

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

# *the 99 news*

MAY 1976



Flaps Up — Window Open. . . Monkey Out! P. 12

Female Vs. Male — U.S. Aviation Accident Statistics  
Compared. P. 14

- A New Dimension in Aerospace Education? P. 18

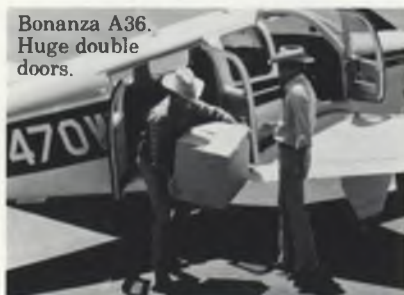




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*Beech Aircraft  
Corporation  
Department J-13,  
Wichita, Kansas 67201*



# the 99news

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Number 3

May 1976

## THE NINETY-NINES, INCORPORATED

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

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### INTERNATIONAL OFFICERS

**President**—Pat McEwen, P.O. Box 2199, Wichita, KS 67201  
**Vice President**—Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901  
**Secretary**—Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627  
**Treasurer**—Janet Green, Rt. 3, Box 293W, Ocean Springs, MS 39564  
**Board of Directors:**  
Mary Able, 9009 Braeburn Valley Dr., Houston, TX 77036  
Illovene Potter, 29926 2nd Pl. SW, Federal Way, WA 98003  
Mary Vial, #38 Lincoln Hills Estates, 3500 E. Lincoln Dr., Phoenix, AZ 85018  
Elizabeth V. Sewell, P.O. Box 59906, SW Station, Oklahoma City, OK 73159

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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.

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# VIEWPOINT

## THE 99NEWS FORMAT: MANY PROS AND A FEW CONSTRUCTIVE CONS

Dear Editor:

Nice Job!

Although I'm the 99 newsletter for the Wisconsin 99s, this is the first time I read "the whole thing". The members who have been 99s for a good many years had "chewed" me out for not reading previous issues completely, but it was like going thru statistical columns. The new format is terrific, and easy reading. Even had my husband's attention this time.

A busy working girl 99

Gerri Keuhn

Wisconsin Chapter

Just have to say that the new format is terrific! A terrific job for you, but I really found myself reading every word.

Annetta Haack

Iowa Chapter

What a nifty new Ninety-Nine News! I like it!

Penny Amabile

Greater New York Chapter

Wow! Terrific

Gene Nora Jessen

Idaho Chapter

The new format of The 99 News looks great — keep up the good work and best wishes to y'all there in OKC.

Glenn Buffington

Seattle, Wash.

I'm writing to let you know that the latest issue of The 99 News was the best ever. I know it is a lot of work to organize the information the way you did, but it's great that important items are not buried in the "chit chat" of the chapter reports.

Jo Dieser

Monterey Bay Chapter

Love the NEW 99 News! Hope it will encourage more real activity. Let NO ONE dissuade you.

Virginia Britt

Florida Gulf Stream Chapter

Congratulations on the terrific first issue of the News since your taking on the editor's job! It's really exciting to see our magazine looking so professional.

Just wish I lived near enough to replace "Ima Still Looking" as your assistant!

Keep up the good work — will be looking

for more Canadian content, and from other areas outside the U.S. which are sometimes buried under the overload of copy from our more numerous sisters in the U.S.

Anne Judd

Maple Leaf Chapter

Port Elgin, Ontario

The new format of the 99 News seems to me to be too cluttered with different coloured backgrounds; a lot of large type titles. The magazine is definitely geared toward American chapters with items such as "Woman and Machine" on who's got a new aircraft. I feel this column is irrelevant.

The breakdown of chapter reports is good, as before you had to read the whole report to find out what you wanted to know. Emphasizing chapter names instead of member names would help the other countries identify with the 99s, as names aren't that important to us when you're dealing with thousands of pilots. This is my viewpoint. (I like the Viewpoint column, too!)

Zoe-Anne Pynkoski

Niagara Trillium Chapter

I loved the cover of the March 99 NEWS, but really missed the letters section. