilots who flew in the '30s.



Hanna Reitsch displaying her certificate of accomplishment from the "Society of Experimental Test Pilots", of which she has been a member since 1972. Her nickname "Supersonic Sue" fits her aptly. Her right hand holds a silver plate, a trophy won in a sailplane contest.

OKLAHOMA Chapter members SUSIE SEWELL, NANCY SMITH, DOTTIE YOUNG, SAUNDRA LAPSLEY and our 99 Manager LORETTA GRAGG were guests on the 30 minute television program Woman's World in Oklahoma City, sharing the story of the Ninety-Nines and some of our headquarters memorabilia with a statewide TV audience.

ANGIE IZZO, of EASTERN PENNSYLVANIA Chapter, has received her Mission Pilot Rating with Group 80, Civil Air Patrol at Reading Municipal Airport. This allows her to fly as a Mission Pilot when the CAP is called upon to locate missing aircraft.

Charter members BLANCHE NOYES and FAY WELLS, along with JEAN HOWARD and GLADYS WISE, all of WASHINGTON, D.C. Chapter, were guests at the Amelia Earhart dinner of Washington's Zonta Club. Speaker was Anna Chennault, VP of the Flying Tigers, Inc.

HARRIET BREGMAN is serving as co-chairman of the Public Affairs Committee for the North East Pilots Association. She's a NEW YORK CAPITAL DISTRICT Ninety-Nine. KATHY BOURGEOIS reports HARRIET volunteered for the post.

Spokanne 99s LYGIE HAGAN and MILLIE SHINN from the EASTERN WASHINGTON Chapter presented a talk on Amelia Earhart to their Zonta group.

DEEP SOUTH's JUDY HALL is secretary of the Middle Georgia Pilot's Asso-



L to R Loma May, M.C. Amelia Earhart Brunch; Lois Broyles, Chairman Michigan Chapter; Trina Jarish, winner PPD 1975; Mary Anglin, Co-Chairman Michigan Small Race; Kathleen Gerhold, Chairman Michigan Small Race; and Anna Himmelberger, President, The Zonta Club of Detroit.

ciation. BETTY McNABB adds to her collection of honors the National Commander's Citation, Civil Air Patrol, a National Commodore's Citation from the US Coast Guard Auxiliary and has been seconded to a Florida independent School Board by state aviation interests. She recently spoke to 200 federal women, and a few male colonels and generals, at Tyndall AFB and to the EAA in Panama City.

TENNESSEE's EVELYN BRYAN JOHNSON, manager of Morristown Airport, is the first woman Board Member of the National Flight Instructors Association. She is soliciting 99 input for their meetings, the next of which is in August.

Speaking to the Memphis Zonta Club at the Amelia Earhart memorial program was MEMPHIS Chapter Chairman PAT KELLETT. She talked about the organization, history and goals of the Ninety-Nines in general and the Memphis Chapter in particular.

CAROL HALLETT of SAN LUIS OBISPO COUNTY Chapter will be on the June ballot seeking the Assembly seat from the 29th District. Carol, JUDI GORHAM reports, "has been the mainspring in the Republican Office of the county for several years and certainly knows her way around Washington and Sacramento, not to mention the cockpit of an airplane." LEROY McCHESNEY, 49½er of chairman GRACE also deserves accolades, having been elected chairman of the California State Aeronautics Board. This board serves in an advisory capacity to the Division of Aeronautics, a sub-part of the Dept. of Transportation.

From ORANGE COUNTY, SHIRLEY COTE's 49½er GEORGE is the new director of the Riverside, Calif., Airport.

Continued On Page 23

By Lindy Boyes

Cross-country flying in Hawaii is a matter of island hopping and is taken in stride by light plane pilots as not out of the ordinary. Since island-hopping is an accepted way of flight in the Aloha State, it comes as no surprise that the Aloha Chapter, 99's, schedules its annual Apuepuelele between a neighbor island and Oahu, home of Honolulu International Airport.

Apuepuelele (Hawaiian, meaning contest in the air) might have a strange sound to it, but don't let that fool you. It's a fun thing to do. Pronounced ah-poo-eh-poo-eh-leh-leh, Apuepuelele is the Aloha Chapter's annual proficiency flying contest.

This immediate past event, held November 30, followed on the heels of some torrential rainfall that took its toll of two airplanes that were intended to be flown in the contest. The rain-soaked craft were "malfunctioning" and Eleanor Sharpe had to forego piloting her own Ercoupe and switch command to her "co-pilot" Glenda Watts who was able to rent a Cessna 150 the morning of takeoff.

Meanwhile Sue Young's Cessna 172 wouldn't start at all, and Lindy Boyes, who had taxied away from the FBO rental base to the Civil Air Patrol hangar rendezvous site with radio blaring, later couldn't raise a whisper. Pat Davis had started a day early and checked on her intended plane to discover it had been drowned out of the competition, so she called on Aloha Chapter member Jane Kelley for use of her Cherokee Arrow. They made sure everything was in working order. Jane was official timer for the start and a non-competitor this time. Other "co-pilots" were 99's Ann Fix with Sue Young, Florence Beamon with Lindy, Betty Skold and Georgia Hughes with Pat Davis.

The efficiently planned event to check proficiency got off to a piece-meal start. But it did finally get off with Lindy's Beech Musketeer the last to check out some three hours after the official starting time. But, as they say in Hawaii "ain't no beeg t'ing", so it took a little longer. Everybody scheduled to go did go in one airplane or another which added to the guess work aspects of the proficiency contest.

This was the fifth such event and proceeded on an unusual course.

All the contestants were prepared to fly from Honolulu International Airport to the Ke-ahole Airport on the Kona Coast on the island of Hawaii, the announced finish site of the contest. Always, an en route check point is required and made known only at the pre-takeoff briefing. What the participants didn't know this time was that the planners of the event decided to change course on them. At the briefing preceding the scheduled takeoff, the revised route was revealed: from Honolulu, across the island of Oahu to Dillingham Field for a fly-by and check-in with the tower, then on to the Kalaupapa peninsula for a touch-and-go landing at that isolated spot on the north side of the island of Molokai. From there

the route crossed Molokai to Lanai and another touch-and-go landing on the pineapple island; after which the final landing was at Kahului on the island of Maui.

The planes were clocked off at Honolulu and timed again at Kalaupapa and at Kahului. The two legs were two-thirds of the basis for judging the event, the third part being the estimate of the fuel used en route.

The flight-seeing aspects of participating in such an event are sheer delight.

From Honolulu the course took the fliers past Pearl Harbor which logs more visitors annually than any other "attraction" in the Aloha State. Looking out your left window you can clearly see the famous Arizona Memorial, a white concrete structure that straddles the sunken battleship adjacent to Ford Island where civilian student pilots and others practice touch-and-go landings. The breadth and irregular shape of Pearl Harbor is unexpected to the first time viewer.

Onward to the first check point we fly over the central portion of the island of Oahu, above pale green fields of sugar cane and darker green fields of pineapple, past Schofield Barracks and Wheeler AFB, into view of the north side of the island. Bearing left as we come to the brilliant blue water that is ruffled in white along an unending white sand beach, we head for Dillingham Field, a few miles ahead. A sharp lookout is kept for gliders in the area, Dillingham is the only glider base of operations in all the Islands. Along the Waianae Mountains, the graceful craft soar back and forth and can stay up almost indefinitely, courtesy of the constant trade winds that blow most of the year.

At Dillingham we make a turn into the pattern and report to the tower that we are merely checking in as we reverse course and fly over the 10,000-foot runway, heading easterly and continuing along the north

shore towards our next check point on Molokai.

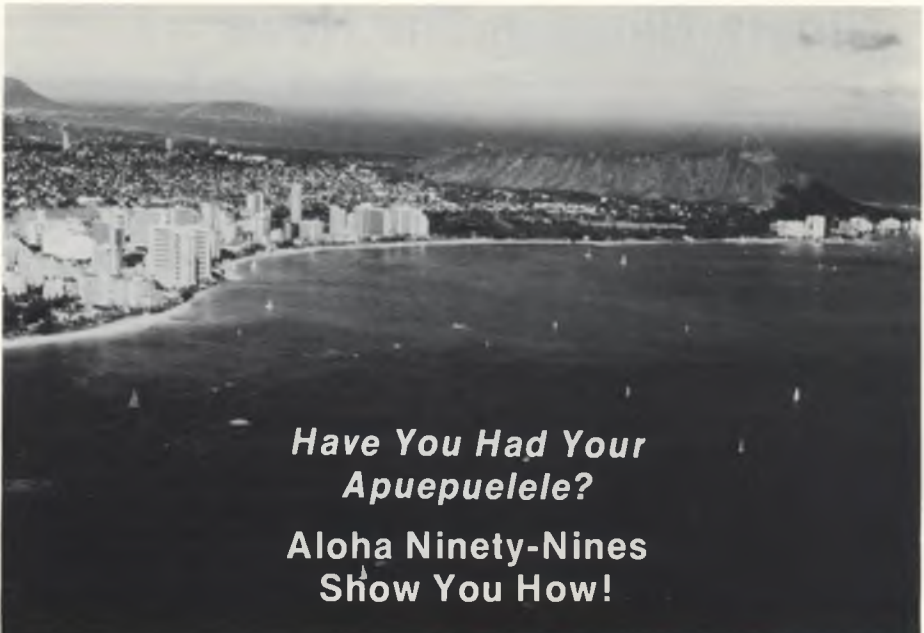
Not far from Dillingham Field are the polo grounds at Mokuleia, a very big Sunday sport from March through August. On past Waimea Bay where the big surf appears every winter and where international surfing competitions are held, or at Sunset Beach a little further on. Laie Point passes beneath us and ahead is Kaneohe Bay. The beautiful moss green mountains on our right are the Koolaus which separate Honolulu proper from its windward communities of Kailua and Kaneohe.

