

the 99 news

APRIL 1976



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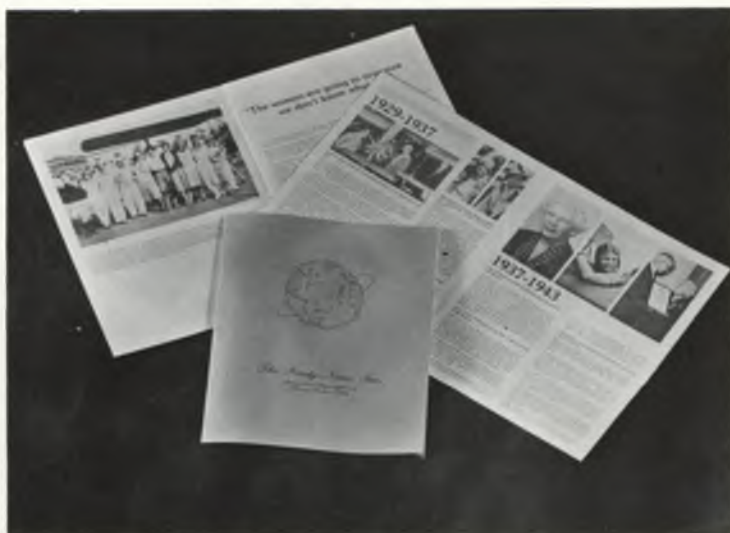
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Ninety-Nines

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.

NOTAM COLORING BOOK PRICE CHANGE

In the last issue of 99 NEWS, prices were announced for individual copies of the new 99 Coloring Book.

Due to administrative workload, we can no longer offer individual copies. Instead, chapters should prepare bulk orders at the following rates:

Quantity	Price (Postage Included)
25	\$1.60 each (\$40)
100	\$1.50 (\$150)
500	\$1.40 (\$700)
1000	\$1.20 (\$1200)
5000	\$.99 (\$4950)

VIEWPOINT

PPD END REVISITED: EQUAL TIME FOR BOARDS, PLEASE

As the volume of flack increases, I feel obligated to make some comments in defense of the folks who voted to discontinue the Powder Puff Derby.

1. Not five people, but SEVENTEEN knowledgeable members of the combined AWTAR and Ninety-Nine Boards of Directors made the decision.

2. The need for help, thoughts and opinions has been a constant cry, and was met in the majority of quarters by a shrug.

3. You were never asked to rally? Come now. Refer to your 99 Newsletters: March/April, 1975, page 12; June, 1975, page 9; July, 1975, page 12. These all contain pleas and warnings, which brought almost zero results. Pam Vander Linden, tops in fund-raising, sent her proven-money-making idea of "Powder Puff Derby Day" to 99 Sections and Chapters early last year. Only a few chapters followed through.

San Diego area 99's have a "flying Companion Seminar" which was highly successful, and in demand by those who were willing to pay. Though the idea was presented to several areas, there was not enough interest among the 99's to get it off the ground.

4. The decision does not affect thousands . . . it is a fact that more than two-thirds of the 99's have never raced, and less than 1500 women have raced in our 28-year history.

Many consider racing a frivolous waste of fuel, time and money. There are numerous chapters so involved with Air Age Education, AE Scholarship, Safety Seminars, Museum and Air Marking that they are barely conscious of the Powder Puff. Each understandably thinks the project with which they are involved is all-important. Would those who are flying relief people and supplies to Guatemala agree that our race is of more value than the Wings of Hope?

5. The "Pep Rally" at Convention was directed toward acquainting the 99's with our problems. There was also, for all to see, a financial statement showing where monies came from, where they were spent, and the deficit.

6. We will never be sure that the energy crisis in 1974 was "so-called". AWTAR was told by the FAA and Industry that they could not justify supporting the race that year. We heard the same in 1975 when we asked for an increase in financial support

from Industry. They replied that, if we ran a speed race, they meant to withdraw altogether. (We managed a compromise by monitoring fuel in that race.)

7. Kay Brick put her life into the PPD. . . necessarily so. Under the present set-up, ANYONE who runs it must put the race before family, have another source of income, and be willing to spend full time arranging the details required to maintain the high standards for which AWTAR is famous.

8. Due to the dedication and generosity of the 99's who work with the race, our budget is less than that of the Soap Box Derby. . . yet, for three years, we have run in the red. Exhaustive canvassing has failed to generate additional income. We have donated countless hours and personal funds, only to be met by stone walls, a lot of indifference, and beaucoup criticism. The conclusion must be that our feeling for the race's importance is not altogether shared.

It's a familiar story. Those with the least knowledge of the operation are most critical of the surgery.

In our release, we were careful to announce that "due to CURRENT energy and financial conditions. . ." Make no mistake. If the budget had covered the increasing cost, either by adequate support of the endorsing 99's or by the appearance of a major sponsor, we would not be "29 and Holding".

Wanda Cummings, Secretary
AWTAR, Inc.

LEFT HOLDING THE PROP?

Dear Editor:

Your 99 NEWS of December/January 1976 caused us in the Aviation Safety Bureau to look in disbelief at the photograph used on the cover. Year after year there are tragic and needless fatalities as the result of persons being around or holding onto propellers. The exposure of a little girl to this potential hazard is really countenancing unprofessional and unsafe behavior around airplanes.

It is unfortunate that your organization, which has a commendable approach to aviation safety, should have used such a picture.

J.T. Richards
A/Chief Aviation Safety Programs
Aviation Safety Bureau
Ottawa, Ontario

Ed. Note: This is only an example of the hundreds of letters we have received condemning the choice of a cover photo. I have tried to answer every one of you who have written, as I feel you are quite right. Our former editor MARDO CRANE has informed me that some words of a cautionary nature were inadvertently left off by her printer. Nevertheless, the photo is certainly not a reflection of the view held by The Ninety-Nines on propeller safety. Most of us tend to regard a prop like an "unloaded gun" — they have both been known to kill people. As for emblazoning the words "We Blew It" across our cover, as recommended by one of our friends at the FAA, we can only say this: do you print such retractions whenever you all blow it? (Just jokin' there, fellas and gals — the FAA's *always* right.) Seriously, we can only say this: we will attempt, in the future, to print only photos and articles which are in keeping with our Ninety-Nines objectives of aviation safety.

* * *

PLAY BY PLAY COVERAGE FOR THE POWDER PUFF DERBY?

Bea Howell
Golden West Chapter

As I watch our members going through the early stages of preparation for the Powder Puff Derby (equipment, licenses, familiarization, etc.), I wonder if the general public (that great mass of humanity that is always building up to the end of the runway and then complaining about the noise) realizes the skill and dedication these women must have in order to want to compete in this race of races. And the stiff demands put on the racers by the AWTAR Committee. Believe me, it is a very professional, very safe race. And, as I watch the extensive coverage of the Olympics and other sports events, it occurs to me that aviation gets its usual back seat. And I wonder what would have to be done to get day-by-day coverage of the PPD. (No, I will not chair the committee.)

It would appeal to me much more than the Luge runs at Innsbruck. How about you? How about letters to our TV announcers?

Mine will go into the mail today!

President Pat's ACTion Line



SDOLLARS & SENSE

You're wondering about our News — As you know, everything is coming from our home — Headquarters. This way we can better communicate with YOU, but let's look at the financing for our 99 News. In the past we had a contract with the Printer, Publisher and Advertising Agency for a contracted amount, which, in the past four years has been at little or no profit for the contractor. Their profit was derived from the advertising revenue they could generate. For the THIRD time, our contract was cancelled. To continue this service of our fine color format, your Editor and Board of Directors have made calls and contacts for Advertising. We may be faced with the reality, that after pursuing this format for one year with no increase in ad revenue, we may be forced to pursue a different route.

Our NEWS **MUST BE** self supporting. In order to give this trial period a chance, we need your cooperation and support. Why not solicit some ads for us? Some of your dues revenue will also be applied to keeping YOUR 99 News alive and well.

You're wondering about our Headquarters expenses — Please don't think that since our move to our new home, it's costing you more. It's NOT. As we were told in 1973, our new Headquarters will cost us less, and it is costing LESS. A big budget item is postage. Besides through the News, how better can we communicate and keep you informed except through our postal system. As you are all aware, our postage has increased and is proposed to increase again soon.

To mail our Roster alone it now costs 66¢ in the US, \$2.96 overseas — East; \$2.18 overseas — West. SURPRISED? I was.

I need your input to help solve our Budget problem. What alternative would you choose?

1. Increase Dues
or
2. Discontinue Refunds

In my opinion number 2 is the better choice, as it would save the cost of postage, supplies, office expense and valued time. Our Headquarters Manager, Loretta Gragg, has informed me that it takes a little over a month of daily work to process these refunds. If this alternative is not palatable to you, then your Board must insist we have a \$5.00 dues increase for the coming year. Chapters should have dues and fund raising projects, with a percentage going into their Section treasury — thereby, creating revenue for the Section, motivating more ACTIVITIES, thus making the Chapters more ACTIVE.

On The Cover:

The All-Ohio Ninety-Nines are not only big supporters of Air Fair 76 . . . they're also big supporters of 99 NEWS. We'd like to thank them for their contribution of \$125, to pay for the color separation of this month's cover photo. And we'd like to encourage other chapters to follow their lead. Pictured are MARCIA GREENHAM, ESTHER ZELNICK, SALLY BERRYHILL, VI BLOWERS and CLARA THARPE. . . with none other than Kirby Grant, better known as "Sky King". Mr. Grant was Grand Marshall of Dayton Air Fair 75, and with aviation being Dayton's Bicentennial theme, DAYTON AIR FAIR 76 will be even bigger and better. All-Ohio 99s will again hostess the event.

APRIL

- 1-4 Southwest Sectional, Las Vegas
- 9-11 East Canada Sectional
Niagara-on-the-Lake, Ontario
- Mid-East Sectional
Annapolis Hilton
- 10 Tenn. 99s Bicentennial Contest/
Fly-In. McGhee Tyson Airport
- 10-11 Alabama-Deep South Rose Rallye
Round Robin Proficiency Race
- 22-25 Spring Swing Sectional (So. Cent.
& So. East) Baton Rouge, La.
- 24 Shirts 'n' Skirts Air Race —
Fullerton, Ca. 99s
- 29 National Intercollegiate Flying
Association's National Champion-
ships, Daytona Beach, Florida
- 1 Reservations due for Mid-East
Friendship Tour
Fresno 400 Men's Air Race
Michigan Chapter Poker Run
Nebraska Poker Run
- New England Spring Sectional,
Hanscom Field, Bedford, Mass.
Entries Close for PPD
- 7-8 Tucson Treasure Hunt
- 14-16 No. Central Spring Sectional —
Fireside Inn, 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

- 11-13 Garden State 300 Proficiency Race
- 30 International Ballots Due

JULY

- 1 Hotel Reservations due for Intl
Convention
- 9-14 All-Woman Transcontinental Air
Race Powder Puff Derby
- 25 Edna Gardner Whyte Day
Fly-In to Roanoke, Texas
Sponsored by Ft. Worth Chapter

AUGUST

- 11-14 International Convention,
Philadelphia, Pa.
- 21 Lake Erie Air Proficiency Race
- 26-29 Northwest Sectional —
Sun River, Oregon
Sponsored by Willamette Valley

SEPTEMBER

- 24-26 Southwest Sectional
Sponsored by Santa Barbara
North Central Sectional
Iowa City, Iowa
Eastern New England
Heritage Trails Flight

Meet The Ninety-Nines Who Made "Let's Go Flying" Happen

By Linda Hooker

Two years ago in February 1974 your International Air Age Education Committee Chairman received a letter from Kathy Forrest of the Indiana Chapter. Kathy's letter was a plea for help — she had two young sons (ages 4 and 6) who were interested in aviation. Kathy had searched high and low for coloring books and other materials that would be both educational and aviation oriented as well as being on a level comprehensible for her young sons. She had drawn a blank. Kathy's letter requested any information I might have on materials that would meet her needs and suggested that since there seemed to be a void in the area maybe the 99s could do something to help fill the gap. After a thorough search of my files and reference materials, I had to agree with Kathy that there was a definite lack of aviation oriented materials for young people.

The question of "Can the 99s develop an aviation oriented activities book for young people?" was then taken up with "Susie" Sewell, then International 99s President, and her Executive Board. The idea of an educational coloring book was enthusiastically received and endorsed by "Susie," her Board and subsequently by President Pat McEwen and our present Executive Board.

Work began! Little did those of us involved in the project at the time realize the magnitude of the task before us. The aid of Jo McCarrell was enlisted to help plan the book's contents, formulate ideas for drawings to go in the book and to help with the overall editing.

Once the basic format had been decided upon, Ann Hoffman and Marge Bentley were asked to help prepare the artwork. Marge, a commercial graphic artist, lent her expert talent to the preparation of several of the detailed instrument drawings. Ann, being more of a "free style" artist, contributed her skills to the majority of the drawings depicting various aircraft, safety ideas, and aviation oriented careers. Yours truly dabbled a little in all of the sections, but concentrated primarily on the instruments and the games and puzzles.

Editors Jo McCarrell and yours truly worked hand-in-hand with Ann and Marg developing captions for each drawing and insuring that as many areas as possible of basic importance were included.

Once the drawings had been drafted, redrafted, revised and drafted again, the technical advice of Mr. M. Ted Goble regarding authenticity, accuracy and completeness was sought. Mr. Goble was well qualified for this all important task. He is the owner and operator of Goble Aviation, holds just about every rating possible including ATP, is an FFA designated Flight Examiner, has at least 24 years experience as a flight instructor with many thousands of hours flying time, and is exceptionally well versed in all aspects of aviation and aviation safety. After Mr. Goble had carefully reviewed the book and rendered his critique, Ann and I marched back to our drawing boards for a few minor revisions.

As the project approached its final draft stage, Lorna Kringle and Helen Frizzell, both aerospace education teachers and experts in the field, embarked on the monumental task of preparing teaching ideas and suggestions for a "Teacher's Guide" to compliment the coloring book. They not only did an excellent job but also did it in record time.

While Lorna and Helen were busy on the "Teacher's Guide", Dr. Wayne Matson, Editor-In-Chief of the **Journal of Aerospace Education**, was consulted regarding publishing, copyrighting, and acceptability by educators. Dr. Matson is a man of great renown, having been the recipient of numerous awards including most recently the Frank G. Brewer Award for his work in the field of aerospace education.

Upon completion of the teaching ideas and suggestions by Lorna and Helen, our one and only Hazel McKendrick Jones set pen to paper on the "definitions" section of the Teacher's Guide. Her objective was to define "in the simplest of form" those words and phrases used in the coloring book and Teacher's Guide which are unique to aviation.

The hundreds of hours of work of those 99s and friends of 99s who were involved in the project came to fruition in November of 1975 — the final draft was ready to go to press. Thus, the search for a printer began. President Pat McEwen, assisted by our new 99 NEWS Editor, Sandra Lapsley, spearheaded the quest. On January 1, 1976, almost two years after the inception of the project, work came, "forward the camera-ready copy to Sandra for printing." AND

SO IT WAS DONE — THE NINETY-NINES HAVE AGAIN MADE THEIR MARK ON HISTORY AND OPENED A NEW ERA IN THE FIELD OF AIR AGE EDUCATION WITH THE FIRST EDITION OF "LET'S GO FLYING."

ABOUT THOSE NINETY-NINES WHO MADE IT HAPPEN —



ANN HOFFMAN is an active member of the Golden Triangle Chapter and is currently serving as Membership Chairman. Previous to her present position, she was Scrapbook Chairman. Ann received most of her formal art training at the Museum of Fine Arts in Houston, Texas which she attended on a scholarship won in high school. She also attended the University of Houston for a short time and is now back in school at Mountain View College in Dallas. Ann has utilized her artistic talents in her work with schools, churches, children's societies, and the 99s including posters for the Golden Triangle membership drive, Air Age Education presentations, etc. In addition, Ann designed the 1976 "Powder Puff Derby" poster and illustrated the new 99 Membership Handbook.

With regard to Ann's flying background, she soloed in 1966. After time out for an addition to the family, Ann climbed back into the cockpit and obtained her private license on July 5, 1972. She is currently working on her Instrument rating and states that since she now has the last of her 8 children in school she can devote most of her "extra" time to flying. Ann has a 1967 Cessna 150 and an experimental homebuilt "Fly Baby" which she helped her husband, John, build.



JO MCCARRELL has been a 99 since 1971. She has served as Golden Triangle's Treasurer, Vice-Chairman and Chairman. On the Section level, Jo is currently serving her second term as South Central Section's Air Age Education Committee Chairman and is a member of the Section Nominating Committee. In addition to all this, Jo is serving her second year as Promotion representative on the AWTAR Board of Directors and is a member of the International Air Age Education Committee and NAEA.

Jo began her flying career early in 1960, learning to fly in a Luscomb (says she had to rent a Cessna 120 to take her check ride in because the Luscomb did not have a radio). She continued flying as a Private pilot until September, 1975. Between September and the first part of December, 1975, (a total of 69 flying days), Jo added an Instrument, Commercial, CFI and CFII to her license. Jo was a Pilot Technology major at Mt. View College in Dallas, Texas. The "Let's Go Flying" coloring book and Teacher's Guide was her first editing endeavor.