We leave Oahu and head on to our next check point where we must make a touch-and-go landing, Kalaupapa peninsula on the north side of Molokai. We cross the empty channel and study the west end of the island. There are some beautiful crescent shape beaches and nothing else. That's going to change soon with the start of construction of an extensive resort development.

Beyond the beaches, Molokai's west end is barren, but soon we see fields of pineapple, dark green, marked by rows of red earth. The coastline becomes a vertical wall that is increasingly higher as we draw nearer to the isolated Kalaupapa peninsula. No wonder it was selected as the site for the afflicted suffering from leprosy more than a hundred years ago. All that has changed now, however, and the only residents are those few who choose to stay there. And that's a story in itself.

We spot the runway on the peninsula's tip, make our approach, roll our wheels on the surface, wave at our timers — Bud Davis, Pat's husband, and Ralph Andrews — then up, up and away to head for Lanai, south of Molokai.

Climbing for altitude to skim over the top of the cliff of that rugged Molokai



**Have You Had Your
Apuepuelele?**

**Aloha Ninety-Nines
Show You How!**

Photo courtesy Hawaii Visitors Bureau

Woman And Machine

coastline, we turn on course for Lanai. The bright rain-fresh green pasture land of a cattle ranch falls away below us as the terrain starts "downhill" toward the south shore of Molokai. We fly over the world's largest rubberlined reservoir — 1.4 billion gallons capacity — and past the town with the name made famous years ago in a popular song, Kaunakakai ("The Cock-eyed Mayor of Kaunakakai"). Lanai is ahead of us, and we cross the intervening water with nary a bounce. Smoother flying for us than the sailing was for the tanker below us that ran aground some years ago and now marks what is known as ship-wreck beach on the north shore of Lanai.

The lee side of all of the Islands is invariably dry, desert-like except where humans have introduced plants to soften the harshness. And Lanai is like that, until we approach the small island's central basin where pineapple fields extend for miles. Owned by the Dole Co., Lanai is known as the "pineapple island" and has one town, Lanai City, which is high at an elevation of 1700 feet in a forest of Norfolk pine trees. It looks like anything but the visitor's idea of a Hawaiian island.

The airport is just ahead at 1300 feet elevation, and again we make a pattern and touch down for a moment. No one else is in sight other than an air taxi parked on the ramp.

The Apuepuelele terminal point is on the next island — Maui, at the Kahului airport in the flat land that divides the island. On the west side are mountains and magnificent valley vistas. To the east is towering Haleakala, at 10,025 feet. The dormant volcano is a national park, and the mammoth crater looks like the moon's surface.

Carpets of green sugar cane cover the earth below us as we fly across Maui's narrow-ish isthmus and land at the airport. We taxi to the gas pump where our timers have arrived from Kalaupapa well before us and also meet up with Sue Young and her crew.

The sturdy little Musketeer refueled, we take off again. This time our destination is Kamuela in the "high" country of the island of Hawaii. Kamuela is also headquarters of the Parker Ranch, the largest cattle ranch in the United States under single ownership.

Once again we have reversed course, flying over Maui's cane fields, and on our left is Haleakala whose soaring crater rim is more often than not wreathed in clouds. We are told that to be at the rim at daybreak is an awe-inspiring experience that lends credence to the Hawaiian name that means House of the Sun.

Skirting around the mountain on a

KANSAS Chapter's MARILYN COPELAND and her 49½er have taken delivery on a new Piper. This must be Marilyn's reward for the thousands of hours of downtime she accumulated as headquarters chairman, planning our marvelous dedication ceremonies.

OKLAHOMA's SUE MASON is the proud owner of a "brand new" 1947 Aeronca Chief.

MAGGIE and BILL FIELDS, DEEP SOUTH Chapter have moved their business to Quincy, Fla. and are planning their own strip there.

MEMPHIS Chapter's DOT WILSON was one to whom Santa displayed his utmost generosity. She got a new Cherokee Six.

In the Vero Beach area, there is a Cherokee 140, with the rosiest red lips and the longest black eyelashes an airplane ever sported. It's "Hot Lips Schatzky," pride and joy of GULF STREAM Chapter's ELLIE McCULLOUGH. Officially, Schatzky is N4478J. . .but you can't miss her.

southerly course we head over the Alenui-haha Channel, for the Big Island. With Maui a little behind us we can now see Haleakala's rim rising above its mantle of white clouds. Visible on the rim are white pill-like dots, observatories of various scientific centers.

Ahead of us, but obscured from view by clouds on this occasion, lies our destination. No other planes are in sight, nor any boats below us. Only white caps on the water indicate the usual, for flight in this direction, quartering headwind. It's nearly an hour before we spot at the shoreline the tiny port of Kawaihae. Nearby is the magnificent Laurance Rockefeller vacation resort, the Mauna Kea Beach Hotel. It is only a hop, skip and a jump to Kamuela (also known as Waimea) which is up the hill at 2,600 feet elevation.

We follow the road from the Mauna Kea Beach Hotel up the hillside to within view of the small town. Off to the right is the airport with clouds sitting low over it and the general area. Out of the sunshine we scoot in under the gloomy ceiling and touch down on the runway.

The timers' plane, a Beech Sierra, is already secured as is the Piper Cherokee Arrow. Just as we leave our plane, the Cessna 172 arrives. The Cessna 150 with two new private pilots aboard opted to land

HANNA REITSCH, whose home is in Frankfurt on Zeppelin Allee has sold her standard Cirrus sailplane and ordered the Cirrus 75, a more high performance model, for delivery in the spring.

JOYCE WILLIAMSON, CENTRAL PENNSYLVANIA, is the new owner of a 1972 Cherokee 180.

From EASTERN NEW ENGLAND Chapter, CAROL HOGAN's Tri-Pacer is reported progressing slowly but nicely. Instead of just the fuselage, the whole plane is being covered. It will be just like one off the assembly line, she says.

ANETTA and BOB HAACK flew to Florida to pick up a new Piper Lance. She's from the IOWA Chapter.

JOAN LINDER, SAN FERNANDO VALLEY, is expecting her first. A Cessna 182, that is.

Another Cessna 182 was in the Christmas stocking of MARIAN CARTER, SOUTHERN OREGON CHAPTER, a surprise from 49½er WALT. MARCELLE and BILL JOHNSON also have one on order.



at the Ke-ahole Airport in view of the gloomy conditions prevailing at Kamuela.

The got close to Kamuela before turning back to the sunshine to fly over lovely Anaehoomalu Beach, past the tropical retreat of Kona Village Resort which has its own airstrip and to Ke-ahole Airport which serves the Kona Coast of this island. The airport was opened in mid-1970, and previously has been the starting point for the Apuepuelele with the finish at Honolulu.

A benevolent acquaintance drove from Kamuela to pick up the pair of pilots at Ke-ahole Airport.

All contest participants and guests assembled for an appropriate dinner program presided over by Aloha Chapter Chairman Sue Young. When it came time for presentation of the trophy to the winning pilot, Pat Davis, who chaired the contest, was happy to announce that none other than Sue Young had completed the course with near perfect estimates on both time en route and fuel to be used.

Cross-country flying in Hawaii is always a happy flight-seeing experience. By adding the competition of the Apuepuelele there is contributed a certain zest and an individual challenge which makes the experience even more rewarding.

Ninety-Nine Meetings

The interesting things Ninety-Nines talk about and do when they get together

SOUTHWEST

In SANTA PAULA Chapter, the after-business order of business was to pile into airplanes and fly to Santa Maria for lunch and a visit to the weather station. Four planes made the trip, including JOANNE MILLER's beautiful classic Bellanca.

MONTEREY BAY Chapter's Jan. meeting in Salinas featured Jack Jella, an FAA Accident Prevention Safety Counselor, Flight Examiner, ATP and the chapter's "Mr. 99". He talked to the group about "airspace" mostly — TCA's, Stage 1, 2 and 3 radar, transponders, encoding altimeters and how to work ourselves into the "system". DELL HINN reports.

A videotape program by Gene Kropf, Western Region Public Affairs Officer, FAA, on "Women in Aviation — 1975" was seen by the LONG BEACH Chapter in January. The presentation features the outstanding flying activities of COLENE GIGLIO and WALLY FUNK.

Guest speaker at GOLDEN WEST's January meeting was Jim Bigelow, who covered the usage being made of satellite weather photos to help determine the conditions, such as wind direction, at the time a plane is reported missing. This allows searchers to better pin point downed aircraft. Results have been very favorable and search time in the area has been cut over 500 hours in the last year. This Chapter also has a unique contraption which made its first appearance at their Christmas party in the guise of Rudolph the Red Nosed Reindeer. It was guessed to be everything from a dehydrated Cessna 150 to a printing press, but turned out to be an airport marking device in disguise. They are thinking of renting Rudolph to other chapters as a money making scheme. Any takers should contact reporter BEA HOWELL or Rudolph's faithful companion Mrs. Claus, better known as BETTY WALSH.

FRANCES GIBSON, ALAMEDA COUNTY Chapter reports that fly-ins are planned once a month for that chapter, with speakers or programs alternating monthly with business meetings.

MARY LUE GARRISON of HI DESERT has arranged high altitude chamber training for chapter members at George AFB.

NORTHWEST

Guest speaker at SOUTHERN OREGON's January meeting was George Milligan. A veteran of 31 years in the tower, he founded Mercy Flights, Inc., a very active business engaged in emergency ambulance

service. Also an attorney, he formed Acorde, Inc., publishing a monthly newsletter, lobbying for aviation in general and being the "pilot's voice to government." ALI SHARP reports he brought views from "both sides of the fence" on the many problems confronting pilots, controllers and governing agencies.

At the Christmas meeting of GREATER SEATTLE CHAPTER, FRANCES HEAVERLO reports that the 30 attending members brought gifts to be distributed to the patients at the Seattle Children's Orthopedic Hospital. Various members attended an all day FAA Seminar at Sand Point, covering stress and its effects on the body, flying abilities and attitudes. The chapter also visited Auburn Air Route Traffic Control Center.

Jim Page from Ephrata, Washington, provided EASTERN WASHINGTON Chapter with an overview of communications at the Jan. meeting. He reminded everyone of the importance of saying "roger" only when the full transmission has been understood and of practicing surveillance approaches. JAN HENRICHs responded with a tale of the day when she heard a pilot say "eenie, meanie, miney, mo, if you hear me, let me know". Comment from reporter DARYL ANN KYLE, "Oh, no!"

SOUTH CENTRAL

The members of SAN ANTONIO chapter contributed to the cost of their Christmas party, annually hosted by BETSY and BILL HOGAN. BETSY accepted this donation and immediately turned it over to the Chapter Scholarship Fund, which memorializes the late MARIAN BURKE and enables selected members to maintain proficiency.

At their JAN. meeting, safety chairman JANE KING presented an informal briefing on Stage III, Terminal Radar Service Area procedures which are now in effect at San Antonio International. Pilot participation is presently voluntary, but it is felt all members should be familiar with and support this program, PAMELA CRANE reports.

SOUTHEAST

The January meeting of MISSISSIPPI Chapter was a combination A.W.A.R.E. and GAMA program, with more than sixty in attendance. Jenny McWilliams reports.

NORTH GEORGIA and DEEP SOUTH Chapters combined meetings for a tour of Lockheed-Georgia and Dobbins Air Base. Some 40 members and guests toured the large collection of planes, including the

giant C-5A. Herb Schaaf of FAA and Lee Rogers and Ed Garner, public relations men for Lockheed, coordinated the event.

"Do nothing, do it well" is the motto of a disorganized group of lady pilots known as the Grasshoppers. FLORIDA SPACEPORT members and some 84 people all total met with the group for a fly-in to Sanford in December.

A promise of "no business" brought some fifty 99s to the December meeting of the TENNESSEE Chapter, LURA ODLAND & JO CHANDLER report. Site of the meeting was the famous former railroad station/restaurant, "Chattanooga Choo-Choo." A raffle produced \$50 for the Middle Tennessee State University Chapter of NIFA to use toward preparing for national competition.



Meeting in Little Rock, Ark., to plan the Powder Puff Derby race stop were: Seated, left to right: Wanda Cummings, Linda Hargraves, and Marion Banks. Standing, left to right: Cary Hunt, Marge McLean, Ruth Gray, Kay Newth and Donna Harris.

MIDDLE EAST

From the CENTRAL PENNSYLVANIA Chapter, as reported by Joyce Williamson, comes this suggestion for "fun fund raising." "Our Ways and Means Chairman, FLO SHIREY, works at Oregon Hill Ski Resort. She made arrangements for an evening of cocktails, dinner and entertainment at a restaurant located near the air strip at the resort. The cover charge for the evening was donated to the Ninety-Nines."

At the EASTERN PENNSYLVANIA Christmas party, one game involved the identification of 13 parts of an airplane. Past International President ALICE HAMMOND did not win, but had some interesting answers. They include: Magneto — Kitchen Magician; Impulse Coupling — Brazilian coffee grinder; Engine Mount — Ear protectors for a rock session; Gaskets — Bangles for an infant African; Coil — Seven Dwarves cookie roller. Back to ground school for you, ALICE, but we're naming you 99 NEWS' official humorist. NANCY GAYNOR is their on the scene reporter.

"Riverboats will never replace the airplane," WASHINGTON, D.C. Chapter reports, but they did join together in a 43 person Christmas Cruise up the Potomac.

NORTH CENTRAL

At a recent meeting, KANSAS CITY Chapter 99s "flew out" rather than "in", to Topeka, for a tour of the state capitol. They were then treated to a tea and reception at the governor's residence, hosted by the first lady of Kansas, Mrs. Robert Bennett. SHERRY QUINLAN reports Mrs. Bennett expressed a great admiration for women pilots.

IOWA Chapter has been making good use of all the IFR ratings acquired in recent months. Seven planes made it to Cedar Rapids for the Jan. meeting on a very IFR day, ANNETTA HAACK reports.

WISCONSIN Chapter's Dec. meeting included a balloon drop contest and another for the "least wurst spot landing". Winner of the former was ELAINE STRICKLAND (9 ft. from target). CAROLINE MOREY took the spot landing event (100 ft. beyond the line) and SARA GREER and ELAINE STRICKLAND tied for 2nd (200 ft. short). Guest speaker was BOB NIEMANN, who is a storehouse of information on flying in Europe during and prior to WWI. Also speaking to the group was DON RICH, public relations representative from the Aviation History Committee. He and DIANE GORAK have been working together to assemble aviation historical data for the state history.

Joe Kimmel's "Pitch and Prop" room, a museum-like place filled with flying memorabilia, was the site of QUAD-CITY's Jan. meeting. For February, the feature attraction was the biennial flight review. This will become a yearly event, incorporating the annual A.P.T. meeting, JUDY HODGES reports.



Six Anchorage 99s flew to Kenai to meet with women pilots to discuss forming a chapter in the Kenai Area. Results look very good for a new Kenai-Soldotna Chapter. Pictured Standing (L to R) Anita Benson, Janet Rarick, Dorothy Thompson, Carol Fleming, Ruby Pappas, Edith Miller. Kneeling are Virginia Savoie, Kit Moody, Joyce Bergstrand, Betty Rogers and Marion Zaegel.

Members of the MAPLE LEAF Chapter attended a survival course conducted by National Wilderness Survival, Inc., in Dorset, Ontario. Lectures covered the psychology of survival, food, edible wild plants, navigation by compass, proper dress, signalling and keeping warm. Course leader was Bert Berglund, a Swedish born survival expert who has conducted courses for the Canadian Armed Forces and other groups who live and work in the remote Canadian North. After lectures, groups put into reality some of the survival techniques talked about in an outdoor simulated emergency landing. Not only were the skills of survival learned, reports SHARON CLULEY, but the experience increased confidence about ability to cope in the wilderness.



L. to R.: MAPLE LEAF CHAPTER, East Canada Section; Ann Judd, Sharon Cluley, Jean Fenton, Ann Hider, Phyllis Miller, Peggy Smith, Hilda Devereux.

Ninety-Nines in the News. . . Continued

AUDREY SCHUTTE of SAN FERNANDO VALLEY was the subject of an article in the Nov. 16 Home Magazine of the L.A. Times.

IOWA Chapter member SUE KOLWASKI is General Aviation Representative on the Aviation Advisory Council of IOWA DOT. She is looking for feedback from the 99s on various questions which come before the Council.

WISCONSIN's MARLYN DONAGAN & CAROLINE MOREY were guest speakers at the Saratoma Middleton Service Club, talking on the Powder Puff Derby.

CENTRAL ILLINOIS' BARBARA JENISON was a moderator for a panel at the Illinois Aerospace Education Committee held in Chicago in conjunction with the Illinois Science Association. She also spoke at a women's meeting at the Bloomington Airport conducted by JOYCE COOPER and helped at an FAA Aviation Safety Seminar at Edgar County Airport.

MARIE CHRISTENSEN of ORANGE COUNTY has a new Cessna 182 and BETTY MARSHALL's C-150 has a new paint scheme. We can only speculate on the justice of this, since at the Rancho Fly-In in December, each little Ninety-Nine who sat on Santa's lap asked for a new airplane, and none were received. Betty Marshall refused to sit on Santa's lap and Marie didn't even attend the fly-in.