MARGE BENTLEY, another Golden Triangle member, has been interested in aviation since a very early age. Her pilot father was the stimulous for that interest. She and her husband, Loren, took up flying at the same time in 1970 and Marge received her Private license in 1971. Marge is currently active as a senior member in the Shady Shores CAP unit where her husband is a Squadron Commander. Three year old daughter, Michelle, "just can't wait to go flying."

After graduation from the University of New Mexico at Albuquerque, Marge put her Art Education degree to work as an art teacher in the Dallas public school system. Three years later Marge left teaching to accept a position with LTV where her artistic talents were directed into the field of commercial art. Currently Marge is Art Director for Filmstrips and Slides, Inc. of Dallas.

LINDA HOOKER is currently serving her third year as International Air Age Education Committee Chairman. She is also completing her second term as South Central Section Secretary and Central Representative on the AWTAR Board of Directors. Previously, Linda served two terms as Golden Triangle Chapter Chairman and one year as South Central Section Air Age Education Committee Chairman. Additionally, she has served on all chapter committees, chaired many and was a member of the SCS Incorporation Committee. Add to the above activities, the fact that Linda is a member of the National Aerospace Education Association and is the 99s' representative on the twenty member National Council on Aerospace Education and you have a busy gal.

Linda attended the University of Texas at Arlington, Mt. View College, and Southern Methodist University majoring in Math and Secondary Education.

The holder of a Commercial license with an Instrument rating, Linda was able to complete both as the result of having been the recipient of a 1975 Amelia Earhart Scholarship. She is currently working to complete her CFI.



HAZEL MCKENDRICK JONES, a member of the Dallas Redbird Chapter, has been an active 99 for more than 25 years. She has served in all chapter offices, has been Secretary at the Sectional level and is just completing her second year as Governor of the South Central Section. She was 99 Newsletter Editor for four years as well as serving on the Amelia Earhart Scholarship committee at the chapter and section level. Hazel has also been a recipient of the Amelia Earhart Scholarship.

She is most active in the accident prevention program and has spoken all over the country, not only while she was working for the FAA, but since her retirement in 1973. She won several national awards for her work in general aviation safety.

Hazel holds a commercial certificate with an instrument rating and also is Whirly Girl #85.

Besides defining the terms and phrases for the Teacher's Guide for "Let's Go Flying", one of Hazel's more recent contributions to the 99s was the work she and Pat Jetton did on the revision of the International By-Laws. She worked tirelessly at the convention in Coeur d'Alene to present By-Laws that would be acceptable to the delegates.



LORNA KRINGLE (Puget Sound Chapter) and **HELEN FRIZZELL**, (the only non-99 contributor to the coloring book), both Northshore School District, Bothell, Washington teachers and Aerospace Workshop Directors for Central Washington State College are the two co-authors of the teaching ideas and suggestions of the Teacher's Guide for "Let's Go Flying". Both are experienced public school teachers. Lorna has a Masters Degree in Education Curriculum and Helen has a Masters Degree in Aerospace Education. Lorna developed and taught Theory of Flight Basic and Advanced elective classes at the junior high level in the



Northshore District. Helen has developed and taught innovative Aerospace Workshops and Seminars. Both have Aerospace Workshops planned for this summer. They are CAP, National Aerospace Education Association and Washington Aerospace Association members. Lorna holds a Commercial license and is Chairman of the Puget Sound Chapter in the Northwest Section. Believe it or not, Helen is not a pilot yet, but she is working on it and hopefully will become a 99 when she receives her Private license. She would certainly be an asset to the 99 organization.

Bobbi Trout



Elinor Smith and Bobbi Trout with the Commercial Sunbeam in which they set the first women's in-air refueling record, at the time of the Ninety-Nines' inception.

By Glenn Buffington, Aviation Historian

One of the Southern California Ninety-Nines charter members who helped call attention to women in flying circles was Bobbi Trout who took the lead in promoting the Golden Eagle aircraft by chalking up a number of impressive record flights. She learned to fly in early 1928 and then became a factory demonstrator pilot for Golden Eagle. She acquired Transport license #2613, the fifth woman in the USA to do so, and was probably the Country's first woman test pilot.

Miss Trout flew one of the early Golden Eagles at the dedication of the Los Angeles Metropolitan Airport at Van Nuys, December 16, 1928. While the endurance flight of the Army Air Corps' Fokker "Question Mark" was underway, Bobbi tookoff for her first non-refueling endurance attempt from Van Nuys Airport. Using a LeBlond 60 h.p. Golden Eagle, she remained aloft 12 hrs. 11 min., Jan. 2, 1929. Using the same plane, and flying from Mines Field (now Los Angeles International), she boosted the women's non-refueling record even higher Feb. 10-11 with a flight of 17 hrs. 5 min. While setting this record she made the first all-night solo flight by an aviatrix.

1929 continued to be a stellar year for Bobbi Trout. She flew a 90 h.p. Golden Eagle to 15,200', a new women's altitude record for that particular category. The flight was made June 1 from Grand Central Air Terminal. In latter summer she entered the Golden Eagle, 90 h.p. Kinner, R223M, in the First Women's Air Derby from Santa Monica to Cleveland, Aug. 18-26. Although a forced landing near Yuma put her out of the competition, she managed to fly the course and finish at Cleveland a few hours after the winning contestants, along with a couple of other entrants.

Later in the year, with Elinor Smith (License #3178), Bobbi established the first in-air refueling endurance record for women. Elinor is now Elinor Sullivan of Manhasset, N.Y., and she had been setting

solo, non-refueling endurance records in the East during '29. Together they logged 42 hrs. 5 min., using a Commercial Sunbeam aircraft powered with a Whirlwind 300, over Los Angeles, November 27-29. The refueling ship engine gave out, forcing the fliers to land.

This record was upped considerably by Bobbi and Edna May Cooper (License #13310), Jan. 4-9, 1931. Flying a Challenger Curtiss Robin, "Lady Rolph", NR749-M, they remained airborne 122 hrs. 50 min., again over Los Angeles. The flight ended after the engine went bad.

There were plans afoot for Bobbi to attempt a Trans-Pacific flight from Hawaii to the Mainland the summer of '31 in a Lockheed Sirius, however the flight did not materialize for lack of backing. However, she subsequently piloted one of the three Women's Air Reserve Stearmans on a trans-continental junket, along with Pancho Barnes and Mary Charles. She participated in local air shows with Gladys

O'Donnell, Margaret Perry Cooper, Clema Granger, Aline Miller and Yolanda Spirito, among others. Also, I believe Pancho Barnes, Margaret Perry and Bobbi were the first women to race at the dedication of Grand Central Air Terminal, Glendale, CA.

Bobbi Trout has always had the ingenuity to meet her goals, working hard for her accomplishments. To supplement her earnings in the early days, she owned and operated a service station. Prior to WWII she hit upon the idea of salvaging the discarded rivets from the various aircraft manufacturers, sorting and readying them for use again; her shop buzzed with activity.

Currently and since 1960, she has been in real estate in the California desert at Palm Springs. She still finds time to do some inventing, prospecting, cycling, hiking and touring in her beautiful mobile home — and occasionally she will reflect fondly on the flying years.



Bobbi Trout and author Glenn Buffington during her Seattle visit in August, 1974.

New Ratings

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

Southeast

URSULA DAVIDSON — Florida Gold-coast — Multi-Engine
CINDY BASS — Mississippi — Instrument
Northwest

MAJORIA HOLTEN — Stillaguamish — Multi-Engine
BETTE WOODWARD — North Dakota — Commercial
CAROL CANSDALE — Greater Seattle — Instrument
RENE WICKS — Willamette Valley — Instrument, CFI and CFII
MARGE PETERSON — Willamette Valley — Seaplane

Middle East

JANET CHURCHILL — Eastern Pennsylvania — Commercial
PHYLLIS VETTER — Eastern Pennsylvania — Instrument
CAROL KAUFMANN — Eastern Pennsylvania — Multi-Engine

New England

PAM HAWES — Eastern New England — Instrument
GEORGIA PAPPAS — Eastern New England — Multi-Engine
SUE LINSLEY — Eastern New England — CFII

New York-New Jersey

GENEVIEVE CARMADA — Garden State — Instrument

Southwest

MARGARET BOLTON — Hi Desert Chapter — Flight Instructor
MARILYN WEIXEL — Santa Barbara — Flight Instructor
TOOKIE HENSLEY — Inland California — Commercial
SANDY ANSON — Phoenix — Commercial
MARIE TRUDEAU — Phoenix — Commercial
JOAN PAYNTER — Bakersfield — Multi-Engine

North Central

JEANE WOLCOTT — All-Ohio — Instrument
LINDA ERICKSON — Minnesota — Instrument
KATHY WALKER — Chicago Area — Commercial
JEAN McLAUGHLIN — Central Illinois — Commercial and Instrument Helicopter

South Central

DOROTHY DUNCAN — Texas Dogwood — Multi-Engine
PAT MARTIN — Chaparral — Multi-Engine
LENORE HEATHMAN — Kansas — Instrument
LINDA HOOKER — Golden Triangle — Instrument

International Women's Air and Space Museum Incorporates

The Board of Trustees of the International Women's Air and Space Museum has unanimously voted to incorporate the Museum Trust as an Ohio Corporation under the name of INTERNATIONAL WOMEN'S AIR AND SPACE MUSEUM, INC. The assets, funds, memorabilia, material, etc. of the Trust will be transferred to the new corporation.

Therefore, the Museum is now an Ohio public, charitable corporation, not for profit, under Sections 1702.01, of the Revised Code of Ohio. Intent of purpose is exactly as stated in the original Trust Agreement, the only major deviation from the original Trust document being the complete omission of any reference to the Ninety-Nines, Inc.

The new museum corporation feels confident that the 99 membership will continue to be an integral part of the museum's quest for reality. Our goals have not changed: complete dedication to preserving the history of women in aviation and space in the most environmentally different concept plausible.

An International Women's Air and Space Museum Escrow Banking account has been established at the Third National Bank and Trust Co., Main Street, Dayton, Ohio 45401. However, all gifts and donations should be mailed directly to Doris C. Scott, 333 Oakwood Ave., Dayton, Ohio 45409, so that proper records can be registered before deposit to the Escrow account.

Joan L. Hrubec, Trustee

**To: Ninety-Nine News
 Publishers And Editors
 And All Ninety-Nines
 From: Betty McNabb**

Have fun among the world of format, clippings, articles, photographs and advertising. Progress is being made, if we can hold our own with rising postal costs, as we move from the 4-page newspaper of some years ago to the sophistication of our own advertising efforts. DO HELP, Ninety-Nines. It's YOUR magazine. YOUR organization.

(Sermon by "Gabby McNabby", as Kay Brick once characterized this reporter. With reason?)

Ed. Note: Betty ought to know what's involved. She's the one who set us on the road to where we are today, with the reinstitution of four-color and advertising to our magazine in 1971.

The Last Place You'd Look in a S P I N

Sandra Lapsley

If you find yourself gyrating suddenly earthward in an inadvertent spin, the last place you'll be looking for guidance and direction is your airplane handbook. But that may well be where you **should** look to find the procedure for recovery with minimum loss of altitude. And the procedure detailed therein may not be the one your instructor taught you! If, that is, you were lucky enough to have been taught spin recoveries in the first place.

Spins have long been regarded as aviation's skeleton in the closet. . . something most "A to B" type pilots would like to pretend didn't exist, and something industry doesn't like to talk about for fear of scaring off students or potential aircraft buyers.

Nevertheless, efforts to create a truly spin-proof airplane have not been successful. . . and today, stall/spin accidents account for more than 40% of aviation's fatalities! What's more, this figure doesn't even include those stall/spin accidents which were weather related!

Stalls and spins are still very much with us in our modern, production aircraft. Even those in which it is difficult to get a good, clean-breaking stall with just an instructor and student on board will stall and spin as readily as a J-3 Cub when loaded aft with passengers and baggage. Some will even spin with your feet flat on the floor. Despite the prominently displayed words "spins prohibited," these aircraft go right ahead and spin!

Furthermore, some aircraft may not recover when the much-heard platitude "release the controls" is implemented. In fact, even the standard spin recovery of opposite rudder and forward stick may not produce a satisfactory recovery in many aircraft.

This is why it is so important for the pilot to be familiar with the spin recovery recommended by the manufacturer for each aircraft flown! This recovery, if other than standard, will be detailed in the "Operations and Limitations" for the aircraft. The display of this information in

the owner's manual, however, is not always as prominent as one would expect. One manufacturer has its non-standard recovery listed in the "Optional Equipment" section.

While we want to stress the importance of using the spin recovery method tried, tested and recommended by the manufacturer, the research being done on spin recovery and its relation to aircraft loading is interesting to note. Research undertaken by the National Aeronautics & Space Administration (NASA) for the National Transportation Safety Board and supported by a variety of aviation interests has shown that correct control for spin recovery is determined primarily by whether the aircraft has "fuselage heavy," "wing heavy" or "zero" loading.

When the weight of the aircraft is distributed primarily along the fuselage (fuselage heavy), the optimum recovery is rudder against and **aileron into** the direction of the spin, followed by forward elevator to break the stall.

For aircraft having heavy wing loading — heavy wing fuel tanks or engines, for example — the primary recovery control becomes the elevator. The procedure is elevator control fully forward, full opposite rudder, and aileron against the spin.

(It might be well to note, at this point, that the loading of an aircraft obviously changes from flight to flight, and even during the course of a flight. A wing heavy aircraft which has burned fuel from its wing tanks, but none from the fuselage, may become fuselage heavy. A light, single-engine two-place trainer, normally considered to have "zero" loading, may become fuselage heavy with the addition of a passenger in a jump seat. . . and so forth.)

For aircraft which are neither wing heavy nor fuselage heavy (zero loading), the recovery is the standard "rudder against the spin, followed by elevator forward." No aileron is generally required. A delayed recovery will result if the stick is moved forward before the rudder has curtailed the rotation, however. This recovery may be used with almost all light, single-engine, two-place trainers. . . but again, your aircraft's paperwork is the best source for complete information.

Now, before you go out and start testing each of these recovery methods in your aircraft. . . **MAKE SURE** you review the spin recovery requirements under which your aircraft was certified. Do Not place yourself in a position where only test pilots with spin chutes dare to tread!

ACROBATIC CATEGORY aircraft are required to demonstrate recovery from a six turn spin in 1½ turns or less. If you have one, spin away.

NORMAL CATEGORY Single Engine aircraft may be either certified for spins or marked "Spins Prohibited." Those tagged with the Spins Prohibited sign were required to demonstrate recovery **only** from a one turn spin in one additional turn. They were never required to demonstrate recovery from spins involving multiple turns. . . so obviously, full spins in such aircraft are not a healthy thing. Those normal category aircraft not marked "spins prohibited" have met the acrobatic spin recovery requirements.

UTILITY CATEGORY aircraft may, likewise, be certified either for spins or with spins prohibited.

NORMAL CATEGORY MULTI-ENGINE aircraft with a maximum design weight less than 12,500 lbs. are not required to demonstrate spin recovery for certification. Such aircraft should, under no circumstances, be spun.

It all boils down to this: In aircraft prohibiting spins, spins should be, at all times, avoided. If a spin should develop, however, proper anti-spin measures, instituted immediately, can mean the difference between a successful recovery and another stall/spin accident. **Continued on Page 11**

A License To Learn

Margo Smith, Chairman APT

It happened again the other day; the thought came to me like the cartoonist's turned-on light bulb, "Now I understand! — but why didn't I see that before?". The occasion this time was when I was trying to guess the location and magnitude of the wind shear about which I had been warned. I could track my violent enemy by watching the wind swirls and dust devils tossing the dirt and tumbleweeds like dervishes along the invisible wall where the clear, clear air sliced like a knife against the smog. Why this time was it so apparent where before I was fortunate to have heard the warning let alone do more than let luck guide me to correct action? It was because I was able to correlate all the information.

There are four levels of learning, according to the FAA's Flight Instructor's Handbook: rote learning, understanding what is learned, acquiring the skill to apply that learning, and the ability to correlate that with other similar items. While obviously much learning from childhood on takes place by rote, this monkey-see, monkey-do type of learning cannot be the only way to learn to fly an aircraft! I'm sure it has happened to all of us; our instructor demonstrates a new maneuver, say a chandelle, and we promptly perform an exact copy. However the second and third ones are disastrous. Now, we begin to understand and analyze. So we practice and practice, understanding what elements, what forces are required. Gradually we

acquire the skill to apply that understanding. We are satisfied — or are we? Suppose at this point we change the type of aircraft. How does the first attempt at a chandelle go? Suppose instead of doing a chandelle, we first get familiar with the pressures and attitudes needed for banks, climbs, slow flight and stalls. Now, correlating this information we can perform that chandelle.

When a pilot acquires that precious Private Certificate, what she really has acquired is the ability to open the door to knowledge that her instructor helped her crack. Haven't you often heard it referred to as a "License to learn"? When recommending her, her instructor does so because he/she believes she has sufficient skill to apply what she has learned to keep her safe while she, on her own, further develops her ability to correlate the knowledge to which she has been exposed or will be in due course.