An interesting thing happened on the return to Orange County from this fly-in. A Cherokee, taking the long route home, beat a Bonanza! Seems both aircraft took off from Rancho at approximately the same time. Over El Toro, the Bonanza called Orange County Tower for landing and learned of a slight delay due to the daily dozen in the pattern. So the Beech settled down for a hold over Seal. After a while, a Cherokee in the Santa Ana Canyon called the tower for landing. Yes, Miss Piper would have to wait, too. Time passed. Other planes called in requesting entry for landing. The time arrived for a change of controllers in the tower. The new controller had so many planes waiting he didn't know what to do — so he decided to take them in order (no one knows what order), and he began by clearing the Cherokee for entry. Miss Piper headed for the pattern while the Beech held at Seal and counted to ten along with many other planes who had called in long before Miss Piper. The moral of this story is a change of controllers can have an astounding effect on performance figures! (Stolen from *Plane Tales*, Orange County newsletter. Editor BETTY ACKERMAN.)

LONG BEACH's GENE FITZPATRICK has a newly acquired Piper Tripacer in which to travel to her ranch in Monterey. Many 99s have joined her for good times there.

Dec. 4 was the date of a Press Club luncheon honoring LONG BEACH's TONY BRODRICK and other Early Birds, with Buzz Aldrin a special guest. Many chapter members were in attendance.

NANCY DREWS, LONG BEACH, has been subbing for Ted Misenheimers at his Adult Aviation Ground School at Redondo High School.

JANET HITT former Aviatrix of the Year from the SANTA CLARA Chapter was featured in the December issue of *FAA WORLD* magazine. ATP rated Janet joined the FAA as an inspector in the Seattle Flight Standards District Office a year ago last fall and is now in the Oakland office.

Ninety-Nine Projects

A compilation of the thousand and one things Ninety-Nines do to further aviation and aviation safety

SOUTHWEST

SHARE THE KNOWLEDGE programs have proved very successful in the SANTA CLARA VALLEY Chapter. The brainchild of Flying Activity Chairman VERNA WEST, "STK" is an innovation designed to place aviation more vigorously at the heart of Ninety-Nine activities. Verna conducted a meeting on "Camping from an Airplane," complete with equipment, packing and great ideas in know-how. The Wests have flown through Alaska, Canada and the U.S., camping along the way. DIAN WARD shared information on precision landings in preparation for the Hollister Air Meet. DR. HENRY ROWE, PAT's 49½'er, spoke on medical emergencies in flying, medical contents for Survival kits and gave pointers on ways to help survive if you find yourself "going down". MAYETTA BEHRINGER spoke on VFR pilotage navigation, an art threatened with extinction much too prematurely for safety's sake. These are just examples of the many subjects which can be covered. SCV Chapter has much more "sharing of knowledge" planned for future months. PAT ROWE reports.

LONG BEACH Chapter conducted a Flight Instructor Refresher Seminar Feb. 21-23, with SUSAN GREENWALD at the helm.

LAS VEGAS Chapter was co-sponsor, along with the Nevada Safety Council and AOPA, of a Flight Instructor Refresher Course, at the Hotel Sahara, Las Vegas, Feb. 17-19. They also assisted with the National Convention of Agsprayers meeting in Las Vegas in December.

PHOENIX Chapter, on the third try, succeeded in airmarking Falcon Field with 45' high and 8' wide lettering on the taxiway. EILEEN and HOWARD ATHEY were the organizers of this project. The Mesa Aviation Development Association donated the 100 gallons of paint used, lunch for the painters and the man power of seven members. Braving the cold, wet winds were 99s JANE PATTERSON, TRUDY MURPHY, NAN SHEAR, MARILYN BRAFFORD, MELBA BEARD, MARY McPHERSON, MARGE JENSEN, DONNA REASER, PAT MORELAND, CAROLINE REIBERT and EILEEN ATHEY. By the time you read this, this dauntless crew will have also spread 200 gallons of paint at Parker, assisted by the Parker City Council and the Colorado River Indian Tribes. Other prospective fields, NANCY CASE reports, are "Care-free, Wickenburg, Safford, Long Beach International and my drive way. . ."

Must say, the gals in Phoenix know how to do it up right. SANDI HAAG, who with "CRASH" CASE is filling in as reporter for the ailing NATASHA SWIGART, even sent their newsletter special delivery to beat the deadline date.

SAN FERNANDO's JOYCE NEAL and DONNA ZWINK were the only women flying in the annual Litton Flying Club Charity Flight. Approximately 5000 lbs. of food and clothing were flown to two Indian tribes in San Diego County.

The Radina Tucker Memorial Award to SOUTHERN OREGON Chapter's elected Pilot of the Year has gone to BETTY GLINES. She's an instructor, a full-time bookkeeper, teaches ground school and often runs a pinch hitter course.

ORANGE COUNTY 99s with a paint crew headed by BETTY MARSHALL airmarked Meadowlark, Ca. Airport in the course of three mornings, having to play Cinderella and be gone by noon of each day. Some planes tried to rush the painters off, but the gals held their ground and reportedly shook their paint rollers at the offending aircraft. Those who couldn't paint held a fly-in to Rancho, Ca., planned by URSULA TRACY.

SOUTH CENTRAL

CHAPARRAL Chapter has come up with an interesting new chapter project, thanks to "idea person" JANIE FLOYD. It's "P.P.D.'s" and that's not "Powder Puff Derby". Rather, they are "Plane Panel Drapes" for airplanes which are not hangered or sit out in the hot sun. They are custom-made to cover the instrument panel, LELA CARWARDINE reports, and drape over the front seat to keep out the light and prying eyes. Whenever possible, fabrics are used to compliment the interiors of the individual plane. Their first customer was ZIA AIRLINES!

LUBBOCK Chapter put on a "standing room only" safety clinic, coordinated by BETH COVEY and publicized by CHERYL SHAW. SUSIE EVANS appeared on a TV talk show to invite local aviation enthusiasts to attend. LUBBOCK is also among the many chapters across the country who remember FSS and tower personnel at Christmastime. "It was a cold, snowy night," reports Chairman ANGELA BOREN, "and our friends at these essential services were pleased to be remembered."

NEBRASKA Chapter has announced the winners of its 1975 Achievement Awards. First place trophy was awarded to DAWN

PARKENING and second place to ELINOR MERRILL. Achievement trophies are awarded each year to the Nebraska Ninety-Nines who have accumulated the highest number of points in categories related to 99 activities and aviation in general. Reported by SHARON MEYER. The Nebraska International Women's Year Coalition is sponsoring a Contemporary Hall of Fame during 1976 to recognize women who have made outstanding contributions. FLORENCE BORING has been selected by a committee of the 99s to represent 99s in the Hall of Fame.

The charitable activities of GOLDEN TRIANGLE Chapter are almost too numerous to mention. Not only have these gals been active in getting the coloring book to the presses; they have been everywhere else at the same time. For Wright Brothers Day, they installed a display of both historic and current aviation "artifacts" at North Richland Elementary School. SUE SHRADER has been active in talking with all sorts of youth groups. ELLEN VAN-DEVENTER is working with Aviation Explorers in the Arlington area. DOTTIE HUGHES donated the entire month of December as a volunteer with the Arlington Christmas Samaritans Group, seeing that others had a Christmas.

COLORADO Chapter members assisted with a GADO Safety Seminar in February and sold cookies and coffee. (We know a lot of chapters are giving away refreshments at these events, but we're sure most participants would be happy to pay, enriching 99 coffers all the while.) Another project of importance to the COLORADO group has been the Wright Brothers Memorial. The 99s are one of three founding groups of this award, presented annually to a Coloradan who has done something outstanding in the field of aviation. EMILY HOWELL was the first to receive this award and is now serving on the Board of Directors, as are BETTY JO REED and MARY NEIL, PAM BUGG, Colorado's aerospace education chairman, and MARTHA THOMASON aided 16 Girl Scouts in earning their aviation merit badges.

Several TULSA 99s assisted at an A & P Mechanic Clinic held at Spartan School of Aeronautics.

Due to untimely and very heavy rains in late November, TOPEKA Chapter's BARBARA RUHNKE reports that permanent plantings in the Friendship Forest will have to wait for spring. BARBARA lives in Manhattan where the Kansas Forestry Extension Service is based and is keeping in close touch with both them and the Atchison Bicentennial Commission. She

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THE NINETY-NINE NEWS

and SONDRA RIDGEWAY also participated in a meeting of the Flint Hills Aviation Association honoring the 72nd anniversary of man's powered flight. They ask the question: does anyone know who was the first woman to solo and when?

SPANISH PEAKS Chapter will be participating in an FAA Safety Seminar in Pueblo the first of this month. Featured topic: mountain flying, reports JOAN ALYEA.

SUE MASON of the OKLAHOMA Chapter, a flight instructor for Oklahoma State University, recently spent a weekend giving thirteen Flying Farmer women their first flying lessons. Many now plan to go on with their training, and hopefully, to become Ninety-Nines.