If she is to mature as a proficient pilot, she must put together seemingly unrelated pieces of information, insights, to augment her basic skills. But how does she do this? She does it by listening and discussing with others; by reading, critically, bearing in mind that some magazine writers deliberately slant articles so there will be controversial letters to the editor. Most important, she becomes a mature, proficient pilot by exposure through regular flying and practice.

Spins...Continued

An ounce of prevention, when it comes to spins, is worth a pound of cure. As they say: "If you have never been there, and you suddenly arrive, you may not recognize where you are."

Nevertheless, spin avoidance, rather than spin recovery, has received the emphasis in current flight training in the U.S. Demonstration of spin recovery has not been required, except for flight instructor applicants, since the late 1940's. And even for flight instructor applicants, an endorsement in their log books, saying they had completed the prescribed spin training, was long regarded as sufficient proof of competence.

This created a generation of flight instructors — not to mention pilots — whose instructor's instructor's instructor might never have performed an actual recovery from a fully developed spin. The result has been the vaulting rise of the stall/spin fatality rate.

To curb this fatal trend, the FAA, in its Flight Instructor Flight Test Guide, now stipulates that it may require flight instruc-

tor applicants to demonstrate their competence in spin recovery during the course of their flight check. Just a log book endorsement may no longer suffice.

Certainly, this is a step in the right direction. But in my opinion, there is no replacement for each pilot having personally been there, with a competent instructor, in a spinnable airplane. Only through training and practice can one stare down at the ground at a 70° angle, and without reservation, push that nose down still further to produce recovery.

Spins will never be liked by all pilots; but nevertheless, they're pretty good medicine, and I would urge you to try a dose on your next APT ride or Biennial Flight Review.

As spins are an acrobatic maneuver required for the issuance of a rating (even though you may not be working on it), parachutes are not required.

Do It!

**Material for this article
courtesy FAA Flight
Instructor Refresher Unit.**

As an instructor, I am concerned when I find a pilot who has never practiced a stall without an instructor in the aircraft. How did she become afraid of stalls and what can she do to conquer her fear? A basic course in aerobatics with an experienced instructor would be the best solution but it is not always possible or available. What she can do is work on her ability to correlate the knowledge she already has. Sometimes pilots are left with the feeling that all stalls, performed as a maneuver, must be power off or full throttle. We know an aircraft can be stalled at any airspeed, at any altitude but **UNDER A KNOWN SET OF CONDITIONS**, by knowing what factors affect the stall speed, we can closely predetermine the airspeed, bank angle, pitch attitude. To allow a longer exposure time to the control pressures, pitch attitudes, etc., that warn us we are approaching a stall, why not practice slow flight — straight and level, climbing at full power and in climbing turns? To start, we can choose a speed for slow flight that we think is very slow but still above the stall, say 2 or 3 mph faster than the slow end of the green arc on the airspeed indicator. Then by flying at progressively slower speeds, and holding each one for a while, and while still maintaining altitude, we will begin to nibble at the stall. When it does stall, the stall will be gentle, won't it. Some reduction of the angle of attack from the critical angle will be sufficient to recover. Increase the angle again to the stall, and recover. The procedure takes time and that gives you time to absorb all those clues! Try a climbing turn in slow flight, but don't allow it to stall — just on the ragged edge. In this configuration, aren't the pressures and attitude akin to those in a Takeoff and Departure stall. That's correlation of knowledge!

Some information is less apparent. Aviation is full of cliches to help us remember. Take "Right to raise, left to lower". While that could mean **add** a right WCA and **subtract** a left, it could also mean you have a right crosswind when the wind direction is a bigger number than your runway heading (number); or that you would turn the knob to the right to get a bigger number on the radio or transponder, or make a left turn on the mag compass for a smaller number. And so on.

Proficiency is not merely a checkride once a year but rather a state we augment continuously by practice and piecing together seemingly unrelated perceptions.

I'd like to welcome Ruth Phillips, Florida Gulf Stream Chapter, as the new Southeast Section APT Chairman and to remind you Jan Heins, Nebraska Chapter, is the South Central Section APT Chairman.

PPD Terminus Awaits

**Jan Churchill,
Reporter & Publicity Chairman**

The Last BIG ONE will terminate at the Greater Wilmington Airport, Wilmington, Delaware. This large airport offers all major services, and also has a National Weather Service Office. The Brandywine Hilton Inn will serve as headquarters, and the Terminus Committee has arranged for transportation for the contestants between the Hotel and the Airport. The hotel boasts a fine swimming pool, as well as nearby golf and tennis facilities.

The Terminus Committee will announce soon an interesting social program, and hopes that many of you will be with us for the 1976 PPD Terminus in Wilmington.

What better place to visit during the Bicentennial Year than Delaware, which boasts the first permanent settlement of white men in the Delaware Valley in 1638. You can visit such historic sites as New Castle, settled in 1651 or Old Swedes Church, dedicated in 1699.

If museums are your thing there's Hagley, depicting the evolution of American industry; Winterthur, with American period rooms dating 1684-1840; Brandywine River Art; and the Franklin Mint and Museum of Medallion Art, just to name a few.

In two hours or less flying or driving time you can wine or dine in New York City, join Bicentennial celebrations in Philadelphia or Washington, D.C., play in the ocean surf at Rehoboth Beach, Delaware, or stroll the boardwalk in Atlantic City.

So come join us for the exciting sounds and sights of summer '76 in Wilmington, Delaware.

The Terminus Committee is eager to meet you!!

NEW HORIZONS

MARY C. HOCH, member of WDC Chapter 1946 to 1960. Served as Incorporation Resident. Deceased January 25, 1976.

SHIRLEY M. MAHN, NORTHERN NEW ENGLAND CHAPTER, killed Wed., February 4, 1976, in plane crash in South Burlington, VT. She was the pilot.



Some of our hard-working PPD fund-raisers, Ruth Lummis, Barbara Goetz, Thelma Cull, Shirley Kammeyer.

BEWARE The User Tax!

**Joan Kerwin
Legislation Information
Chairman**

The Senate is working on renewal of the Airport Development Aid Program (ADAP), which expired last year. This program is funded through the Aviation Trust Fund, which in turn receives its funding through aviation fuel taxes, added charges on airline tickets and, of course, the annual tax aircraft owners must pay on their airplanes. (\$25 under 2,500 lbs. gross, plus .02 per lb. over 2500 lbs.) Please be aware that even if you do not own an airplane yourself, you are paying this tax through increased rental costs.

The House, which passed its version of the bill, has authorized using the fund for airway maintenance, which is not one of the original uses for the fund. It has been reported that the Senate does not approve this diversion of funds and feels that, after capital needs have been met, any surplus should be offset by a reduction in the user taxes. (That would have to be a first!!)

Speaking of user taxes, I just read in Flying (Feb. '76) that our British sisters have been socked with heavy fees for writtens, ratings and licenses, ranging from \$12-\$24 for writtens and \$120 for most flight tests. The article goes on to say: "Representatives of British general aviation associations blame the levies on the APATHY of UK pilots, who failed to protest vigorously enough when the charges were first proposed. The lesson for their colleagues in the United States, they say, is plain." 'Nuff said?

College Flying's Tourney of Champions Draws 99 Support

By Page Shamburger

By the time you read this, the big annual Champion of Champions meet to choose the top college fliers of the year will be nearly on us. We hope you've made your plans and are coming to Daytona Beach, Florida on April 29. Ninety-Nines, to become involved in college flying, only have to attend one meet. When they see for themselves how great these college students are, then, they're dedicated workers from then out.

President McEwen and Vice-president Feigenbaum have made their reservations. They're coming and will be a part of the 99s open house for female pilots that we of the Southeast have planned. They'll be judging the top five for the Ninety-Nines coveted Achievement Award, which, this year for a first — is to be cash awards to help these young ladies along with their flying educations. The top three choices will be presented cash and the top five will have certificates all donated by The Ninety-Nines, Inc.

We have 17 different chapters and sections contributing funds that are indeed badly needed (and appreciated!) by NIFA. The "Associate Membership" (at \$10 per year, all to NIFA) is catching on and we do thank all individuals and groups who are helping this year. The latest chapter contributions have come from Suncoast, Lake Michigan, Greater New York, Bay Cities, Cape Girardeau, All-Ohio, and Eastern New England. Two new associate members are Jo Ann Perko of the NY-NJ Section and Virginia Proctor, Governor of the Southeast Section.

NIFA lists all chapters, sections and individuals who have helped them in the big meet's program. Are you part of it? Do please remember that all funds to NIFA are used directly to lower the costs of college flying competition. That's not just 75%, which is the usual figure, but all of it — 100%.

Please help the future of aviation, NIFA, if you can. And do know that you're personally invited to join us and the college fliers in Daytona Beach this last week-end of April. We'll surely put you to work, and, believe me, you'll enjoy it. Ninety-Nines should contact Norma McReynolds of Florida Spaceport Chapter for room reservations. Hopefully, we will have a number of ex-NIFA fliers who are now Ninety-Nines down that week-end, too. We're expecting a big turn-out, so — you-all come, too, you hear?

All-Ohio to Host Air Fair 76

Every major aviation event has a root in, or near, Dayton, Ohio. The Wright Brothers developed their famous bi-plane here; Wright-Patterson Air Force Base was the site for major aircraft development and testing; and within 90 miles lives the first American to orbit the earth (John Glenn) and the first human to walk on the moon (Neil Armstrong).

In 1976, Dayton, Ohio, the birthplace of aviation, will celebrate the nation's Bicentennial by observing its heritage. It's going to take three organizations to accomplish this feat. The Dayton-Montgomery County Bicentennial Commission, Dayton Air Fair 76 and the Congressionally chartered Aviation Hall of Fame will commemorate this nation's 200th birthday with a month-long celebration built on Dayton's rich heritage in aviation.

It's appropriate that July 4th will be the kick-off. A giant parade through downtown Dayton will begin the official observance of the Bicentennial. Under the auspices of the Dayton-Montgomery County Bicentennial Commission the parade will stress aviation. Most of the floats will be built around this single identity.

Throughout the rest of this month, the Bicentennial Commission, in cooperation with Dayton Air Fair 76, will provide a living tour into this area's past. And, what better way to do it in the City of Flight, than in the air! General Aviation aircraft will be available for public flights along routes designed by the Bicentennial Commission. The flight plan will include many of the historically significant areas within a



A CASE OF PREJUDICE? Hampton Roads reporter Patti Carwell states the following: "Ginny Buck, whose competence in an aircraft is second to none, was alluded to as a 'woman driver' by a controller while working the radio for her equally competent husband. Several other chapter members have experienced similar accidents. . . some which occurred in jest, others which were clear-cut cases of prejudice. Obviously, ignoring an airport Archie Bunker is the best response to such an annoyance. His comments are being taped, so your reaction need not be." 99 NEWS wonders how widespread such incidents are?

30 mile radius of Dayton, Ohio. The passenger will literally fly into history, and view sights the way his ancestors never could.

At month's end, Ohio's largest single Bicentennial event will happen at the James M. Cox Dayton Municipal Airport. It's called: Dayton Air Fair 76. Drawing on the area's rich aviation heritage, hundreds of airplanes from every facet of the industry will be flying and on display. As of this date, several major military demonstration teams are making plans to attend and perform. Several nationally known private aerobatic teams are also finalizing appearance contracts. Commercial aircraft will demonstrate their capabilities, both on the

ground and in the air. General aviation aircraft will be available for rides, and will be placed on display for the curious and the pilot. Dozens of industry-related companies have reserved space in the giant display area.

Dayton Air Fair 75 — the dry-run for the Bicentennial celebration — drew more than 66,000 people. Dayton Air Fair 76 officials anticipate more than 100,000 to attend the 1976 exposition.

Dayton Air Fair 76 is a joint venture of the Dayton Area Chamber of Commerce, and the City of Dayton, Department of Aviation. Official hostesses will be the members of the All-Ohio Chapter of Ninety-Nines.

A Friend's Last Journey

By Gladys Wise

Our cherished charter member, **FAY WELLS**, has returned to Washington, D.C., from a sad journey to the West Coast where, as he had wished, she scattered the ashes of her husband "Lin" over the Pacific Ocean he loved.

Linton Wells was a noted foreign correspondent and author, who circled the world a dozen times in the 1920's and 30's in pursuit of wars, revolutions and adventure stories, many times piloting his own aircraft. He established the Washington news bureau of the Storer Broadcasting Co.

in 1962, and served as its chief until his retirement in 1969. He met Fay, who presently serves as the White House correspondent for Storer Broadcasting, while she was in Russia arranging logistics for Wiley Post's flight. On Jan. 31, he died unexpectedly at the age of 82, at their Washington, D.C., home.

Memorial contributions may be made to the International Forest of Friendship in Atchison, Kansas, a cause to which Fay has long been dedicated.

Eulogy For Robin Miller

GORDON LEED COMMENTARY — 8TH DECEMBER, 1975

I'm not much at hero worshipping. . . the actions of great soldiers, great statesmen, great sportsmen, thrill me on occasion and interest me often but I don't stick their pictures on my walls or go out in search of their autographs. However, had I been at all inclined to hero worship the object of my veneration would have been a woman, making me, I suppose, a heroine worshipper. Robin Elizabeth Miller packed more adventure and good into her young life than almost anyone else could have done in double her allotted span. A nursing sister and pilot she flew countless thousands of miles on errands of mercy. She, and her husband, Dr. Harold Dicks, were a driving force in the Royal Flying Doctor Service. . . in fact, at times it seemed that they WERE the Royal Flying Doctor Service. Robin Miller knew the outback of this state as well as she knew the lines on the palm of her hand. She knew its people, both aboriginal

and white, better than some of us know our next door neighbors. . . to them she was a neighbor. . . one who could be depended upon in time of need. . . one who would turn up, no matter what the conditions, to give treatment or to evacuate a patient for medical care. Robin Miller. . . for reasons associated with her work. . . was dubbed "the Sugar Bird Lady" by the aboriginal people of the north. . . she was honored by nursing associations at home and overseas. . . she was no stranger to the airplanes of the world having made several delivery flights from the U.S. to W.A. ferrying new aircraft for the R.D.S. (the last she brought in in August and it was dedicated only yesterday. . . hours after her tragic passing. The Sugar Bird Lady is dead, at the age of 34. Behind her she leaves a sweet and lasting memory.

I'm Gordon Leed. (News Director — Radio 6 PR, Perth, WA)

Aviation Law

By Sylvia Paoli

On March 27, 1968, at approximately 5:57 p.m., an Ozark Air Lines DC-9, Flight 965, and a Cessna 150 collided mid-air just north of the extension of Runway 17 at Lambert-St. Louis Airport, resulting in the deaths of the two men in the Cessna — Allen, an instructor-pilot, with a Commercial ticket, CFI, SEL and 384 hours, and Brooks, an instructor-trainee, holding a Commercial ticket, SEL, with 174 hours. Rarely has there been a crash in which the blame could be placed as squarely on one act of negligence as in this one.

On initial contact, the 150 was told to "report downwind Runway 17." The Ozark was given a sequence to land behind another Cessna, and advised shortly of the 150's position ahead and "to your right, maybe to your left". The next communication to the 150 instructed him NOT to turn final from a right base but to proceed "straight on across the final and enter on a left base leg for Runway 17", to follow the Ozark "turning final about two out, maybe to your left and above you; you have him?" The 150's reply was "Roger". The controller testified that he thought the 150 was already clear of the extension of Runway 17's centerline at that time. The Ozark was at an altitude of about 1600 feet, while the Cessna was between 800 to 1000 feet MSL. It was brought out in court that the occupants of the 150 could NOT have seen the Ozark then due to the high-wing structure of the Cessna, and Allen and Brooks were relieved of any negligence for failing to keep a sharp lookout.

Immediately prior to the collision, the Ozark Captain saw the 150 and took evasive action by going into a sharp left bank, but the 150 collided with the lower surface of the Ozark's right wing, at an altitude of 1100 feet. This action was brought claiming two basic acts of negligence, one of commission and one of omission: giving instruction to the Cessna to proceed on a collision course, and failure to give emergency warnings.

After studying a great many instructions in the Air Traffic Control handbooks, the Court determined that the controller was liable for his instruction to the Cessna to cross the final path of the Ozark. The government attempted to defend by claiming the instruction by the local controller to the 150 was "merely advisory," an assertion not often made! However, quo-

ting federal regulations, the Court stated that in a traffic area the instruction was **clearly mandatory** except in an emergency. The Court further concluded that the controllers had a duty to warn the crews of both aircraft of the emergency situation under these circumstances.

In an attempt to relieve itself of some of that liability, the government contended that the Cessna pilot's answer of "Roger" after being advised of the presence of the DC-9 meant that he had observed the big plane. Again, after looking to the Airman's Information Manual and other handbooks for clarification, the Court found that the term "roger" means **ONLY** "I have received all of your transmission," NOT that the receiver understands and will comply. The government even accused the pilots in the Cessna of being negligent and violating FAR's by operating their aircraft so close to another as to create a collision hazard. As the Court pointed out, that is a "bootstrap" argument. "The Government cannot instruct the pilots of an aircraft to proceed on a collision course and then argue that they were negligent in doing so."

If any negligence by the 150 pilots had been found, the Court stated that "with the vigilance which is incumbent upon air controllers", the controllers had the "last clear chance" — meaning **they** had the last opportunity to avert a disaster, and failed to take it. "There can be little doubt that an emergency instruction prior to the collision could have averted the disaster," and the government was held liable.

The primary thrust of the case against Ozark was an assertion that the crew failed to keep a proper lookout. On the day of the accident, the area was VFR, with 15 miles visibility. Additionally, four Ozark passengers, one of whom was a pilot, saw the 150 for 1½ to 2 minutes prior to the collision. The pilot of the Ozark testified that the ability of the crew to observe other aircraft below the Ozark was about the same as that of the passengers. In order to prove the case against Ozark, however, there were five elements under Missouri law which must be shown: (1) the plaintiff (Cessna) was in a position of peril; (2) defendant had notice of that peril; (3) defendant had the present ability to have averted the impending injury without injury to himself or others; (4) he failed to exercise ordinary care to avert

such impending injury; and (5) by reason of his failure to do so, plaintiff was injured.

Though Ozark arguably could not have been **CERTAIN** that the Cessna was indeed in a "position of peril", the Court reasoned that there was a **reasonable chance** of

Continued on Page 19

LEGAL NOTICES

BE IT HEREBY KNOWN THAT as of this thirteenth day of February, Nineteen Hundred and Seventy-Six, the following Sections of the Ninety-Nines, Inc., have hereby been credited with the following points to date for the Safety Education Award Program —

Middle East Section	2.0
New England Section	5.25
New York-New Jersey Section	7.6
North Central Section	2.588235
Northwest Section	.8
South Central Section	2.0
Southeast Section	5.428571
Southwest Section	0.0

All forms claiming points for Safety Education Award which have been received have been processed and a copy returned to the submitter verifying the recording of same. Any Section wishing to see their Section's Point Record and Chapter Response Record Sheets may obtain a photocopy by requesting same in writing from the International Safety Education Chairman. Canadian Sections are extended an exemption from this year's program due to Canadian Postal Strike which greatly hampered necessary correspondence to them. International Sections not listed above also exempt from this year's program due to logistical difficulties that would be encountered to tie them in to our first year of operating a program based largely on operations and programs most familiar in the U.S. and Canada. However, we would like to get them worked into Safety Education Programs of future years and welcome hearing from any Section who wishes to get tied into the program. We will be happy to work with you on an equivalent program geared to your Country and related point values for activities in which you could participate or operate.

Signed: Marilyn Hibner, Int'l Safety

Education Chairman

February 13th, 1976

Ferry Pilot—Fabric Expert—Founder of Alaska Ninety-Nines

HELEN STODDARD

By
Karen Tiede

From the outside it is a typical Alaskan air service: a small frame building attached to a big metal hanger. But once the pilot opens the front door, and smells the fresh bread baking in the oven, he knows it isn't the "typical" Alaskan air service. The odors from mechanic's oil, gasoline, airplane dope, and paint are all wonderfully camouflaged by the baking bread. Stoddard Aero Service customers immediately get a marvelous clue that the operators of the premises might be very down-to-earth people who show as much respect to low-time pilots as to high-time pilots, and an indication that there might be a very super-special person around who does what she likes and likes what she does!

Universal studios has made movies about each of the Stoddards' two children. "Pigtail Pilot" is about daughter Arla (now Mrs. H. H. "Bruce" Cumbie), made when she was just 11 years old and already knew how to fly. She was licensed at age 13. Son David Stoddard was 10 years old when he took the cameraman up in one of his dad's planes during filming of "World's Youngest Aviator". David became a commercial airline pilot, first for Cordova Airlines in Alaska and is presently with Hughes Air West in Las Vegas, Nevada. The Stoddards have six grandchildren.

Taught to fly by her husband, Helen Stoddard has ferried seventeen airplanes up the Alaska Highway, knitting a sweater on each trip. During these trips she slept in wing tents designed and made by her. These wing tents fit over the wing of the aircraft and tied to the strut, then the pilot simply zipped it shut. . . no tent poles, no other tie-downs necessary, and room for two people to sleep comfortably. Helen says if it's windy, just use your suitcases to hold down the corners. Helen recovers fabric airplanes. After she sews and installs the fabric to cover the airplane, she applies the dope and paint with skill and talent which show the many years' experience and that she enjoys what she does. Helen has done three planes this year, and is considered the best fabric specialist in Alaska.

Stoddard Aero Service is the oldest business on Merrill Field. Next to the oven which Helen uses daily to bake her bread is a sheetmetal fabricating bench where Wes is always busy on one of the more than twenty FAA-approved auxiliary wing tanks which he sends to buyers all over the world (the first manufactured article to be exported from Alaska, history fans!). Near the desk is Helen's "bench" — a sewing machine, covered with a bright fabric of



Ruth Hurst Jefford, Lois Wise Knapp, Helen Stoddard, Pat McGee, Margo Cook — five of the original nine Alaska 99s twenty years later.



Some of the 99s who gathered to honor Helen: Ruth O'Buck, Marion Zaegel, Lois Knapp, Pat Gilda and Lavelle Betz. All have been very active since the chapter's early days.

feminine design. Helen made this cover and the machine one which covers her typewriter.

There is much, much more to tell about this very modest, dynamic lady, but space would not permit it even if this reporter had the ability, therefore the reader will have to assume that a woman who has done all this and is still going strong must have done much more. Arla remembers vividly that her parents were always in the hangar, and during the high-security days of World War II, Helen had a gun strapped to her hip all day because their field was appropriated by the Army each day as an auxiliary training field for cadets, while Helen acted as dispatcher. Wes built an aircraft powered by a motorcycle engine. There was an aircraft accident in 1960 in a raging Nevada blizzard — the first rescuer to snowshoe in to the crash site stood outside the craft a long while, until Arla opened the door and welcomed him. He said he had been trying to summon courage to open the door himself and face the gruesome sight he believed was waiting him, when in fact they were all alive, though Wes and Helen had broken backs.

When Wes and Helen moved their family and air service to Anchorage from the states in the early 1950s, Helen was already a member of the 99s. She immediately set about to start a chapter in Anchorage, which required that she recruit eight licensed women for membership. Finally she came up with nine women and founded the chapter which is now nearly twenty years old and has almost forty members.

October 22 was Helen's birthday (you guess which one). Ruth O'Buck, an Alaska 99, arranged with Arla (a former 99) to bring Helen to a surprise tea in her honor at 99's Chairman Cathy Stadem's home. Helen was presented with a gold pan to thank her for starting the chapter which is now nearly twenty years old. Besides Helen, four other of the original nine 99s were present: Ruth Hurst Jefford, owner-operator International Air Taxi and the Anchorage Symphony Concertmistress; Lois Wise Knapp, Palmer homesteader; Pat McGee, employed by Aviation Division of U.S. Fish & Wildlife; Margaret ("Margo") Cook, former test pilot for Stinson and present school teacher. Currently the Alaska Chapter of 99s is preparing an award to be presented to 99s who fly the Alaska Highway in small planes as pilots. This award will be titled the Helen Stoddard Award.

Recently while a newly-qualified 99 was interviewing Helen at her hangar prior to the tea, Helen laughingly described a 99s Fly-In Breakfast in the early 1950s when she and Lois Wise Knapp flew up the night before and slept under the wings with the food, in order to have everything ready when the group arrived the next morning. 99er "Doll" Booth, then part-owner of the Airport Cafe, had prepared some sourdough pancake batter for them. In the morning they found the dough had risen overnight, the gooey stuff was everywhere, and neither Helen nor Lois knew how to cook it. At about this point in the story the noisy air compressor came on, so Helen shut it off at the meterbox and continued chatting about flying. A man came in from the back of the hangar and said "But I've only got 16 cents gas so far — why did you shut off the pumps?" Helen apologized, turned the meterswitch back on, and Wes laughingly explained that Helen accidentally did this often. One man had come in and asked if she shut off the pumps because his credit wasn't good anymore. Helen has logged over 12,000 hours in the air and covered many an airplane, but somebody should check her out on that meterbox!



By Joan Jones

Philadelphia, site of our International Convention in 1976, has a most interesting history. The first permanent settlement here was made in 1633 by the Dutch. The Swedes were also anxious to settle here, and established two forts in the area during the early 1600's. From 1646 to 1655 both groups of people vied for control of the Delaware River. The Dutch prevailed, and Swedish political power ended in the settlement. From the time of John Cabot's exploration of the New World, the English had attempted to assert their claim to the territory along the Delaware. In 1664, King Charles II gave his brother James all the lands between the Connecticut and Delaware Rivers.

Philadelphia was founded in 1682 by William Penn. Welsh, Irish, and German immigrants soon settled here, and by 1690 Philadelphia had grown to a city bustling with trade. The city soon became the New World center for art, culture, and industry. Founded on the precept of religious and civil liberty, the city became the mecca of those seeking the same liberties for all the colonies.

During the Revolution, Philadelphia was the seat of the Continental Congress, and it was the nation's capital from 1790 until 1800. During the war the city was the hub of military and diplomatic activities. Following the war the city continued to grow, and soon became the monetary center of the U.S.

Philadelphia remained loyal to the union during the Civil War, and even became an important station in the underground railway. Following the end of the war, an era of wild speculation began. The panic of 1873 swept the city and spread throughout the country. Its effects were so devastating on the city, and as a result Philadelphia never regained its position as financial center of the nation.

A gigantic celebration was held in the city to celebrate our Centennial. The city hosted visitors from all over the world in Fairmount Park. In 1926 the city once again celebrated the nation's birthday with a Sesquicentennial display of all the wonders of the era.

More recently Philadelphia became the commercial hub of an 8-county Pennsylvania and New Jersey metropolitan area with thousands of city dwellers and suburbanites earning their livings in the city. As with most large cities in the 1950's and 1960's, Philadelphia lost population to the suburbs. However, signs of revitalization appeared in the 1970's as the city began preparing for the celebration of the Bicentennial.

99 "Store" Slated For Convention

Chapters will be invited to sell their money-making wares during the international convention, in a 99 store located in the Benjamin Franklin Hotel. Interested chapters should contact Sylvia Merritt, 3127 Jolly Road, Norristown, Pa. 19403.

Don't Forget To Make Reservations For The Friendship Tour By May 1.

Use the forms provided in the last issue of 99 NEWS to make application for the Friendship Tour, the Convention itself, and to reserve your hotel room. If you like, simply xerox the pages from your magazine. But do ACT early, so there will be room for all.

Hams And Pilots Piloting & Yakking

CHAPTER PERSONALITY
JANIE POSTLETHWAITE

By Mardo Crane

A small, blonde dynamo, Janie Postlethwaite of the Golden West Chapter (CA.) sparks not only her own chapter's activities as flight chairman, but also has time for other unusual organizing. Her husband Hart started to fly because of Janie, and is now a member of the San Mateo Sheriffs Air Squadron. Her interest went also to becoming a HAM radio operator, and she was the Charter Organizer of a Ham Radio Operator's Flying Club, The HAPPY FLYERS. Going along with this idea, her 49½er Hart developed the group (the HAPPY being "Hams And Pilots Piloting & Yakking") into a National organization, and he has served as their National Wing Commander.

Janie's interests are wide and varied — something which seems to be so typical of the Ninety-Nine member. She is an expert scuba diver, water skier, snow skier, roller skate dancer, Girl Scout leader, and horsewoman. She is a licensed cosmetologist. She and husband Hart have five children, the youngest 3½.

The chapter newsletter, "Touch and Go", which she edits and publishes, is an example of one of her well-done jobs in the 99s. She is a hard worker when the chapter's annual "mini Derby" comes around. And she participates in other races, as well. She co-owns a Cessna 182. One of the activities which gives her a lot of satisfaction is the Sheriffs search and rescue missions. Due somewhat to a new device which Hart invented as the result of being a Ham Operator, Janie and he make recoveries when the downed plane is all but given up. She is an active and constantly contributing 99.

HYPOXIA

Mary Foley

The majority of pilots are familiar with the terms "hypoxia" and "altitude sickness." Articles on the subject have appeared in many aviation publications. Yet hypoxia continues to be a problem in flying.

Many pilots have taken advantage of altitude chamber flights and physiological training courses when offered by the FAA and USAF. This has been a very educational and useful program, and I encourage all pilots to attend one of these sessions. During the chamber flights, the course participants are often permitted to become hypoxic, so that each person will be able to recognize his or her own particular symptoms of impending hypoxia, as these may vary with the individual. Unfortunately, this procedure may lead to the misconception that corrective measures need not be taken until these symptoms are noted. This is extremely dangerous because one of the earliest effects of hypoxia is impairment of judgment. Thus the pilot may disregard the other symptoms if he notices them at all.

Hypoxia is defined as an insufficient supply of oxygen. It can result from several different causes.

A. Hypoxic hypoxia is the type most commonly encountered in aviation. Reduced partial pressure of oxygen in the inspired air produces inadequate oxygenation of the arterial blood. It can also occur in certain diseases where there is interference with respiration.

B. Hypemic or anemic hypoxia is caused by a reduction in the capacity of the blood to carry a sufficient amount of oxygen. This results from blood loss, anemic diseases, certain drugs and carbon monoxide poisoning.

C. Histotoxic hypoxia results from the inability of the cells to use the available oxygen, although the supply of oxygen may be plentiful. Alcohol, narcotics and certain poisons, such as cyanide, interfere with the ability of cells to utilize oxygen.

D. Stagnant hypoxia is due to a circulatory malfunction which reduces blood flow through the tissues. Pooling of the blood in the extremities occurs during positive G maneuvers unless a pressure suit is worn. Extreme cold may also affect the circulation as can certain diseased states

such as heart failure and arterial spasm.

All of these forms of hypoxia can become problems in flight, but the most important type in aviation is hypoxic hypoxia, caused by breathing air with a low partial pressure of oxygen.

Headache and lethargy usually occur after a prolonged period of hypoxia. The headache is most severe in the forehead region, and is probably caused by swelling of the brain tissues as a result of oxygen deficiency. Fortunately, permanent cerebral damage rarely occurs. Nausea, vomiting and severe weakness may also follow hypoxic periods. The best cure for these symptoms is sleep, and if available, 100% oxygen.

You may have heard the term, "time of useful consciousness." This is the length of time that an individual can be reasonably expected to remain fully conscious, with enough mental alertness to perform satisfactorily after sudden oxygen deprivation. This is most important in high altitude flying, and is really academic for those who never fly above 10,000 feet. There is much individual variation, of course, but here is a general guide:

At 15,000 to 18,000 feet, without supplemental oxygen, some people may faint, but most just become incompetent in one-half hour or less.

At 20,000 feet consciousness can usually be maintained for 5 to 12 minutes.

At 26,000 feet, for 4 to 6 minutes,

At 30,000 feet, for 1 to 2 minutes,

At 38,000 feet for 30 seconds or less, and

Above 50,000 feet a pilot has just 10 to 12 seconds in which to perceive that he has an oxygen deficiency and to take the necessary steps to save his life.

In cases of rapid decompression — sudden failure of the pressurization system in a pressurized cabin — the time of useful consciousness is even less. If pressurization fails at high altitude for any reason, the pilot and other crew members must use the oxygen immediately and descend as quickly as possible to a safer altitude, preferably below 10,000 feet.

Rapid decompression in aircraft is an infrequent occurrence, but all pilots should be able to recognize it. Mechanical failure of the pressurization system or perforation of the cabin walls due to structural failure or other damage can occur in any pressurized aircraft, including airliners.

When a decompression happens, the cabin altitude becomes the same as the ambient altitude. If the aircraft is flying at 35,000 feet, and a hole is produced in the fuselage wall, very quickly (depending upon the relative size of the hole and the cabin) the cabin altitude is also 35,000 feet. Since the outside air is much colder than the cabin air, as the decompression occurs, moisture condenses forming a fog. The cabin becomes as cold as the outside air. Anything in the vicinity of the hole is in danger of being sucked through as the air rushes out. From the rapid decompressions which have occurred in flight, the primary danger comes from the possibility of being sucked through the opening or struck by flying debris.

Apart from the rapid decompression itself, the flight altitude determines the severity of the physiological symptoms particularly hypoxia and sudden gas expansion.

All crew and passengers must immediately use the oxygen equipment provided for such emergencies. Pilot passengers could be a great help to airline cabin crews in assisting other passengers to cope with a rapid decompression, and possibly save some lives.

Give A Book By A 99 To Our Library

Dorothy Niekamp

In a recent issue of the Ninety-Nine News a suggestion was made to give a book by a Ninety-Nine for Christmas. For a belated Christmas gift, why not consider giving one of those books to our library. While we have many that were on that list, there were some that are missing and it would be nice for the Headquarters Library to have copies of books by our members. We would be pleased to receive any of the following, especially if they were signed by the author:

Ladies! Rev Up Your Engines, by Mardo Crane.

High, Wide and Frightened, by Louise Thaden.

Tracks Across the Sky; Classic Monoplanes; Command the Horizon; Aces and Planes of WWI; Summon the Stars; and the Curtis Hawks; all by Page Shamburger.

Also we would like to build up our collection of aviation classics; those items that in the 30's and 40's were absolutely necessary if you were learning to fly. If you have any of the books by Jordanoff, Weems and others that you would care to donate, just let us know which titles.