WICHITA FALLS Chapter and SUE STILLEY, a new member and airmarking chairman, managed to get weather, paint and people all together for an airmarking at Kickapoo Airport, LOU ELLEN FOSTER reports.

NORTH CENTRAL

Over 300 persons paid tribute to Amelia Earhart at the Amelia Earhart Commemorative Brunch on Jan. 11 at the Dearborn Hyatt Regency Hotel, Dearborn, Mich. The event is traditionally coshosted by the MICHIGAN Chapter and Zonta Club of Detroit. LOMA MAY served as M.C. and Col. Russell Schiebels, Michigan Wing Commander, Civil Air Patrol presented Amelia Earhart awards to deserving cadets. TRINA JARISH was guest speaker for the occasion.

Over the Christmas Holidays, several members of GREATER ST. LOUIS Chapter joined with Ozark Airlines to meet arriving, holiday-weary travelers, presenting them with a Welcome to STL smile and a sprig of holly. This display of goodwill, JAN POCOCK reports, brought T.V. cameras out and resulted in an interview of SON, giving them a chance to explain something about the 99s and how much we appreciate the kindnesses rendered at "foreign" airports. In January, several members of that chapter presented a program on "*women in aviation, past, present and future*," to the STL Chapter of Missouri Pilots. DEL SCHARR covered the way things were a few years back. VAL JOHNSON represented the "now" period, and addressing the subject of the future was Aero Dynamics Engineer NELDA LEE. TEX WICKENHAUSER served as toast-mistress.

RUTH TEEL reports the CENTRAL ILLINOIS Chapter has chosen new uniforms: powder blue blazers with navy piping. That chapter, sponsors of a 66 group, has also voted that the only requirement for 66 membership be that the

applicant has soloed. Since many stop flying at this point, it was felt that participating and associating with other women pilots might be the prescription to make these students go on for a private ticket.

[Ed. Note] To all chapters sponsoring 66 groups: we are interested in doing a feature on the operations and success stories of these chapters. Send 99 NEWS information on how long you have sponsored your chapter, what your requirements are, what kinds of meetings you plan, how many have gone on to 99 membership, and so forth.

Recycled Motor Oil? That's the latest, picked up from the Jan. newsletter of the CHICAGO AREA Chapter. They have a center to where they can take used oil from either airplane or car and buy reprocessed oil (for cars only) at 45 cents a quart.

SOUTHEAST

DEEP SOUTH has been active in assisting the FAA with flying seminars, both from the podium, the typewriter and on the ground and has always included safety on the chapter meeting agenda. No wonder they've snagged an FAA Safety Specialist as a 49½'er for Chapter Chairman PAT DARLEY, now Mrs. Herb Schaff.

ANN TAYLOR of ALABAMA Chapter has announced plans for an all day seminar on March 13 in Pensacola called "Operation Family Awareness". This seminar is being sponsored by the Alabama Chapter, JUANITA HALSTEAD reports, along with FAA/CAMI and GADO/JAX. It will be geared mainly toward the non-flying members of pilot families. Alabama will hold its March meeting in conjunction with the seminar and hopes to have lots of women pilots on hand to encourage these non-flyers.

NEW YORK-NEW JERSEY

PALISADES Chapter's MARIANNE NERI had her dreams come true when Capt. Al Bevilacqua of the 77th Air Command at Stewart Airport landed his 13-seat Huey helicopter in the yard of the Highland Godwin grade school where she is a teacher. If you can't bring schools to the planes, bring the planes to the schools! But first, make sure to get the proper clearances. . .something of a feat in itself, PALISADES reporter HELEN EGAN LEVY indicates.

MIDDLE EAST

LUCY THOMPSON of HAMPTON ROADS Chapter completed the aviation requirements for her Hermitage Girl Scouts of Newport News, Va., with plane rides on Jan. 17. Now to make those girls Ninety-Nines!

Some Good News And Some Bad News For 99s

MARY HAYS of the OKLAHOMA Chapter has been nominated by Senator Henry Bellmon to the U.S. Air Force Academy. The nineteen year old engineering sophomore at Oklahoma State University reports she has spent some three years trying to get into the academy and admits to having faced some frustration. "Some people," she said, "think I'm doing this for women's lib. Or else they think I'm boy crazy. I'm not interested in being the first woman admitted. I just want to go to school there."

Mary is in the ROTC program at O.S.U. and working toward a commercial pilot's license. Her objective: to eventually work for the National Aeronautics and Space Administration as an astronaut in the space shuttle program.

Mary's nomination has been sent to the Air Force Academy where final selections will be made. Our best wishes are with her.

Some "not so good" news comes from the PUGET SOUND Chapter. KAREN GALLAGHER is now working as a quality assurance specialist, a civilian employee for the Department of the Army. Karen had tried to apply for the Navy Flight Program, only to be told that they had a pilot program of eight women and that the program is NO LONGER OPEN. Karen is hoping to transfer to their program if openings ever become available again. She did report, however, that the Navy is LOOKING FOR WOMEN WITH SCIENCE AND ENGINEERING backgrounds.

Two of those lucky Navy pilots are members of the HAMPTON ROADS CHAPTER. ANNA MARIA FUQUA, a helicopter pilot, is a new member, and also a member of Whirlygirls. ROSEMARY CONATSER has returned from Texas, where she completed jet transition training and is now assigned to fly the A4. Reporter PATTI CARWELL says she's their aviation sophisticate at the ripe old age of 22.

Best news of all: the U.S. Air Force has announced it will join the Army and Navy in training women as pilots of non-combat aircraft. 18 women officers will be selected in July for classes to begin in the fall, winter and spring. Women will have to meet the same standards as male officers applying for undergraduate pilot training.

FLYING ACTIVITIES

POWDER PUFF DERBY **1st DAY DRAWING** **SET MARCH 27**

SACRAMENTO VALLEY Chapter has set March 27 as the date for the First Day Drawing for the 1976 Powder Puff Derby. The event will be held at the Rancho Murieta Country Club at 12:30 P.M. Tickets are \$7.00. Contact THELMA CULL or BARBARA GOETZ for further information.

ALCAN CORP. has donated to SACRAMENTO VALLEY Chapter a spectacularly beautiful art form statue of a SOLID POLISHED ALUMINUM SEAGULL (may be "Jonathan"). The statue, swivel-based on white granite, will be RAFFLED OFF at the SOUTHWEST SECTIONAL on April 3. Tickets are \$1.00 for this \$300 work of art. Proceeds go to the Powder Puff Derby Fund.

Another fund raising event, a Gin Fizz Brunch, was held by SACRAMENTO VALLEY on Feb. 29, with HELEN HOFFMAN putting her heart and soul into the event and excellent gin into the fizzes. Reporter CONNIE CONOLLEY also advises that SANTA CLARA Chapter has contributed \$100 toward the PPD fund. Sacramento is, of course, the start for this year's race.

SACREMENTO Chapter invites everyone to their annual fly-in at the Nut Tree in Vacaville on May 22 at 11:00 A.M. Contact Thelma Drew or La Rue Brown for further info.

LAS VEGAS VALLEY Chapter started its '76 flying activities off with a "Fun Match" at NLVAT on Jan. 31. Included events were "Barf Bag Bombing," Spot Landings and Balloon Busting." So reports KATE CLIFFORD. She says there will be a special prize for one current pilot registering by Mar. 1 and planning to arrive on Thursday April 1 for the Southwest Spring Sectional: From a drawing of those registered, one Ninety-Nine will win a flight with Las Vegas' Sky-Watch Captain Bill

Races, Proficiency Activities and Fly-Ins as Reported from our Chapters

Lewis at 7:00 A.M., Friday, April 2. Captain Bill flies the traffic watch each week-day morning for radio station KORK.

MARGARET BOLTON of the HI DESERT Chapter is reported to be doing lots of aerobatic flying and has been flying the experimental Stevens Acro.

In the HI DESERT Chapter, STEPHANIE WELLS, a transferee and a forecaster for the USAF, is also taking aerobatics.

MADELINE LIKE of SANTA CLARA VALLEY, has soloed in aerobatics and says, "that first hammerhead really grabs ya". PAT ROBERT reports that her #3 son, Wayne, has soloed in their Decathlon. With four male pilots in her family, Pat now sports larger earplugs. And what a race it is for the front seats!!

SHIRTS 'n' SKIRTS

Coats, anyone? Boots? Socks or ties? No, the FULLERTON Chapter is thinking of other apparel and appellation, like: "Shirts 'n' Skirts". That's the big racing event coming up on April 24, DARLENE BRUNDAGE reports. "Trying to maintain some sort of order," she says, is race chairman SYLVIA PAOLI. She is backed up by a readily available crew including JUDY STOCH, who is in charge of sending race kits to would-be participants. The race, for anyone who forgot from last year, is a handicapped speed event, open to men and women or any combination thereof. In case anyone wants to be reminded of this — a man took first place overall last year. For the details, drop a note to JUDY STOCH, 1720 Morningside, Orange, Ca. 92667. Enclose \$1.00 for a race kit. That date: April 24, with rain date May 1.