Ninety-Nines In The News

Heralding our Organization's Headliner Members

BICENTENNIAL BALLOON FLIGHT By Mary Robinson

EASTERN PENNSYLVANIA's CONNIE WOLF gave a Bicentennial gift to the nation in the form of a balloon flight from Philadelphia's Independence Hall to Jackson Township, New Jersey on Sat. Jan. 10.

The holder of several world records, Connie made the flight in her 70' high, pumpkin colored helium balloon to commemorate North America's first balloon trip, made by Jean Pierre Blanchard in 1793.

Launched despite low temperatures and high winds, the orb carried Connie up and east from Independence Mall, over the new Liberty Bell Pavillion, through PHL TCA (which rerouted traffic for the occasion), and to a safe landing an hour and a half later in a plowed field. The entire flight was monitored from the air by Connie's husband, Air Force General Alfred Wolf (Ret.), who flew overhead in their Cessna 170B, reporting her progress to ATC.

Her reception was somewhat warmer than that afforded Blanchard, who was met by farmers wielding pitchforks. Connie signed autographs until rescued by a local resident offering hot coffee and a place to thaw.

The launch was covered practically minute-by-minute by a local all-news station, and as the day advanced it was interesting to listen to the reporter progressing from "Ms. Wolf, stunningly attractive in her fashionable red jump-suit..." through "Mrs. Constance Wolf," to "Connie..."

A non-commercial balloonist, who pays all her own expenses and is aided only by her many friends, Connie Wolf is in the forefront of those who are working to improve the image of women in aviation. She plans to repeat her flight in 1993, the 200th anniversary of Blanchard's flight. After all, she says, "I'll only be 88!"

SANTA PAULA's aerobatic champ BETTY JOHNSON was reported practicing in her Pitts to compete Feb. 21 in a regional contest at Borrego Springs. In April, the Los Angeles Aerobatic Club will have their 2nd annual contest at Apple Valley. Betty has advanced to the Intermediate Class, since she was winning all the first place trophies in the Sportsman Class, and is expected to do equally well.

PAM BROWN, youngest member of LAKE TAHOE Chapter and daughter of member LOIS, has left for Fliante, France, where she received an offer to teach skiing at a resort. Pam, age four, broke up a

skiing class her mother had put her in, by stomping off saying "I already know all this stuff".

MARILYN EIMERS, SAN DIEGO is now a designated FAA Accident Prevention Counselor and is working on her CFI.

A number of Powder Puff Derby pilots were featured in the article "Derby may be doomed, but memories still soar," in the Long Beach Independent Press-Telegram.

MINNESOTA's JAN PORTER, a science instructor in St. Louis Park is teaching an aviation course to 9th graders. She was the subject of an article in the publication *Minnesota Flyer*. We'd like to thank BONI ROBERTS, editor, for her enthusiastic support of the 99s and are glad to hear she is learning to fly!

International Vice President, LOIS FEIGENBAUM, was a guest at the Valentine Luncheon of the Wings Club of New York. She met with the New York-New Jersey section, while there, to discuss the 1979 50th Anniversary International Convention, and even took some time to SOLICIT ADVERTISING FOR 99 NEWS! You're a good troop, Lois.



At the Valentine Luncheon of the Wings Club of New York were L to R: Doris Renninger, Wings Club Manager and former International Board Member and Treasurer of Ninety-Nines; B/Gen. Richard A. Knobloch, USAF (Ret.), President of The Wings Club; and Lois Feigenbaum, Ninety-Nines International Vice President.

TENNESSEE's FLORA LEE THOMAS, a flutist, was featured in "Suite for Two Flutes" at the John F. Kennedy Center for the Performing Arts in February. Flora Lee and Leon Thomas flew to Washington for the program which featured music by Tennessee composers, taking the composer of the "Suite", David Van Vactor and Ms. Van Vactor as passengers.

Also from TENNESSEE, NATALIE TERRY has been named an FAA counselor and attended a meeting in Washington in connection with her appointment. She is also a section nominee for the Flight Instructor of the Year award.

ALICE FUCHS of CENTRAL PENNSYLVANIA flew in and narrated a program on the Biennial Flight Review, which was aired on the Jan. 30th "Aviation Weather" television broadcast.

NTSB Inspector WALLY FUNK, of LONG BEACH visited with the CENTRAL PA. Chapter, while attending Engine Service School. NTSB is sending her to schools throughout the country.

MARYLAND's BUZZ LUX has volunteered as a guide at the Smithsonian National Air and Space Museum in Washington, D.C. Her training began in Jan. and the museum opens in July.

An article on "Women in Aviation" for which MARGARET KENTLEY of Sydney supplied the data has appeared in *The Australian*, a daily nationwide newspaper. MARGARET is well on the way toward publication of her own book, which will deal comprehensively with Australian Women Fliers. No other book attempts to list all the firsts that Australian women have achieved in the air.

SOUTH AFRICA's AURIAL MILLER, now living in Cape Town, was selected as Woman Pilot of the year. The award was made for the magnificent results she obtained while competing in the World Championships in Sweden last August. As Aurial was unable to attend the presentation, ANN WHITE accepted the beautiful trophy on her behalf.

Charter member NANCY TIER, CONNECTICUT Chapter, was featured in a two page spread in the *Waterbury Republican*. Nancy's flying career ranges from 1927 to the present, and she logs many hours a year in her Cessna 170. Nancy, along with her husband, an aerial photographer, have priceless films of aviation's early days, which they recently shared with the chapter.

CONNECTICUT's MARY SCRIBNER has been visiting various organizations throughout the state, showing the new FAA Bicentennial film, "In Celebration of Flight."

EASTERN NEW ENGLAND members attended a Zonta luncheon, at which Amelia's sister Muriel Morrissey and Judge Emma Scofield, who knew Amelia personally, were present.

AUSTRALIA's LAYNE GLANVILLE-WILLIAMS spoke to the Zonta Club on "Differences in Flying between South East Asia and Australia." ROSEMARY COLMAN reports that Layne's flights with husband David in their C-310 have proved a ready source of human stories reflecting the varying attitudes toward flying and differing human tolerances in various parts of the world.

FLORIDA GOLDCOAST's LOIS PORTER is an FAA Examiner and also much in demand as a speaker. She has given several talks to the American Business Women's Assoc. about what it takes to be a good pilot.

Continued on Page 19

Ninety-Nines in the News Continued

MISSISSIPPI Chapter reports that one of MARGARET SHIPLEY's students, a lady band director, has been selected as one of forty-one women who will be spotlighted in a nationwide Piper advertisement program in *Cosmopolitan* and *Womensports* magazines. (We only wish that also included 99 NEWS!) MARGARET has a new 180 h.p. Warrior, painted red, white and blue, which she will use in her flight school.

LORRIE TUNNELL, KITTY HAWK Chapter, was one of 112 women in the U.S. to receive an annual scholarship from BPW and Clairol. She'll use it for her commercial rating.

SHREVEPORT Chapter was presented an Appreciation Plaque by the FAA at a banquet in the Officer's Club at Barksdale Air Force Base.

TULSA's JAN MAURITSON has been named Flight Instructor of the Year for the Tulsa area. Only two such awards are given in the state.

ELIZABETH HOUSE of KANSAS spoke to the Pleasant Valley Business and Professional Women's Assoc. in Jan. Topic: The Ninety-Nines.

EASTERN WASHINGTON's GLADYS BUROKER and PEARL MANCHINI have been invited to present a WWI film and talk to Coeur d'Alene Rotary. And MARGIE WOOD will speak on "What is a 99?" at the Lewis-Clark Pilots' Assoc. gathering.

PUGET SOUND's LORNA KRINGLE spoke on Women in Aviation to the honorary teacher's group Alpha Delta Kappa on Mar. 2.

DARYL ANN KYLE of EASTERN WASHINGTON has an article on Soaring slated to appear in the *National Observer*.

WILLAMETTE VALLEY's RENE WICKS and her mom, LOU WICKS have both earned Associate Science Degrees in Flight Technology.

Also in that chapter, SALLY PLUMLEY has been named by the major and city council to the Corvallis Airport Commission.



Genie Merrell — member Florida Gulf Stream Chapter.



AE Scholarship ICFI Gloria Holmes, So. La. Chapter, stands by as her student (her niece) Lauren Ward, preflights her Cessna 150 prior to her first solo at Ryan Airport on her 16th birthday. Lauren is a 10th grader, has also been taking sailplane instruction and hopes to get her glider pilot license in time to attend the SC Fall Section meeting as a full-fledged 99 with her mother, Pat Ward. Photo was taken Feb. 7, 1976.

New Members Of The Month

ALOHA Chapter has welcomed MARCIA DAWSON. She completed her private certificate in November and is an architect working for the Navy at Pearl Harbor.

SAUNDRA STIENMIER is the newest member of EL PASO Chapter. She is a well-known artist and serves as director of the William Beaumont Art Gallery, Ft. Bliss, Texas. She also shares much of her time and talent, giving therapy to patients in the psychiatric ward at the Beaumont Army Medical Center.

GENIE MERRELL of Ft. Lauderdale is a new member of FLORIDA GULF STREAM Chapter. She is self-employed in her own business, Martin & Merrell Customhouse Brokers. She has a real estate license and is actively selling property. A commercial pilot, she has done some gliding and is working on an instrument rating.

HELMA SCHENCK, an engineer from Richland, Washington, is a new member of EASTERN WASHINGTON Chapter. She is working on her commercial-instrument, and is a former student of IRIS CRITCHELL.

Newest member of the NORTH DAKOTA Chapter is 19-year old VONNIE BOURGOIS. A college sophomore with 150 hours flying time, she is working on her commercial and instrument and is employed by an FBO on the Bismarck airport. She's building up time ferrying planes, and ELIZABETH BANKER reports she gave a knowledgeable program on weather and chart reading at their Jan. meeting.

Female Mechanics And Other Figures

Dottie Parsons
Florida Spaceport Center

In 1965, there were 182 female mechanics. This figure had risen to 349 in 1972, and declined to 315 in 1974. Parachute riggers went from 415 to 495 over the 9 year span. Ground instructors, third in line only to female student and private pilots, stood at 1505 in 1965, rose to 2166 in 1972 and declined to 2139 in 1974. Control tower operators numbered 473 in 1974, compared to 152 in 1965 and 556 in 1972. Flight engineers reached their peak in 1968, with 28, as opposed to 3 in 1965 and 7 in 1974. Where did they all go? Female flight instructors have had their ups and downs. 468 in 1965 was the lowest and 834 in 1974 the highest. There is only one flight navigator on record for the time span, and only in 1967, 1968 and 69.

Aviation Law...Continued

immediate danger, and if the crew of the Ozark had been using ordinary care, they would have known of that possible danger to the Cessna. The Ozark was capable at that point of increasing its altitude approximately 200 feet within two seconds, and without a doubt, a two second elevation increase would have prevented the accident. The failure to exercise ordinary care was held to be the failure to keep a good lookout, and, combined with inadequate evasive action, was the cause of the death of the Cessna pilots.

Ozark defended by saying it had a right-of-way, because it was on final approach. On that point, the Court said that even though Ozark "arguably had the right-of-way, such cannot be considered a wholesale license to proceed without careful surveillance of its approach path and to do so without vigilance was a negligent omission."

The plaintiffs were awarded the total amount of damages asked for in their suits, limited by Missouri law to \$50,000, after the Court concluded that both men, in their early 30's and with a wife and 3 children each, would have earned far more than that in their lifetimes. The actions by the heirs of the men had been filed some three months apart, and ONLY against the government. Only after the government filed a cross-claim against Ozark Airlines, for reimbursement of any damages the government might have to pay, did Allens amend their complaint and add Ozark as a defendant. The Brooks complaint was never amended, though the cases were consolidated for trial, with the rather bizarre results that BOTH Ozark and the government were held liable for the damages awarded Allen's heirs, but only the government had to pay the damages to Brook's heirs.

Gone Flying

Note to Enterprising Travel Agents and Airlines: Considering all the Ninety-Nines who have reported winter trips to Hawaii, the Bahamas, Arizona, California, and a multitude of ski resorts, not to mention all points abroad, it seems there is money to be made promoting 99 Charter Flights. Are you listening out there? Ed.

SOUTHWEST

Among those visiting Hawaii: BONNIE and Milt SEYMOUR, LAKE TAHOE; JOYCE WELLS, BAY CITIES Chapter and MARILYN and Dick EIMERS, SAN DIEGO. Also from SAN DIEGO, BARBARA THISTED flew left seat to Colorado with five family pilots. Says she must have a no nonsense look, as she got no suggestions from the back seat.

SACRAMENTO's SUE and John HARRISON Bonanza'd to Palm Springs for R&R; GAIL and Wayne BOMAR flew to Monterey and biked to Fisherman's Wharf for lunch, and reporter CONNIE CONOLLEY has ben Porterfielding all over N. and Cen. Calif.

RENE and Pete CROW, LAS VEGAS Chapter, are back from a Caribbean cruise, sans suntans. Seems pilots endure weather problems wherever they go! CAROLE VILLARDO attended the Helicopter Association Convention in Tucson and LIZ HELLER flew to SFO for an AeroSquadron meeting.

LONG BEACH Chapter's WALLY FUNK is back from the Caribbean, as well. NANCY BRAY Bonanza'd to El Paso and American'd on to San Antonio. MARGARET CALLAWAY flew a Comanche 260 to Mexico City for 10 days with MARGARET BERRY. MARY and Bob PINKNEY have been on a 6 week trip to Ireland, England, Switzerland, Morocco, Egypt, Spain, Portugal and Italy. Their plan was to meet with 99s in all these areas. We're anxious to hear a report. A Baron took FRAN BERA, KATIE WEATHERED, JOYCE FAILING and LINDA OKITA to the Helicopter Convention. JOYCE was elected secretary of the Whirlygirls. BETTY MORRISON reports airports are a little hard to spot under 6" of snow. She's back from Wiser, Idaho. JO ELLA CHAMPION reports the weather is much better in Puerto Vallarta and Guadalajara.

ALOHA Chapter's wanderers include PAT COATES and ELEANOR SHARPE to the mainland and TRIPPI PENLAND, a travelling bank examiner, to Guam.

ORANGE COUNTY's THON GRIFFITH, our International Secretary, flew doctors and medical supplies into earthquake devastated Guatemala. This quake happened at the time a Flying Farmer Tour was in Guatemala City, and a number of Ninety-Nines making that trip witnessed the devastation first-hand. Fortunately no one was injured and no aircraft damaged.

MELBA BEARD and RUTH REINHOLD of PHOENIX flew with VIRGINIA HASH in her Comanche to Santa Ana for the Annual American Aviation Historical Society Meeting.

MIDDLE EAST

For sheer beauty, MARY ELLIS recommends a dawn flight in an Aztec around the twin-peaked, 17,000 ft. Mt. Kenya in Africa. Other WASHINGTON, D.C. travellers include NELLIS JACKSON and NONA QUARLES, who have headed for Florida, MARILYN ARNOLD off to Cairo, Egypt, on assignment with the State Dept., and BLANCHE NOYES to Hawaii.

WILLAMETTE's EVELYNE HENDRIX and her 49½ flew to the Tyrol Air Rally in Innsbruck, Austria in a Cherokee Arrow. . .their second trip across the Atlantic in a single engine plane. BONNIE BRADFORD and Brad made their annual visit to Mexico. RUTH DOLAND has been in Paramaribo, Surinam for several months, where her 49½ was installing machinery for making plywood. And reporter JANE CAPIZZI took off for Sunriver to finalize plans for the NW Sectional there in August, and to do a little skiing.

CAROL KAUFMANN, EASTERN PENNSYLVANIA, piloted her family to the Bahamas in their Cessna Skymaster.

NEW ENGLAND

From EASTERN NEW ENGLAND, LILLIAN and Howard EMERSON commercialized to Bermuda; DOT and Click PULIS flew to Miami and then jetted to Cuacao and Aruba; and MONA BUDING also got in some Florida sunshine flying.

AUSTRALIA

AUSTRALIA's DR. DOROTHY HERBERT flew to Rome for a GP's conference and toured Europe and England, crossing

the channel in a hovercraft. APRIL CLAVELL is in Sydney helping her husband launch his latest book. And ROSEMARY COLMAN reports that one of the most interesting places visited on her recent European trip was the fliers' Church of St. Clement Danes in London. The church was restored after World War II, with various appointments donated by world Air Forces.

SOUTH AFRICA

Visiting in SOUTH AFRICA were SHEILA SCOTT from Great Britain and MARJORIE FAUTH, a life member from BAY CITIES Chapter.

SOUTHEAST

From FLORIDA GOLDCOAST, LOIS PORTER and ANN ROSS flew the Pink Lollipop to Tampa and St. Pete. MIRIAM and Hub DAVIS Navajo'd to a meeting of the American Society of Testing and Materials. She says she was confronted at every turn with, "Oh, you're the Fly Lady". URSULA and Herb DAVIDSON flew their Skymaster to Monticello, New York, IFR all the way.

NORTH CENTRAL

CAPE GIRARDEAU's SUE and Lee LONG are cruising the Caribbean and South America. And International Vice President, LOIS FEIGENBAUM and Bob are on a business trip to many countries around the world. While Bob conducts his business, Lois will get a chance to visit 99s such as CHANDA and MOHINA in Bombay, India. Hopefully, the 99s in India will have completed the paperwork to charter their chapter, and if so, LOIS will present the charter! Lois will also visit with KIM in Seoul, Korea, and many other 99s in Rome, Tokyo and Hawaii. They will be returning April 19.

Speaking of International Officers, PRESIDENT PAT, LOIS, and Treasurer JANET GREEN flew to Oklahoma City, where they watched the first OKC edition of 99 NEWS come off the press. They then went on to Dallas, via Pat's Bonanza, for a visit with the AWTAR group and a shopping trip to Neiman's to buy Janet a "mother-of-the-bride" dress. PAT is just back from a trip to the Virgin Islands and Arizona and is doing a lot of flying to break in all her new "go fast" goodies.



A Travelogue of Ninety-Nine Trips and Flying Fun

CENTRAL ILLINOIS' MARY GROESCH participated in a group flight to the EAA meeting in Florida. JACKIE KLAUS and two teenage daughters took a commercial flight to Colorado for a week of skiing. MARGE and Don HUGHES, BARB BRUSSEAU, MARY WATERS and JEANNE MORSE are more who should have synchronized their schedules for a group Hawaiian vacation.

FRAN JOHNSON and family, LAKE MICHIGAN, Tripacer'd to Ft. Lauderdale and then flew on to the Bahamas, via commercial.

ALL-OHIO's JEANE WOLCOTT made use of her new instrument ticket, flying to Freeport, Grand Bahamas.

ANNETTA and Bob HAACK, IOWA Chapter, took non-flying friends to Tucson for a few days of golf and warm weather.

MINNESOTA's reporter CLARA JOHANSEN landed her C-172 in OKC and called to chat with this ed. She's on her way to the Gulf and has her 84-year-young mother along. Says she's just loving it. The ORRS have flown to Colorado, Los Angeles and Manzanillo, Mexico. Rumors to the contrary, they report flying in Mexico very pleasant and say the Ramsa Card and landing fee have been discontinued. They say — and this editor agrees — that if one observes the Mexican regulations and has a fair amount of patience, the trip will be enjoyable.



WISCONSIN's ELAINE STRICKLAND has been to the Bahamas and MARGUERITE HOLLMAN flew to Florida to board a four masted schooner for an island tour.

Whirly Girls SUE MATHEIS, BETTY BOARD and VAL JOHNSON, ST. LOUIS, flew to Tucson for the hovering in Val's Bonanza.

QUAD CITIES' PHYLLIS WOOLEY and husband Mooney'd to Las Vegas. The Roger Smith's flew to Acapulco and ELLEN THIEL made a trip of Los Angeles and Hawaii.

CHICAGO AREA's Bill and FRIEDEL KAISER C-182's to Arizona. DOROTHY WHITE chaperoned six French students on a trip to Paris and London and DONNA and Jack BENNETT Tripacer'd to West Palm Beach, Florida.

SOUTH CENTRAL

SHREVEPORT's JERE SAUR is back intact from a skiing trip and JOAN CARROLL is making one this month.

Sacramento Valley Personality — Vija Berry

By
Connie Conolley

Latvian born Vija Berry, a pilot since 1963, former Chapt. Chairman in 1968, recipient of the "Woman Pilot of the Year" award, air racer, aerial photographer and holder of a real estate license, is also owner and operator of her own Realty Air Photo firm serving companies needing aerial photos for their business.

This petite former housewife and mother of two sons, decided to fly when friends of hers became week-end pilots. Her career started after learning photography in college, developing it into her own business. After she found out how much money her friends were making in Real Estate, she went back to school to get her Real Estate license. Vija covers an area from Oregon to Fresno and from Reno to the Pacific Ocean. Many hours are logged each year in association with her unique business while also enjoying the fruits of her hobby.

MARY L'HERISSON is back from Russia and was so impressed with the austere living conditions there that she traded her car in on an economy model — the economy Cadillac Seville.

FT. WORTH's MARY WOLF, a relatively new pilot, made her first cross-country to her home town, St. Louis, 49½er John, not a pilot, was reported proud but a few pounds lighter from anxiety.

OKLAHOMA's DOTTIE and Pete YOUNG were among those attending the Helicopter Convention in Tucson.

JEAN and Bob WILLS, TULSA, recently flew to Montreal, by way of Syracuse.

LEE and Jim KENSETT of KANSAS flew their Ercoupe to South Padre Island.

DOROTHY and Bob BARKER looked into seaplane flying at Monkey Island. CHARLOTTE and Chuck PETERS took a cruise to San Juan and Haiti, and have flown to California twice. VIRGINIA SPEER flew to New Orleans.

ARKANSAS Chapter's CHARLENE and Dr. Mac POE have their thoughts on London, where Dr. Mac plans to enter the U.S. British Open Golf Tournament.

PERSONALS

BARBARA BRUECK is now Barbara BENSON, SANTA ROSA Chapter reports.

In LONG BEACH, BONNIE ZRUST is now BONNIE THORNBURGH. Hawaii was their honeymoon destination.

BETTY MILLER has moved to Florida from Hawaii, with her husband Chuck, an Operations Inspector and Accident Prevention Specialist with the FAA at the FSDO in Honolulu.

SANTA BARBARA Chapter's honorary member LIZ CUMMINGS has announced her retirement from a career with the FSS. "We will miss her careful weather briefings," reports BETH HOWAR, "but she has promised to continue to share her knowledge with us."

COLUMBIA CASCADE Chapter's TALE SPINNER newsletter celebrated its first birthday in Feb. MARY WOHLGEMUTH is editor; PEGGE BLINCO, poet-in-residence. Every chapter needs a newsletter to communicate those things of interest only to chapter members. It is simply too costly to print such news in our international magazine. Our congratulations to all of you with chapter newsletters!

PUGET SOUND's MARIAN LEWIS is now MARIAN BERKSHIRE, and is leaving for Iran, where husband Bill has a three-year contract with Boeing.

WILLAMETTE VALLEY has a new bride, MERCEDES ALTIZER McDANIEL, M.D.

SUE HASELMANN has married Donald KADLAC. Bride, groom and best man were pilots; minister and matron of honor, student pilots.

Ninety-Nine Projects

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

Southwest

How 'bout a "Harbor Marking?" That's what GOLDEN WEST Chapter's BEA HOWELL reports will be their first "airmarking" activity for the year. She says the marker, "Pete's Harbor" in Redwood City, will probably replace "Salt Pile" as a reporting point. Good thing. Salt pile is rapidly disappearing.

At Truckee-Tahoe Airport, space has been donated to the LAKE TAHOE Chapter for a 99 bulletin board. They will use the BB to present current aviation info to the public. They are also working on the reactivation of the annual fly-in there, planned for April.

BAY CITIES Chapter, along with Sierra Academy of Aeronautics, sponsored an FAA Safety Seminar in Oakland, attended by over 200 pilots. Sierra's VIVIAN HARSHBARGER spearheaded the project.

LINDA FRENCH of LONG BEACH is reported working feverishly with the Girl Scouts, molding their enthusiasm for aviation.

In preparation for the 1977 International Convention in San Francisco, VIVIAN HARSHBARGER of BAY CITIES Chapter has been working with the Port of Oakland to coordinate plans for 99s flying in to the event. A site at the north end of the Oakland Airport has been promised to the 99s. VIV is Convention Chairwoman.

Several members of the SANTA BARBARA Chapter flew a group of very deprived children from Tijuana to Santa Barbara for a weekend. The children were not only treated to airplane rides both ways, but also the love and care given by their host families and the members of Los Ninos, a local group which goes to Mexico to provide physical and psychologically supportive aid to very poor people.

LONG BEACH's GENE FITZPATRICK and JOAN REES joined with the Hawthorne Wing of the Christian Pilots Association, flying food, clothing and gifts to an orphanage in Colonia de Vincente del la Guerrero in Baja. MARY WENHOLZ marshalled a sizable group of volunteers, who joined with the ORANGE COUNTY Chapter to airmark Trona Airport.

INLAND CALIFORNIA Chapter co-hosted two FAA Safety Seminars in Jan. and another in February.

ALAMEDA COUNTY Chapter gave \$60 so that Tennyson High School Aviation students could attend Ron Wagner's Philosophy of Flight. They are also footing an \$80 bill for a bus so that the students can take a field trip to the United Airlines maintenance base at SFO. The chapter

earned the money selling ice cream bars at the Livermore Jaycees Airshow on Mother's Day! Also, KAREN POWELL and BEV BELDING spent a weekend in Guaymas, Mexico, working in the free clinic there.

COACHELLA VALLEY is out to win the airmarking trophy again, having done Bishop in 60 ft. letters and painted a recently resurfaced taxiway at Thermal.

A supply of drugs has been flown to Santa Barbara for Direct Relief by BAKERSFIELD Chapter's JOAN PAYNTER, her husband Bill and BUTCH AYARS. The Chapter served as tour guides at Meadows Field and co-sponsored yet another FAA pilot meeting in Feb.

Sacramento's Executive Airport has donated an 8' trophy case to the 99s to be permanently installed in their lobby! SACRAMENTO Chapter projects have included an airmarking of Nevada County Airpark and a "sit in" in ANN MOLINA's C-206 for school children touring the airport. Ann was amazed to find how much the children already knew about airplane surfaces and performance.

SOUTHEAST

FLORIDA GULF STREAM's latest project is the "I am a Chicken Pilot" T-shirt, complete with startled chick. They also plan to furnish eight pilot judges for the NIFA meet at Embry Riddle University, Daytona Beach.

Author William Kershner spoke at a Safety Seminar sponsored by the TENNESSEE Chapter in March. Nearly 500 were in attendance, with GENIE RAE O'KELLY receiving credit for promoting the event.

MISSISSIPPI Chapter has chalked up three more FAA-GAMA Safety meetings, in Jan. and Nov.

NORTHWEST

NORTH DAKOTA helped sponsor safety seminars in Bismarck and Minot in Jan.

WILLAMETTE's BRANDY NELSON and DORI LOHR flew medical supplies to Chihuahua, Mexico, where Dori and her 49½ doctor have cared for the Mexican Indians on numerous trips.

MIDDLE EAST

SUE STUDLEY of GREATER PITTSBURGH spent a morning introducing flying, by way of slides, to fourth, fifth and sixth graders in Hookstown, Pa.

As a result of MARYLAND Chapter's participation in the Chesapeake Appre-

ciation Days Festival, a series of articles, based on interviews made during the chapter Christmas party, will be published in the **Sunday Sun** newspaper.

NEW ENGLAND

At the request of MARIA BALZANI, the career counselor for Agwam Public Schools surveyed his student body and found a respectable number showing interest in aviation. As a result, WESTERN NEW ENGLAND Chapter has been invited to staff a booth at an upcoming Careers Day.

NEW YORK-NEW JERSEY

GARDEN STATE's FLO WALSH turned in a stellar performance at a recent Safety Seminar. And JANICE BLACKBURN presented a program on career opportunities for women in aviation to a Sr. Girl Scout Troop. PHYLLIS ECKERT is serving as a training officer in the Civil Air Patrol.

NORTH CENTRAL

JEANE WOLCOTT, ALL-OHIO, helped put together an FAA Flight Safety Seminar. JOAN FEIBEL conducted a course at the Downtown Y in Columbus called "Discover Flying." ROSALIE and Bill BURCHETT are initiating a monthly pilot refresher clinic at Clermont County Airport to inform pilots on new FAA procedures and techniques. And the chapter is gathering info on women pilots in Ohio for DORIS SCOTT to use in Ohio's Freedom Plane, which will be visiting Ohio airports in June and July. 99s will host these visits throughout the state.

CHICAGO's NORMA FREIER, MARY STROH, MARY KRAUTKRAMER and FLORENCE WHIPPLE gave plane rides to 54 middle school students from Barrington, Ill. They had participated in a 10-week mini-aviation course.

LAKE ERIE Chapter reports its first attempt at an Air Education Seminar was marred by poor weather, but they did make contact with a number of new women pilots who were unaware of the 99s. James Harris of NASA and Robert E. Yanovich, M.D., presented some new approaches into the causes of accidents and told how non-pilot family members can help prevent them.

CENTRAL ILLINOIS Chapter was surprised with a donation of \$100 from KAY VON TOBEL, who raised the money with a raffle in her shop.

LAKE MICHIGAN Chapter flew forty boxes of world medical relief supplies to Detroit.

WESTERN CANADIAN

SASKATCHEWAN members are teaching about 60 Girl Guides in Regina who are working on their Airmanship badges.

SOUTH CENTRAL

NEBRASKA's NANCY ALLEY spoke to a junior high school class about careers in aviation. She did considerable research for the presentation and has written it up. If you are planning something similar, drop her a card for a copy at Route #8, Lincoln, Nebraska 68506.

OKLAHOMA 99s co-sponsored an FAA Safety Seminar in Enid. TERE LYNCH gave a brief talk on pilot technique and responsibility.

99s in the SHREVEPORT Chapter are conducting an instrument ground school. They meet each week for three hours of intensive study, plus hefty reading assignments.

GOLDEN TRIANGLE Chapter co-sponsored an FAA Safety Seminar in Arlington in December. Also, for four nights before Christmas, the Chapter sold coffee and baked goods to those people being taken up to see Ft. Worth's Christmas lights, from Mangum Airport.

DALLAS REDBIRDS helped sponsor a Maintenance Seminar, attended by more than 300, on Jan. 17. Many 99s from other chapters have reported attending this extremely well-done program. The Chapter will also assist in presentation ceremonies for the \$40,000 aircraft which GAMA will give away this spring at Dallas Love Field.

FT. WORTH Chapter co-sponsored a Safety Seminar in February.

TEXAS DOGWOODs, along with several DALLAS REDBIRDS converged to



PPD Entry Kit Assembly K Line: L to R, Chapter Chr. Eleanor Johnson, Wanda Cummings, Kathy Long, Helen Wilke, Marian Banks (PPD Chr.), Pat Jetton and So. Central Gov. Hazel Jones.

mark VI MASON's hangar roof in Ennis.

CHAPARRAL Chapter is planning a 5-day study course for Cadet and Senior Girl Scouts on "Careers in Aviation." It will be limited to twelve girls and is planned for June 21-25. Several 99s and other special speakers will handle, at an elementary level, topics such as chart reading, navigation, weather and women in aviation. The course will end with a flight to El Paso Int'l. Airport for a visit in the Flight Service Station and Tower. MARY DE KINDER, Girl Scout Administrator for Conlee School, developed the plan.

TULSA Chapter will sponsor another refresher clinic for flight instructors April 10, 11, 12.

SPANISH PEAKS sponsored a Safety Seminar, with the chief feature being mountain flying, on Mar. 9 in Pueblo, Colo.

KANSAS Chapter is planning to have a Membership Tea on May 15 to introduce women pilots to the 99s. The program will be held at the Cessna Training Center.

SONDRA RIDGEWAY, TOPEKA, is serving on a committee to ready Forbes AFB for a Blue Angels Air Show in May.



Ennis, Texas, site of Texas Dogwood Chapter's recent airmarking.

The show will raise money for Topeka Air Explorers' Bicentennial flight around the continental USA boundaries.

EL PASO 99s participated in an annual airlift for retarded children, in which eighteen were flown home to El Paso for the holidays and back to their schools in Abilene and Lubbock. The group also sponsored a Flight Safety Seminar attended by 250. A summer aviation seminar is planned June 21-25 to introduce El Paso area Girl Scouts to the world of flying. "Come Fly With Me" is the program's title.

Bread and Butter Aviation

SACRAMENTO'S SANDY CASE is now IFR Air-Taxi rated.

CLAUDETTE PARKER, IOWA Chapter, is an FBO at White County Airport, south of Monticello, Indiana.

LAKE MICHIGAN'S ESTHER BENNETT is flying company charter to Georgia and Florida and also attending Glen Oaks Community College.

TEXAS DOGWOOD Chapter's 99 recruiter par excellence is MARION BROWN. A 10,000 hour pilot, she instructed CLARA PACE to her private license and immediately signed her up as a 99. She is also instructing DUANE PERRY in instrument work.

EARLENE BILES of TULSA is now teaching ground school at Claremore Jr. College, with a class load of 55 students.

KANSAS Chapter's DOROTHY DICKERHOOF started a ground school at the junior college in Parsons, Kansas.

TENNESSEE Chapter's BERTHA and GUY JONES, Dayton Airport Managers for the past 10 years, are now with Atomic Airport, Oak Ridge.

Currently flying the daily Jackson Traffic Patrol is MISSISSIPPI'S MICHELLE CLUNAN. She attained her private license on her 17th birthday in Sept. 1974 and added her commercial on her 18th. This past summer she toured Africa and Europe

and still found time to get her multi-engine rating.

Also from TENNESSEE, KAREN BEARSS is flying the night mail. She received her commercial certificate in Oct. 1975 and is also a Class C parachute jumper with 140 jumps to her credit.

STILLAGUAMISH'S CONNIE GANIERE recently experienced some tense moments when her oil pressure dropped coming over the mountains. But being an A & P mechanic, she soon solved the problem by removing some "crud" under the pressure relief valve.

WASHINGTON D.C.'S DABNEY HART, writer/editor for Mitre Corporation's magazine, has been test flying and writing about a collision avoidance system being developed jointly by Mitre and FAA.