GOLDEN WEST Chapter's January fly-in was to the 94th Aerosquadron at San Jose Airport. BEA HOWELL reports that anyone flying to this area should make it a point to stop at the French Farm House, a unique restaurant done in that style with lots of flying memorabilia.

FAIRVIEW FLY-LADY DERBY

In this annual Oklahoma event, winners were reported as

1st — BILLIE KINNARD, reinstating to the OKLAHOMA Chapter

2nd — HELEN JOHNSON, KANSAS Chapter

3rd — INGE SCHOLZ — OKLAHOMA

Leg prizes were won by NORMA VANDERGRIF and TERE LYNCH, both of OKLAHOMA Chapter. Activities during the course of the race included a visit to Anadarko's Indian Village.

OKLAHOMAN NORMA VANDERGRIF has also joined the aerobatic crowd, taking lessons in a Citabria.

And not to be outdone, KANSAS Chapter's JACKIE LUKE was reported doing some fancy flying, breaking balloons over the Eureka, Kansas, airport. In the course of an open house, that is.

A TOPEKA Chapter fly-out to Minden Nebraska is now scheduled for March 13, with a rain date of March 20.

GOLDEN TRIANGLE Chapter's first APT Day was scheduled for Jan. 24 at Mangham Airport, with Hurst Aviation giving each chapter member a 10% discount on aircraft rented to take an APT ride. Three instructors donated their time, and the terminal building was donated by manager George Wakefield to be used for a bake sale.

NORTH CENTRAL

WISCONSIN Chapter's CAROLINE MOREY passed a 10 hour aerobatic course with "3/8 inch to spare on the glass." Says she's going to learn more about this challenging phase of flying. And HELEN KELLY not only soloed a glider, she rated a kiss from her instructor to boot.

ST. LOUIS Chapter's flying activities chairman PEG KILBY is trying to get everyone into the flying act, by having not only regular 4th Thursday flights, but a Saturday Flight to Lunch Bunch, as well. Mar. 28 will be a flight to Coles Co. Mem. Airport, Mattoon, for a lunch with the INDIANAPOLIS Chapter. In April, the flight plan says Wichita and on May 23, Jefferson City. Other chapters are invited to join in the fun.

VON ALTER of the QUAD CITY AREA has been asked to Co-Chairman the W.O.W. DERBY in Keokuk, Iowa, the last weekend in July. The race route is being selected.

ILLI-NINES AIR DERBY

Entries are now open for the ILLI-NINES AIR DERBY to be held May 28, 29 and 30th at the Quad Cities Airport, Moline, Ill. Send \$2.00 for an entry kit to Von Alter, RR # 1, Box 419X, Coal Valley, Ill. 61240.

MIDDLE EAST

BAHAMAS TREASURE HUNT

HAMPTON ROADS Chapter members CAROLINE SCHUTT and LUCY THOMPSON flew Caroline's Bonanza in the 10th Bahamas Flying Treasure Hunt. Out of 138 planes, theirs was the only one piloted by two women. Even though they didn't win any awards, Caroline was presented Bahamian memorial plates for doing all that island hopping, sans male. They report, "we highly recommend the trip to anyone seeking beautiful scenery, serenity and a super holiday."

GERMAN SECTION

BRUNI BRADLEY reports, "when the ceiling lowers and the visibility deteriorates, most light plane owners pickle their powered craft and sailplanes. Pilots take off on skiing vacations and hope to take to the sky again when the sun steepens its angle to announce spring. Here in Germany, sports flying comes almost to a standstill during winter." Elsewhere. . .! Read on.

From HAWAII, PAT DAVIS reports that SUE YOUNG and her copilot ANN FIX have won the annual Apuepuelele Proficiency Contest.

Projects. . .Continued

NORTHWEST

The ALASKA Chapter has awarded its \$500 flight scholarship for 1975 to DeAnn Gleason from Talkeetna. DeAnn must drive 80 miles for her flight lessons in Palmer.

A pinch hitter course instructed by EMMA and JIM WALTON was conducted in November, with the class limited to 30 students for better, more individualized instruction. Two extra nights were included for instruction on the ATC Simulators from Penny Mall Pilot Shop. The class is planned again for the spring.

BREAD & BUTTER AVIATION

Reports on our Members Who Have Made Aviation Their Livelihood

HI DESERT Chapter's JEANIE McADAMS has a soaring school at California City, which has turned out to be an excellent site for wave soaring. BERTHA RYAN reports it has been possible to catch the wave consistently with a 1500 foot tow, and altitudes to 30,000 ft. have been attained. Most wave soaring locations find it necessary to tow to 10,000 or 12,000 ft. Doubtless, there are now some new soaring enthusiasts in the HI DESERT Chapter, as this was to be the site of their February meeting.

SHERRY and LARRY HARTLEY, CENTRAL ILLINOIS, have added operation of the Effingham Airport to their busy schedules.

Arrival on the line of a new Grumman Tiger and a Trainer made ALOHA Chapter's MARGUERITE GAMBO WOOD one of Honolulu International's largest. . .if not the largest. . .F.B.O.'s. Marguerite is noteworthy not only because she is a woman pilot and a 99, but because of the time she has been active in aviation. Among her firsts: that of the first woman CFI to receive a USA certificate, but who lived outside the USA. At that time, 1940, Hawaii was, of course, a territory. Since, her career has been continuous and she is presently chief flight instructor for her school, Hawaii Country Club of the Air.

EDNA WHYTE of FT. WORTH has been busy giving talks at high schools and civic organizations. She's just added an IFR simulator to her instrument training department.

JOYE and JOHN BAKER, COLORADO Chapter, have purchased an interest in Colorado Flight Safety, a Boulder F.B.O., and are now Grumman American dealers. JOYE is also reported to be taking aerobatic lessons in a Citabria.

DOTTIE PARSONS, FLORIDA SPACEPORT, invites all visitors to Kissimmee to stop in at the yellow hanger (her place), say hello and exchange ideas.

JO DIESER, MONTEREY BAY Chapter, is taking courses in radio electronics at Hartnell College. She wants to start her own aircraft radio shop at Paso Robles Airport. DELL HINN reports "she's just the gal who can do it, too. You build a better radio shop and I can guarantee there will be many aircraft owners from Salinas beating a path to your door."

PERSONALS

99s have lost a strong supporter, as has the rest of the U.S. aviation community, in the sudden death of SAN LUIS OBISPO's BOB BARNET. A WWII Thunderbolt pilot and active in men's racing circles, Bob was a staunch supporter of MARCI in her racing. Our heartfelt sympathies are extended to her and her family.

In 1974, MARGIE WOOD and 49½er WOODY from EASTERN WASHINGTON Chapter presented their three sons with gifts of private pilot licenses, providing they completed within a year. Steve, 26; Mark, 24 and Craig, 23 not only ended 1975 with a private, but each has a multi-engine rating and a solid start on an instrument! Says MARGIE, "My consolation is they can't be 99s!"

ELLY BEINHORN, GERMAN Section Governor, had a surprise visit from NANCY-BIRD WALTON of the AUSTRALIAN Section and had the honor of hosting a birthday party for Nancy-Bird to celebrate her sixtieth year of successfully defying earth's gravity. ("Pilots are born," adds Bruni Bradley.)

KATHY and JOE MITCHELL of IOWA Chapter have issued the following "PIREP REPORT." "Due to a faulty auto-pilot, the Mitchell's experienced an unscheduled arrival on Dec. 10 at 22:27 hr. The Model N girl's delivery was solid IFR until an altitude of 2 ft. when everything became VFR with a squall line developing soon after. Gross weight 9 lb. 6½ oz. with fuel. The latest AD on this model issued is a new muffler system to be installed immediately. After repairs were made, Pilot and Co-Pilot were reported in fine shape, even though the Pilot thought she had lost an engine, but did notice the CG was back to normal. N- MEREDITH ANN is well on her way to making it severe clear that she is a born pilot." (Thanks to PHYLLIS BARBER, editor of Iowa Flying Farmer Newsletter for allowing the 99s to reprint this classic announcement.)

NEW HORIZONS

CENTRAL ILLINOIS Chapter was saddened by the sudden death of BETTY HUFFMAN. Betty was an active 66 and had recently received her private license. She was to have become a Ninety-Nine at the December meeting and the chapter has made arrangements for her name to be added to the active roster for this year. A plaque will be placed at her home airport, designating her a Ninety-Nine member.

Gone Flying



A Travelogue
of Ninety-Nine
Trips and Flying Fun

SOUTHWEST

SUSAN and CONRAD SOSNOW, Santa Clara Valley, are home from a sun-filled Caribbean cruise to Haiti, Jamaica and Nassau. Before returning home, they visited the Piper factory in Vero Beach. Susan exclaims, "Women Welders!" (Shades of Rosie the Riveter, huh!) **NANCY and ED RODGERS** enjoyed a flying trip to Scottsdale and Las Vegas. **VERNA and HARRY WEST** went off to Lake Tahoe for some skiing, but with little snow to schuss, they went down to Truckee instead and ballooned it up into the clear blue sky. **WILLY and RUSS GARDNER** flew off to Denver to visit, and have an eye on a new plane. **PAT and HENRY ROWE** have returned from a Hawaiian R&R where they were guests at the Castle & Cooke, Dole company beach house.

Skiing season has found **EMILY CLET-SOWAY, SAN LUIS OBISPO**, with family in tow, winging her way to various ski resorts.

MONTEREY BAY Chairperson **KAY HARMON** had to leave "Super Chicken" tied down in the snow at Lake Tahoe — then had to rent a plane to go get it again. Her comment, "better safe than sorry". Member-at-Large **CONNIE HOOD** was home from Australia for a couple of weeks and she and **DELL HINN** flew a prisoner to the California Drug Rehabilitation Center in Corona. Dell reports having a sore throat at the end of the day from "catching up" over the engine noise. What she didn't catch up on, she'll learn when she and **GEORGE** fly Qantas to Sydney to attend an American College of Surgeons meeting there. They'll then go on to Manila, Hong Kong and Tokyo.

ORANGE COUNTY Chapter's **JOAN SANBORN** spent 40,000 air miles seeing Asia, while **URSULA and DICK TRACY** visited Switzerland. **MARGO SMITH** is back from South America and is now a CDI in the Cha-Cha. **BETTY MARSHALL** is back from six weeks in Washington, D.C. (Hope she straightened those foke out up there.)

In the **SANTA PAULA** Chapter, **GWEN DEWEY** reports, flying to Catalina Island has seemed the thing to do. The **JOHNSONS** and the **DEEDs** both report flights there. Santa Maria was the destination for **BETTY and AL CUNEY**, while **JANYCE and FRANK SHIPPY** flew to Brown Field and to Tijuana. **GWEN and JIM DEWEY** didn't fly any place, as they are busy fixing

up their "poor old Comanche". Seems a friend and wife retracted gear instead of flaps upon landing.

SHIRLEY WINN, SACRAMENTO, and family are back from a three week trip to Russia. When she asked a native countryman about the small private plane in Russia, he exclaimed, "why should anyone want to fly a small plane when my country supplies huge jets!" Shirley also flew to Illinois to pick up a newly acquired Cessna 206 and is working on a glider rating. All while raising seven offspring. How does she do it? "She smiles a lot!"

GOLDEN WEST Chapter's **RAE GILMORE and ERNIE** chalked up over 40 hours of flying on holiday visits to family in the Mid-West.

BETTY FAUX, a former 99 who is reinstating to the **HI DESERT** Chapter, has been keeping the route to Colorado Springs warm in a Comanche 260. A 9,000 hour pilot, she's another who should be able to give some tips on Australia, her past activities having included ferrying an Aztec over.

From **LAS VEGAS** Chapter, Kate Clifford reports **NANCY SCHIRMER, LIZ HELLER, LOIS ERICKSON** and prospective 99 **BETTY KROLAK** were among twenty-one "Airport Bums" venturing to Mulege, Baja California on a weekend trip. Marie McMillan has been flying to Fresno to take care of her oranges and **JOANNE and BILL NELSON** rented Grumman from **CAROLE DePUE** and flew to Lake Havasu City, Arizona.

SOUTH CENTRAL

ANN LOWELL of the **SAN ANTONIO** Chapter and 49½er **GEORGE** took their Cherokee Six to Minnesota, where Ann was able to make use of her instrument ticket on both arrival and departure. **ALICE FOEH and ADOLPH** took a Ft. Sam Houston Flying Club T-41 to Tennessee for a family get-together.

KANSAN ELEANOR KNOTT has returned from a trip to Australia. We hope she brought back lots of interesting tips to share with those of us who will be going to the international convention there in 1978.

IOWA Chapter member **KITTY HACH and CLIFF** made a recent flight to Hot Springs. **MAURINE and GLEN KAHLE** have been to the Bahamas and **MARY JANE and GENE SWANSON** to Acapulco.

OKLAHOMANS LUCILLE PREGLER, ARLENE WALKUP and MARGE HUDSON have just returned from a Flying Farmer tour of Central America. Marge is now preparing to depart for a cruise in the South Seas.

From **GOLDEN TRIANGLE, PENNY WHITE** and hubby have been taking in the cultural attractions of Washington and Pennsylvania. **KONDA PULLEY** visited Chicago and later joined her husband in a deer hunting expedition. So did **PAT EVANS. BEVERLY BASS and JEANETTE BARRETT** were among the many visiting Florida over the holidays.

CHAPARRAL Chapter's gad-about's include **PAT MARTIN and JIM**, who took their Cessna 310 to Guaymas, Mexico, for a short vacation.

COLORADO's SUSAN BURT spent Christmas in Cardiff, Wales, and celebrated New Year's eve in Scotland. **MARTHA and HOWARD THOMASON** homed back to Oklahoma for the holidays and **BETTY JO REED** passed the season in **MEXICO. BETTY JO** and her King Air have since been flitting around Oklahoma and Texas, visiting McDonalds restaurants. All in the course of improving their Denver operations, that is.

FT. WORTH Chapter Chairman **CAROLE WHEELER** made an actual IFR trip to Albuquerque in her 310 the day after receiving her instrument rating. **GLADYS and ERNIE LATHAM** flew their Bellanca to Scottsdale, Ariz. and then to Mason, Tex. **NANCY & JIM ARMSTRONG** 182'd to East and Central Texas and **HENRIETTA and BOB PENCE** took their 182 to North Carolina and Pennsylvania, with a stop at Kitty Hawk thrown in.

NORTH CENTRAL

CHICAGO's BARB SILAGI flew to St. Petersburg, stopping by Brown's Seaplane Base, the Spaceport at Cape Kennedy where preparations are underway for the space shuttle and toured the Piper plant at Lakeland. She visited with **DORATHEA LOUGH's** folks in Winter Haven and says they welcome any 99s. **ELLEN O'HARA** and family were off to Ft. Lauderdale, via commercial carrier.

JAYNE and BEN SCHIEK of **CENTRAL ILLINOIS** made a flying trip to the East Coast, which included a visit to Plum Island Airport, viewing antique aircraft with Betty Bach as their guide.

INDUSTRY REPORT



NORTHWEST

DOROTHY MERCER from **COLUMBIA CASCADE** Chapter and 49½er **BOB** have taken off for Hong Kong. **SUZY WARD** and family winged to Idaho for a skiing vacation over the holidays and their bird (being unable to ski) is still there. Other visitations include **MARY** (am assuming reporter **WOHLGEMUTH**) to the Santa Clara County Air (person's) Association gang. Who?

NEW YORK-NEW JERSEY

NEW YORK CAPITAL DISTRICT'S ANN MATTHEWS flew to Pompano Beach, Fla. for a two week warm-up.

MIDDLE EAST

EASTERN PENNSYLVANIA'S MARY DES ROBINSON flew down to Ft. Meyers, Fla. in their Cherokee and were about to land at Sanibel Island when they spotted a very familiar looking airplane. It was **EDWINA HANSON** and **ELEANOR DAVIES**.

NEW ENGLAND

BILLIE and **STUART DOWNING**, **EASTERN NEW ENGLAND** Chapter, flew to Bennington, Vt. to check out the airport for the Bicentennial Flight. **DOT** and **WIN BUTLER** flew to Florida and **JEANNE OHNEMUS** and husband took their Comanche to San Diego. **CAROL STITES** delivered a Cessna 182 from Morristown, N.J. to Marlboro, Mass.

SOUTHEAST

For those of you who attended the headquarters dedication ceremony and wondered about the ownership of that plush landcruiser, it belongs to **HILDA SAVAGE** of **MEMPHIS** Chapter and was operated by her and her co-drivers **GLADYS ESTES** and **DOT WILSON**. The weatherman reportedly sparked their decision to "take the bus". **Gone Flying** to Snowmass for some skiing, via the Baron, were **ROSEMARY** and **BOB WILLIAMS**. Reporter **CHRISTINE BROWN** joined them there in Jan.

GERMAN

BRUNI BRADLEY, **GERMAN** Chapter, flew formation with a flock of geese, heading south over the Alps at 11,000 feet. These geese, she claims, must have had a built-in tailwind sensor, because her Cessna 210 was kicking along at 190 knots groundspeed. She was enroute to Naples, Italy, where she administered flight checks at the Navy flying club there.

Marvin B. Small's program "General Aviation Benefits the Nation" is being promoted through Beechcraft Aviation and Aero Centers. In 1976, the program, aimed at creating aviation awareness through non-aviation organizations, will tour cities in the East. In 1977, it will move West. Contact Beech if you would like to book Mr. Small's program.

GAMA predicts a 1976 production of 15,000 new aircraft. This tops the 14,200 units scheduled for production in 1975. Student starts continue to look good, as well.

A Frost & Sullivan study predicts production of general aviation aircraft will climb 140% by 1983.

The Whirly Girls, international women helicopter pilots organization, now boast 210 members in 13 countries.

"**Aviation Weather**" is now being seen Friday nights on 214 Public Broadcast Stations.