YVETTE HORTMAN of EASTERN PENNSYLVANIA now has a dealership for the Lake Amphibian.

GARDEN STATE'S KITTY PANKOW is working as a stewardess, in her spare time, on a Convair 440 out of Republic Airport, Long Island. The plane is chartered by the basketball team, the N.Y. Mets and was formerly owned by JFK.

DR. JUNE MILLS of SASKATCHEWAN Chapter is attending a six month post graduate course in Aviation Medicine in Farnborough, England.

FLYING ACTIVITIES

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

PERMANENT APUEPUELELE DATE

A permanent date has been selected for the Apuepuelele by the ALOHA Chapter. It will be held the third weekend of August each year. They hope having a permanent date will mean many mainland pilots will make plans to join in the fun. And if you read Lindy Boyes' article in last month's 99 NEWS, you know what fun an Apuepuelele can be!

Also from HAWAII, CORAL HANSEN is available for free APT rides. They are again out to win the APT trophy.

Winners of the ORANGE COUNTY Picture Hunt were: 1st, WALLY FUNK et al. 2nd, Ed & PAT CALVIN; 3rd, ESTHER GRUPENHAGEN; 4th, The OLSONS.

SANTA BARBARA Chapter reports fly-ins for lunch to Santa Ana and Santa Maria.

TUCSON TREASURE HUNT

May 7-8-9 at the Marana Air Park are the dates confirmed for this event. Hunt Chairman is LORRAINE NEWHOUSE, with a new address of Sasabe Star Route, Box 37, Tucson, AZ 85736.

LAS VEGAS Chapter reports CAROLE DE PUE and KATHLEEN SNAPER were the only Ninety-Nines entered in the Spot Landing Contest at NVLAT. CAROLE placed third.

NANCY CREWS of LONG BEACH has been spending weekends at Perris Airport towing gliders with her Super Cub.

GWEN DEWEY of SANTA PAULA Chapter reports they were well represented at the Casa Grade Antique Airplane Fly-In, despite the fact no one competed. The Dewey's had sold their Monocoupe a few days prior to the fly-in, but hope to have a restored Fairchild 22 entered next year. Six plane loads of Ninety-Nines were in attendance.

FRANCES GIBSON, ALAMEDA COUNTY, reports work on her instrument rating has been delayed 4 to 6 weeks by a lesson in aircraft safety. She was standing on the tiny, dew-dampened foot rest and strut of her club's 172, checking the fuel, when her foot slipped. She landed on an elbow, breaking the left humerus, and says she has since heard of others doing the same aerobatic. All with the same result.

PHOENIX Chapter's JAN EDENS and GEORGIA HISSEM were planning to compete in the Arizona Aerobatic Competition at Chandler Field on Feb. 29.

COACHELLA VALLEY's Feb. meeting was a fly-in to the London Bridge at Lake Havasu, AZ.

SACRAMENTO Chapter flew in to Napa Airport, vanned to "the Abbey" for lunch and then rejuvenated their "bods" at Calistoga in hot lava mud bath, steam room, Jacuzzi and massage.

MICHIGAN POKER RUN MAY 1

The annual Michigan Chapter Poker Run is scheduled for May 1 with a rain date of May 2. PAT RACE, chairman, has picked Tri-City Airport, Saginaw, for the terminus. Players can stop at any 5 of the 16 enroute airports or pick all cards at any one airport. First prize: \$99 cold cash.

KANSAS CITY Chapter, flying nine planes, went to Jefferson City, where they visited the capitol building and were greeted by Mo's First Lady, Mrs. Kit Bond.

For her anniversary MARLYN DONAGAN, WISCONSIN Chapter received a unique gift: a starter course in aerobatics from husband Mike.

GREATER ST. LOUIS's "Flight to Lunch Bunch" took a five plane convoy from Wentzville to Quincy, Ill. Added fun was a treasure hunt along the way.

SPORTY's PILOT SHOP, Batavia, Ohio, was the intended destination of LAKE ERIE Chapter's Jan. fly-out. Weather interfered, however, and they made it to Concord Airpark where Louis Feher gave hints on buying a used plane. They'll make the Sporty's trip another time. . . and we hope other 99s will plan to do likewise, as Sporty's is a faithful advertiser in our 99 NEWS.

NEBRASKA POKER GAME MAY 2

NEBRASKA 99s have slated May 2 as the date for their annual flying poker game. Rain date is May 8. Tentative plans, chairman DIANE MANN says, are to conduct simultaneous games in three different parts of the state.

FLORIDA SPACEPORT CHAPTER, in conjunction with the local Zonta Club, held a 2¢ a pound event to give girl scouts, cub scouts and assorted other children (97 in all) the opportunity for that first airplane ride. BONNIE QUENZLER, using her Cherokee Six, says she gracefully declined such requests as "Buzz Mom at the field" and "Loop the loop." PEGGY SMITH's Cherokee 180 and new member LYNN THOMPSON's Skylane were also pressed into service.

DEEP SOUTH Chapter is sponsoring the Rose Rallye Round Robin Proficiency Air Race on April 10, from Thomasville, Ga. For info, contact JUDY HALL, 1243 Carlisle, Macon, Ga. 31204.

Entries close April 21 for the Men's Air Race, the Fresno 400, sponsored by FRESNO 99s. For entry kits, send \$2.00 to LOIS BEELER, 5741 N. Orchard, Fresno, Ca. 93710. \$800 prize money to top five places!

In July, MARYLAND 99s will perform a "welcome fly-by" for the sailing ships in Baltimore Harbor.

Winning second in the Grand Central Air Rally was SOUTH AFRICA's ANGELA HEINZ. Reporter MERLE BALL says their group has the most original, imaginative APT chairman any section could wish to have. "We get a variety of delightful cards from her, reminding us to have our tests," she says, "and I only wonder what our mailman thought of the card with a hand sketched on it, a big ribbon tied to one of the fingers, and at the bottom, printed in big letters. . . 'APT?'"

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AWTAR Plans Move Forward

By Wanda Cummings

I've forgotten who finally made the motion, but it followed a long, anguished silence. The joint Executive Boards of the Ninety-Nines and AWTAR had laboriously pondered our problems, and concluded that continuation of the All-Woman Transcontinental Air Race was financially impossible. There was not a dry eye in the room, and Pat McEwen's voice quavered,

"We'd better call the Press."

We had gone to OKC for the dedication of the plush new 99 Headquarters Building. (If you haven't seen it, put it on your list, for it will make you very proud.) Ironical that the first official announcement from there had to be that the Powder Puff Derby was finished, for there is no 99 activity so widely acclaimed.

The 29th promises to be the biggest yet. Judging by the deluge of requests, there will be the limit of 150 entries on opening day. Start Chairmen Thelma Cull and Barbara Goetz will supervise the First Day Drawing at Rancho Murietta, near Sacramento, on March 27. They have invited past winners to help pull the names for the numbers.

All Stops are bustling with preparations, and the Chairmen have been selected: Betty Martin, Fresno; Janice Hoffman, Riverside; June O'Neill, Grand Canyon; Harriet Brin, Santa Fe; Angela Boren, Lubbock; Rita Eaves, Oklahoma City; Linda Hargraves, Little Rock; Georgiana McConnell, Nashville, and Barbara Baron, Parkersburg.

Marian Banks and I finished our Trail-Blazing in early December. Holiday Spirit hit when we walked into the Terminus Headquarters Hotel. The handsome Brandywine Hilton is in a suburb of Wilmington, and was richly decorated for Christmas. The Terminus Committee, headed by Kate Macario and Anne Grussemeyer, joined us for a cup of cheer. AWTAR Board members Kay Brick, Barbara Evans and Alma Hitchings arrived from "up North" in their warm fuzzies to join in the planning (and the cheer. . .)

We have reluctantly accepted the resignation of Helen Shropshire, and the post of West Coast Representative has been filled by Audrey Schutte. As for our Dallas Board members: Linda Hooker has a fresh IFR ticket, and her Air-Space Education coloring book is off the Press; In just 69 days, Jo McCarrell gathered Commercial, IFR, CFI and CFII Ratings, and still found time to type in our office.

Who called us "The Bored"?

Meanwhile, off to the P.O. with another load of entry kits. . .

Woman And Machine

NORTHWEST

MARGIE and Woody WOOD, EASTERN WASHINGTON, have added a simulator to their living room decor. The whole family is using it to keep instrument ratings current. MARGIE has just returned from a flight to Hawaii.

PUGET SOUND's BETTY CURRAN is flying a new 350 h.p. Riley Turbostream.

STILLAGUAMISH Chapter's GAIL BASHFORTH has a Cessna 140, which she stripped herself, in the shop for a Bicentennial paint job. SANDY WILSON is the owner of a Cessna 170, which took Best of Type two years in a row at Oshkosh. Both joined the chapter this past year. PEG DOUGHERTY is also getting new paint for her Cessna 150, along with new interior, a tape deck and transponder.

MIDDLE EAST

The CHATFIELDS of WASHINGTON, D.C. are now a two plane family. SHIRLEY has a new Cessna Aerobat.

A new Cherokee 180 also makes two for JOYCE and Ken WILLIAMSON of CENTRAL PENNSYLVANIA. They also own a Super Cub.

SOUTH AFRICA

From SOUTH AFRICA, ANNELIESE von BAUM has sold her plane and bought a Cessna 182.

SOUTH CENTRAL

BETTY HEISE of ABILENE, busy as a wife, mother and veterinarian's assistant, still finds time to practice wheel landings in "Puff, the Magic Dragon." Her hangar has been designated "Puff's Place," complete with artwork by Mom, EVELYN SNOW of SHREVEPORT Chapter.

FERNE CLOUTIER, KANSAS Chapter is the proud owner of a Tripacer.

TOPEKA's NANCY TEEL reports she's getting a new paint job on her twin, 99 NT — red, white and blue.

SOUTHWEST

CAROLE SHIGLEY, SAN DIEGO, basked in the Arizona sun while getting her airplane painted in Wickenburg. JUNE and Jim McCORMACK have a new Cessna 206 and are planning a summer trip to Alaska.

In LONG BEACH, VIVIAN GRASBY is the new owner of a 1975 Cessna 150.

ORANGE COUNTY's LINDA BURK is a partner in a Cessna 182 and hard at work on her instrument rating. BARBARA WARD has sold a plane and bought a new one.

NORTH CENTRAL

MARCIA GREENHAM's 49½ Glenn gave her part ownership in a Cessna 310 for Christmas. Also new in the ALL-OHIO Chapter, a Cessna Skylane for MARTHA and John VELESKY, which they flew down to the Keys and Marco Island.

COLLINS RADIO should be pleased to know that their ads placed with us last year have paid off in the purchase of at least one (and probably many more) Collins Micro Line Comm/Nav Systems. MINNESOTA's LINDA and Carl HAEDGE made that their Christmas present to each other. They flew to St. Louis, on to Texas and back to their cabin at Grand Rapids over the holidays and Linda says the digital read-out and being able to store and recall frequencies, and the automatic nav bearing readouts are really fun to use. She's more excited than if it had been diamonds or mink!

CENTRAL ILLINOIS' LIBBY and Bob KAISOR report that a new 285 h.p. engine and three-bladed prop resulted in a significantly shorter trip to Westchester County Airport, New York in their Debonair.

SOUTHEAST

Another new paint job is reported from MISSISSIPPI for CINDY BASS' Bonanza.

Contributions Needed For Headquarters Items.

Aviation Library
Display Cases (3)
Bi-fold Doors
Library Bookcases
Rare Book Display Case
with humidity and light control
Landscaping
Ninety-Nines Sign
Kitchen Equipment
Chairs (2)
Cabinet in Ladies Room
Humidifier
Electric Typewriter for 99 NEWS

Ninety-Nine Meetings

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

"In our search for interesting programs, reports ST. LOUIS' JAN POCOCK, we tend to overlook the talent right in our midst." But that chapter did indeed look to its own for a panel of experts in the field of air racing. RUTH LAKE, JEAN LERNERTSON, VAL JOHNSON and MARY LOWE teamed up to present an enlightening program and the how's and why's, which was especially beneficial to those members who had never entered a race. "By the time they were finished," reports Jan, "almost every lady in the room was ready to have a go at one."

Speaker at Central Illinois's Feb. meeting was Charlie Wells from the Illinois Dept. of Aeronautics, who reflected on "Things I Have Enjoyed About Aviation".

MICHIGAN Chapter celebrated its 42nd birthday in Feb. with BECKY THATCHER reading the minutes from the first meeting, Feb. 17, 1934. She presented memorabilia to the chapter representing those 42 years.

KANSAS CITY Chapter visited the TWA Overhaul Base at KCI to see the restored mailplane Northrop Alpha 4A. Designer John K. Northrop was there to give it a final inspection before it goes to the Smithsonian where it will be on permanent display.

CHRISTINE MURDOCK and husband hosted LAKE MICHIGAN's Jan. meeting, showing movies and telling of their work with experimental aircraft and the Benson gyrocopter.

ALL-OHIO's Jan. meeting starred Neal Loving, an aeronautical engineer who started designing and building his own planes in the 1930's.

EASTERN WASHINGTON enjoyed a presentation on meteorology by Professor Robert Quinn, E. Wash. State College.

Guest speaker at GREATER SEATTLE's Jan. meeting was Ken Brothers, assistant chief of Flight Service, Boeing Field. He briefed the group on changes, present and upcoming, in weather reporting and reminded them that with forecasts becoming less frequent and covering greater geographic areas, pilot reports are becoming even more invaluable.

MOUNT TAHOMA's Feb. meeting centered around "The New Written Exam," and everyone, JANET PENNER reports, was guaranteed to pass. The emphasis was on increased safety awareness.



LOUISE THADEN addressing Carolinas and Kitty Hawk 99s.

LOUISE THADEN, the first VP of 99s, among her many accomplishments, addressed a combined meeting of KITTY HAWK and CAROLINAS Chapters in Jan. "Her account of setting early endurance records," JANE TISDALE reports, "made a fascinating and amusing hangar-flying session. ESTHER and Charlie ZELNICK Cherokeeed all the way from Xenia, Ohio for the event. In Feb., their meeting featured a tour of the Coty Cosmetics plant in Sanford. A week later the group met with the Goldsboro Wing Scouts.

Featured at SANTA PAULA's Feb. meeting was the film "Coast to Coast in 48 Hours," depicting the early days of airline travel. (This year, incidentally, marks the 50th anniversary of commercial aviation.) A visit to Frank Tallman's Museum is scheduled next for the chapter.

In LONG BEACH, Chapter Achievement Awards were presented to JEAN MCCONNELL for receiving her instrument rating, and to BONNIE ZRUST for commercial and hot air balloon.

"Answers for Pilots" was the billing of PHOENIX Chapter's Feb. meeting. Guest speakers were James Caligari from TRACON and Dick Schneider from PHX Tower. Fielding questions were Tower Chief Olen Young and TRACON Chief Loren Kirkeeng.

Making sure that proper maintenance is performed and AD notes are complied with is the pilot's responsibility. This was the point stressed by Jim Riley and Ernie Ryals of the FAA at the Jan. meeting of VIRGINIA Chapter.

Self defense was the topic of HAMPTON ROADS' Jan. program, with the Police Dept. sending a member to demonstrate self defense maneuvers to use in case of physical attack.

NIAGARA TRILLIUM Chapter's recent meetings have included a GAMA show on the General Aviation story, along with a slide and screen show highlighting the many things we see from our airplanes while flying, given by Dr. Alan Frosst. Another slide presentation on "Flying in Winter" was complemented by Terry Dwyer, a pilot and meteorologist. And in March, Bill Clarke, an aviation attorney, discussed law as it relates to the pilot and aircraft owner.

"Stable and Safe", a film from the Texas Aeronautics Commission on the $\frac{3}{4}$ needle 180° turn was presented at the Jan. meeting of the ABILENE Chapter.

COLORADO's March meeting featured Betty Everest, a member of the U.S. Aerobatic Team, and the film "They Came To Win," covering the 1974 France competition. Betty will be the only woman representing the United States when the U.S. team competes in Russia. Donations are being invited.

OKLAHOMA's Feb. meeting included a tour of the Great Lakes Aircraft factory in Enid and a look at some historic World War II planes.

Recent speakers at the TEXAS DOGWOOD meetings have been Leon Meadows, formerly a Puerto Rican airline executive, and MINETTE LEARNED, a member of the ALOHA Chapter, who is presently Accident Prevention Specialist with the FAA in Dallas.

SPANISH PEAKS Jan. meeting featured slides of the Confederate Air Force airshow at Harlingen, Texas, presented by Hu Stock. Also on the program was a film, "T 'Build, Fly and Break 'Em" (Kodak) about Rhinebeck in New York.

KANSAS Chapter's Feb. meeting featured Bob Stone, engineer test pilot with Beech Aircraft. Bob has been testing the new T-34C, the plane Beech will soon be producing as a military transport for the Navy.

SAN ANTONIO Chapter visited the ARTS III Radar Control Center in Feb., and for March, a "Safe Flight" meeting was on tap. A plane was "set up" for pre-flight inspection and teams competed to list all unsafe items.

Mona Morrell — Maine's Only Lady Bush Pilot

By
Jackie McKenney

Northern New England chapter is extremely proud of one of our most safety-conscious, aviation-oriented members, and we would like to share the story of her accomplishments with you.