Mrs. Olive Ann Beech, chairman of the board at Beech Aircraft, has been selected as one of the 10 best chief executives of companies with sales under \$1 billion. She was one of two women selected by Gallaghers President's Reports. The Ninety-Nines add a hearty second to the motion.

Charles B. Husick, President of Narco Avionics, has been elected a Corporate Vice President of Narco Scientific Industries. A pilot and a sailor, he will now head Narco plus two marine oriented subsidiaries.

Spartan School of Aeronautics, Tulsa, is developing plans to recruit more women students. Right on!

Latest from the Grumman American stable — or should we say cage — is the 150 hp, 157 mph 4-place Cheetah; also, for the ag market, a new "fuel fighter", the Ag-Cat B. A new commercial/instrument course developed by Jeppesen-Sanderson is being offered through Grumman American Flying Centers.

Rockwell International has introduced the Rockwell Commander 114, a 260 hp single engine retractable; and the 112TC. The 112TC's 210 hp engine is equipped with an Auto-Boost turbo charger system and the wing is lengthened 2'1" as compared to the 114 and the 112A.

This section is for the advertising of employment opportunities, jobs wanted, 99s in business, items for sale and so forth. We hope it will be used readily by 99s and the aviation industry alike.

Rates: \$2.00 per line. Count 35 characters or spaces per line. Introductory words in caps. Minimum — \$6.00 Payment must accompany ad.

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Cost includes a donation to **AWTAR** Ways and Means.

J.K. Downer is the new Chief Executive Officer at Bellanca Aircraft Corp. He's a long-time Bellanca man.

New general manager of Cessna's Commercial Jet Marketing is **Derek Vaughan**. He replaces **James B. Taylor, Jr.**, who resigned.

Roster Additions

99 Membership List

EAST CANADA SECTION

First Canadian

ROGERS, Mary Rita
304 Warren Road
Toronto, Ontario M5P 2M8

SHAW, Lenora Lynn
18 Parkdene Ct.
Scarborough, Ontario,
M1W 2S3

Maple Leaf

CARBONNEAU, Sharon G.
516 Third St. Apt. 3
London, Ontario N5V 2C2

Niagara Trillium

MacSWEEN, Linda Marie
100 Forest Ave. #2010
Hamilton, Ontario L8N 3X2

NEW ENGLAND SECTION

Eastern NE

FOULKE, Nancy Crane (RI)
Indian Hill Road
Carlisle, Ma 01741

NEW YORK-NEW JERSEY SECTION

Greater NY

FREEMAN, Marjorie Messer
46 North Place
Chappaqua, NY 10514

MEUER, Ann
301 East 62nd St.
New York, NY 10021

Hudson Valley

SCHNELLER, Joan Frances
P.O. Box B
New York, NY 10021

Long Island

HAFNER, Heidemarie Bales
P.O. Box 175
Bayside, NY 11361

Palisades

SEARLES, Victoria Ann (RI)
132 Myrtle Ave. #9
Ft. Lee, NJ 07024

MIDDLE EAST SECTION

Maryland

DON CARLOS, Marilyn
5301 Mohican Road
Bethesda, MD 20016

Washington, DC

KING, Helen Lorene
2004 Powhatan St.
Falls Church, VA 22043

WEBB, Katie Lou
8944 Colesbury Place
Fairfax, VA 22030

NORTH CENTRAL SECTION

All-Ohio

FALL, Sharon L.
36 Japonica Drive
Cincinnati, OH 45218

JUREVIC, Susan Elizabeth
376 Potawatomi Drive
Westerville, OH 43081

Gtr Kansas City

SHELTON, L. Ann
12004 E. 48th St.
Kansas City, MO 64133

Ky Bluegrass

BLEVINS, Karwyn T. "Kay"
7708 Sunbury Lane
Louisville, KY 40220

Lake Erie

HOVORKA, Dorothy Mary
7657 Normandie Blvd. C-15
Middleburg Hts., OH 44130

Lake Michigan

KERSTEN, Ruth Estelle (RI)
P.O. Box 659
Soldotna, AK 99669

SOUTH CENTRAL SECTION

Arkansas

ADAMS, Sara Frances
1133 B Twin Points Rd.
Hot Springs, AR 71901

Dallas

STARKS, Sharon E. (RI)
9711 Broken Bow
Dallas, TX 75238

Oklahoma

DIX, Cynthia Jean (RI)
214 S. Rimrock
Enid, OK 73701

JARVIS, Sherry N. (RI)
124 W. Hartman
Stillwater, OK 74074

Spanish Peaks

PEARSON, Barbara Suor
1448 Lane 22
Pueblo, CO 81006

Texas Dogwood

PACE, Clara Bell
621 Dorchester
Tyler, TX 75701

Top of Texas

McCLAIN, Selma Jo
2700 W. 16th Apt. 143
Amarillo, TX 79102

Tulsa

BRUNTON, Marilyn Kay
5527 South Newport
Tulsa, OK 74105

Wichita Falls

HARVEY, Bernice A. (RI)
210 A Matador
Sheppard AFB, TX 76311

NORTHWEST SECTION

Alaska

OLDHAM, Marylee J. (RI)
Box 3-127
Anchorage, AK 99401

Columbia Cascade

CAMELLA, Gayl Miller
3445 SE King Road
Milwaukie, OR 97222

Eastern WA

BERGAN, Margie Lou
N. 3922 Locust
Spokane, WA 99206

IRTE, Karen Maxine

N. 9910 Excell Drive
Spokane, WA 99218

Gtr Seattle

HUBBARD, Virginia D.
10211-NE 16th Place
Bellevue, WA 98004

NILAN, Kaylee (RI)

1200-116th NE
Bellevue, WA 98004

Puget Sound

GAMBLE, Colleen Evan
21817-39th SE
Bothell, WA 98011

Willamette Valley

FARRAND, Karen Lee
1278 Olympic
Springfield, OR 97477

PALMER, Carol Alice

560 SE Terra Circle
Corvallis, OR 97330

SPANIOL, Nancy Elliott

965 E. Jefferson St.
Stayton, OR 97383

SOUTHEAST SECTION

Alabama

HUCABEE, John Dell
215 St. Cedd Ave.
Pensacola, FL 32503

FL Goldcoast

REO, Rita R.
2919 Dewey St.
Hollywood, FL 33020

FL Gulf Stream

MELVILLE, Alice C.
1439 E. 14th St.
Stuart, FL 33494

FL Spaceport

SMITH, Margaret Crothers
1324 Monte Lane
Winter Park, FL 32789

Tennessee

BRAUN, Virginia Vickers
Rt. 2
Mt. Juliet, TN 37122

KING, Susan Jane
142 Airport Rd.
Clarksville, TN 37040

THOMAS, Ann Cogburn
1802 Oxford Dr.
Murfreesboro, TN 37130

SOUTHWEST SECTION

Aloha

SHARPE, Eleanor Nettie
250 Oahu Ave. #10-E
Honolulu, HI 96815

El Cajon Valley

MOLENAAR, Barbara E.
1135 Emerald Avenue
El Cajon, CA 92020

Las Vegas Valley

LANGLOIS, Mary Ann (RI)
4450 E. Viking Road
Las Vegas, NV 89121

Long Beach

KELCHNER, Geraldine M.
2908 Manning Avenue
Los Angeles, CA 90066

McMahon, Jane Marie

20920 Anza Ave. #205
Torrance, CA 90503

Los Angeles

GASKELL, Carol Ann
1247 Federal Ave. #101
Los Angeles, CA 90025

Reno Area

STANTON, Irene Dalsimer
P.O. Box 4727
Incline Village, NV 89450

Sacramento Valley

OLSEN, Delores May (RI)
963 Shasta Circle
El Dorado Hills, CA 95630

RIKALA, Beverly Rae (RI)

2749-11th Avenue
Sacramento, CA 95818

San Fernando Valley

BALENT, Elaine L. (RI)
4508 Park Allegra
Calabasas, CA 91302

BARON, Frances Arlene

10837 Canby Avenue
Northridge, CA 91324

San Joaquin Valley

ROESCH, Elma Leora (RI)
P.O. Box 166
Toppenish, WA 98948

Tucson

HAUGH, Emilie G.H. (RI)
5705 N. Campbell Avenue
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Everybody's FBO. Russ Miller is the current chairman of NATA, the National Air Transportation Associations. □ That figures, because he is also founder and president of AirKaman, Inc., a \$20-million-a-year aviation service organization that is all things to all customers at Windsor Locks, Connecticut; Omaha, Nebraska and Jacksonville, Florida. AirKaman offers support services for everything from a single-engine Beech Sundowner to an airline Lockheed 1011. □ Russ learned a lot about coping with risks during WWII and the Korean War when he was flying everything from B-24's to F-100's. He wants his widespread operations covered by people who understand the inherent safeguards as well as the risks of his business. That's why he has insured with USAIG since his opening in 1961. □ "They are pros. They sometimes seem hard-nosed about a few of our exposures, but that's really because they're interested in our protection. They have always proven fair. And their reaction to claims is immediate." □ Two pros working together: AirKaman, everybody's FBO; USAIG, everybody's insurer.

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