Ramona Morrell of Greenville Junction, Maine, joined the Ninety-Nines in 1968, participating in chapter, sectional, and international meetings. She was Application Committee Chairman for the aborted 1973 AWWNEAR, volunteered to give APT check rides at the chapter-sponsored Safety Clinic in Laconia, N.H., has hosted several meetings at her Moosehead Lake-front home, and has sponsored a number of pilots for membership in the Ninety-Nines.

In 1967 she joined the Civil Air Patrol, and is very active in the Squadron, currently being the Information Officer. Mona has flown many actual and simulated search and rescue missions, and has been instrumental in maintaining an active Squadron in Greenville Junction.

Moosehead Flying Service is the name of Mona's seaplane base at the Junction. Moored at the dock beside the lake cruise boat, are the Cessna 150, Cessna 180 and the brand-new Maule Lunar Rocket, all of which are used for flight instruction, seaplane ratings, scenic rides, Allagash tours, air taxi, flight tests, and patrolling the state fire patrol route.

Through much hard work and persistence, she has worked her way up the ladder of achievement from student pilot, through private, commercial, instrument, instrument instructor, and most recently, FAA Flight Examiner. The first three licenses she earned were on floats.

While she has been progressing steadily in the field of aviation, she and her husband, Mel, raised their three children, renovated and decorated their large home, (Mona has exceptional talent for that!), built and are operating an efficiency motel, Chalet Moosehead on the lake, and have a large number of apartments to rent. Furnishing and maintaining these keep both Mel and Mona busy, when they aren't on the water or in the air. Mel runs the charter cruise boat on a 40-mile-long Moosehead Lake during the summer.

She's encouraged her husband to fly, and all three of her children. Her son, Hughie, holds a commercial license, and is a flight instructor, receiving all of his instruction from his mother. Presently, he's studying for his A & P license. Hughie works with his mother in the summer, sharing all of the flying time, because, from the time the ice goes out in the spring until the lake freezes over in December, **they are busy!** Mona's oldest daughter, Betty, is working on her cross country flights, and so is her youngest, Karen, who soloed last March just a few days after her sixteenth birthday. Through Mona's love and enthusiasm for flying, her family has become a real flying family.

This past year has been a hard one for her. She has suffered illness, hospitalization, several operations, and the loss of both parents. Through it all she still worked toward her goal, and achieved the aforementioned instrument rating, instrument instructor certificate, and the FAA designation.

Our chapter is extremely proud to have "Maine's Only Lady Bush Pilot" as a member.



99 CLASSIFIED

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.

To continue running the same ad in the next issue, send payment to headquarters by the advertising closing, or send payment for several issues at one time.

99s In Business

IMA STILL LOOKING — most recently editorial assistant to 99 NEWS — will fly anybody anyplace, any time. You supply the wings. Call 99 hdqtrs.

Books

AVIATION LITERATURE. Out-of-print & current. State specific needs. JOHN ROBY, 3703B Nassau, San Diego, CA 92115.

Employment

Aviation-oriented writers, photographers and artists wanted as contributors for 99 NEWS. Psychological reward great — even if pay is not. Apply to Ed.

South African Section Elects Officers

The South African Section has elected its officers at their meeting in Johannesburg. They are: JEANETTE VAN GINKEL, Governor; EVA HOLLINGWORTH, Vice Governor; ANN WHITE, Secretary; INGRID ADOLPHS, Treasurer. Plans are underway to hold their 10th Anniversary celebration at the same time as their biannual meeting in July, at the Sabi River Bungalows, a beautiful place in the Transvaal.



Members attending the South Africa Sectional Meeting were: Back: Angela Heinz; 3rd Row: Berle Ball, Yvonne van den Dool, Val Hunt-Davis, Faye Preston; 2nd Row: Jeanette Fraser-Jones, Eva Hollingworth, Ingrid Adolphs; Front Row: Ann White, Amalie von Maltitz, Jeanette van Ginkel, Anneliese von Baum.

THE 99 BUYING POWER SURVEY

THE BUYING POWER SURVEY RESULTS ARE IN!!

... And Even We're Amazed!

AVERAGE FAMILY INCOME

68% of Ninety-Nines have average family incomes in excess of \$20,000.
33% have incomes over \$35,000.
18% have incomes in excess of \$50,000.
4% have incomes greater than \$100,000.

AIRCRAFT OWNERSHIP

62% own one or more aircraft.
43% own one single engine aircraft
10% own multiple single engine aircraft
7% own one multi-engine aircraft.
1% own multiple multi-engine aircraft.

PURCHASING INFLUENCE

8.3% will make or influence the purchase of a new aircraft this year.
18% will do the same for used aircraft.
25% will influence avionics purchases.
15% — paint
20% — instrumentation
9% — interiors

AVERAGE HOURS FLOWN ANNUALLY

64% fly over 50 hours per year.
11% fly 0-10 hours.
25% fly 11-50 hours
29% fly 51-100 hours
27% — 101-300
8% — over 300

KINDS OF AIRCRAFT FLOWN

77% regularly fly single engine aircraft under 200 hp.
38% regularly fly single engine aircraft over 200 hp.
16% regularly fly multi-engine aircraft
2% regularly fly turbo-props or jets.
1.7% fly helicopters regularly
5.4% — sailplanes
3% — amphibians
1% — hot air balloons

NEW RATINGS

40% plan to work on new ratings during the year!

RATINGS HELD

3% hold Airline Transport Pilot Certificates
38% hold Commercial Pilot certificates
62% are certificated as Private Pilots.
12% hold Flight Instructor Certificates.
17% are Multi-Engine rated.
29% are Instrument rated.
2% are rated in Helicopters.
5% in Sailplanes.
6% hold ratings listed as "other"

TRAVEL AND RELATED ACTIVITIES

45% hold a valid passport.
76% have travelled outside the country in the past five years.
5.2% have travelled outside the country more than 10 times in that period.
28% have travelled outside 2-3 times in that period.
16% — 4-5 times.
8% — 6-10 times.
81% make one or more trips by Airline during a year.
29% make more than four trips by airline per year.
7% make 8-15 trips by airline per year.
4% make more than 15 trips per year.
46% spend more than 15 nights in hotels, motels or resorts per year.
17% spend over 30.
6% over 50.

AUTOMOBILES OWNED

77% own two or more cars.
62% own 2-3 autos
12% own 4-5
3% over 5.
31% are planning new car purchases during the year.
8% are planning to purchase American luxury cars.
2% foreign luxury cars.
3% American Sports cars
4% foreign sports cars.
9.5% standard American cars.
9% American economy cars.

LEISURE ACTIVITIES

65% own 35 mm Cameras.
14% plan the purchase of such cameras or equipment during the year.

Ninety-Nines consider themselves active participants in the following sports:

Skiing — 26%
Tennis — 23%
Golf — 21%
Boating — 24%
Other water sports — 11%
Competitive sports — 9%
Snowmobiling — 3%
Cycles — 4%
Physical Fitness — 2.5%

An average of 11 Hardback Books and 19 Paperback Books are purchased by each Ninety-Nine per year.

SHOPPING

84% spend more than \$500 per year on wardrobe and cosmetics.
44% spend more than \$1000.
5% over \$5000.

Regular shopping trips to cities outside one's own area of residence are made as follows:

San Francisco — 14%
Los Angeles — 13%
Dallas — 11%
Chicago and New York — 10% each
Oklahoma City — 4%

PERSONAL

72% of Ninety-Nines are married.
56% of husbands are pilots.
An average of 1.7 children per Ninety-Nine are also pilots.

99 NEWS

98% of Ninety-Nines read 99 NEWS
66% of their husbands read it also.
10% of their husbands read it "before I get the chance."

AGE

58% are between the ages 36-55
2% are aged 17-21
23% are 22-35
16% are over 55.

EDUCATION

56% report education beyond high school.
24% hold bachelor's degrees.
15% hold graduate degrees.

EMPLOYMENT

66% are Employed.
34% are Employed in the Aviation Industry or related fields.



WHAT DO THESE FIGURES MEAN IN TERMS OF POTENTIAL AD- VERTISING REVENUE?

**THEY MEAN THAT THE AUDI-
ENCE OF 99 NEWS RANKS AM-
ONG THE WEALTHIEST OF ALL
MAGAZINE READERSHIPS!**

**AND FOR OUR LOW ADVERTIS-
ING RATES, WE DON'T THINK AN
ADVERTISER COULD REACH
MORE CAPABLE BUYERS PER
DOLLAR ANYWHERE!**

**THAT'S WHY WE BELIEVE IN
THE POTENTIAL OF 99 NEWS.**

But That Potential Can Never Be
Recognized Until We Spread The
Word to Every Advertiser and Adver-
tising Agency in the Country!

**HELP US MAKE 99 NEWS PROS-
PER.** Show this survey and our rate
card to prospective advertisers. Or
drop a note to someone you know who
is in business. **THINK OF ALL THE
PRODUCTS YOU BUY** and then tell
the sellers of those products where they
can reach other buyers just like you: in
The 99 NEWS!



*- over 3000 replies received
- 10 to 25% return considered normal
- 4612 members as of 1-15-76.*

If Your Dues Bill Says \$25.01 or \$6.68 This June —

DON'T PANIC

By Loretta Gragg

When dues renewal time comes around this June, it may appear as if our computer has blown a circuit. Actually, everything is under control. The funny amounts billed will be the result of our institution of "cyclical billing procedures."

What this means is that **after** this year, the date we are billed for our dues will be based on the month we originally joined the Ninety-Nines. In order for us to get started on even keel, however, here is what will happen:

Example 1 —

Say you joined in October, 1949. This June, as usual, you will receive a bill for your dues which will be due by Sept. 1. The amount due will be \$21.67. The following June, however, you will not receive a bill. You will not receive a bill until August. This bill will be for a normal year's dues and will be due in the month of your membership date, October. From then on, your dues will be due in October.

Example 2 —

If you joined in January, 1972, you will receive a bill for \$6.68 this June, which will be due, as usual, by Sept. 1. Then in November, you will receive another bill for a full year's dues, due in your membership month of January. Henceforth, your dues will be due in January.

We assure you, this has been figured out very scientifically by our computer, and nothing can go wrong. . . go wrong. . . go wrong.

Seriously, you will be billed in June as follows:

Date of Membership	Amount Billed
October	\$21.67 (13 months)
November	\$23.34 (14 months)
December	\$25.01 (15 months)
January	\$ 6.68 (4 months)
February	\$ 8.35 (5 months)
March	\$10.02 (6 months)
April	\$11.69 (7 months)
May	\$13.36 (8 months)
June	\$15.03 (9 months)
July	\$16.70 (10 months)
August	\$18.37 (11 months)

In all cases, you will receive your renewal notice two months in advance of the due date.

Everyone who pays her dues by her due date, no matter when it comes during the year, will be listed in the roster. The roster will be compiled, as usual, in August.

NEW MEMBERS —

Half year dues for new members will be accepted only through April. Beginning May 1, new members will pay a full year's dues at the time they join and will not have to pay again until the date of their membership the following year.

**NOTAM
PLEASE INCLUDE POSTAGE
WHEN ORDERING ITEMS
FROM HEADQUARTERS**

Postage has increased and may do so again. Please. . . when you order material from headquarters, do include proper postage!

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Shining Mountains Airpark in
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Offer To Pilots Only

10 acres plus parcels, all on a
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\$8,900 per parcel /

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OR CARRYING
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EVER.**

Ownership of a parcel includes membership in exclusive fishing in beautiful lakes and streams on the 10,000 acre Shining Mountains Ranch. Excellent hunting access to good elk, deer, bear and antelope areas. Also close to the world-famous Madison River and its fabulous trout fishing and float trips.

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Send now or call for brochure.

**TO: ALL CHAPTERS
FROM: INTERNATIONAL
HEADQUARTERS**

ALL APPLICATIONS FOR MEMBERSHIP MUST BE ACCOMPANIED BY PROOF OF BFR. (Biennial Flight Review)

ALL RENEWAL FORMS MUST BE ACCOMPANIED BY PROOF OF BFR FOR ACTIVE STATUS. PLEASE REFER TO YOUR BY-LAWS, ARTICLE IV, SECTION 3. CLASSIFICATION OF MEMBERSHIP.

**IF YOU HAVE ANY QUESTION,
QUERY HEADQUARTERS.**

Hope could be in your hangar



LIVES ARE AT STAKE in remote areas of this planet. Our on-going aviation and communications programs are the vital link to thousands, bringing them services of hospitals, educators, missionaries, health, world-aid and development groups.

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Imagine your contribution saving people from epidemic, illiteracy, starvation, hopelessness. Your gift may be the greatest contribution you can make to the world . . . your world.

Your donation will make you an important participant in our medical rescue services to isolated peoples.

We can consult with you on the unusual tax-deductible benefits of your gift to Wings of Hope. Any gift.

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2319 Hampton Avenue • St. Louis, Mo. 63139

Phone: 314/647-5631

____ Please send more information on Wings of Hope.

____ Enclosed is my donation for _____

Name _____

Address _____ State _____ Zip _____

Phone (Area Code) _____

Charitable, Non-Profit, Non-Sectarian, Non-Political

How to buy a better NAV/COM system: declare your independents.

Separate Nav and Com radios are better than a combined "1½". That was true six years ago when Narco brought the reliability, precision, and utility of independent radios to general aviation. It remains true today as commercial airlines, professional pilots and the military continue to declare their preference for independent systems over combined NAV/COM units—for good reasons.

Space and weight.

Narco NAVs and COMs require as much as 49% less stack space and weigh up to 35% less than KX 170/175, Microline, or Cessna radios. You gain more flexibility in panel planning, and greater aircraft payload.

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Confusion-free Narco NAVs combine all frequency controls, readouts, and course displays in one integrated unit right in the flight instrument group. Narco 720-channel COMs offer large, six-digit readouts, tuning controls that change frequencies faster, and bright transmit indicator lights.

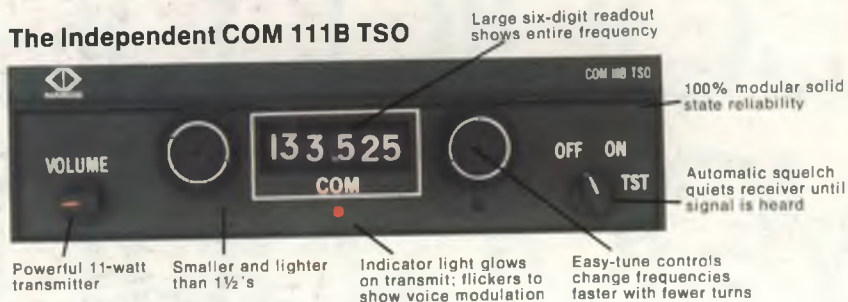
Maintenance and reliability.

In a combined NAV/COM, if the Nav side quits, the whole unit, including the perfectly good Com, must be removed for servicing. With independent systems, only the offending radio is removed; the remaining unit keeps serving the pilot. Of course, the best maintenance is no maintenance, so Narco quality is your best defense against annoying downtime. You deserve better Naves and Coms ... Narco *Independents*. See your Narco dealer for all the details.

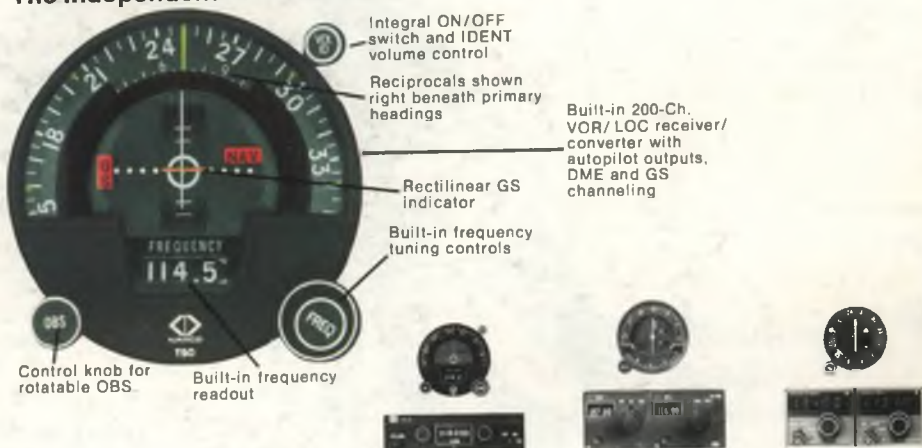


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The Independent COM 111B TSO



The Independent NAV 112 TSO



Basic Com / VOR/LOC Buyer's Guide	Narco COM 111B/NAV 11	King KX170B/ K1201C	Collins VHF-251/ VIR-351/ IND-350
Com/Nav Channels	720/200	720/200	720/200
RF Output (watts)	11	7	10
Speaker Audio Output (watts)	15	6	5
Six-Digit Transmit Readout	Yes	No	No
Transmit Monitor Light	Yes	No	Yes
Stack Height	1.75"	2.5"	2.6"
Stack Depth/Width	11"/6.25"	13"/6.25"	12.45"/6.25"
Weight	6.4 lbs.	9.8 lbs.	7.9 lbs.
Suggested Net Price	\$2,070.	\$2,070.	\$2,924.

Narco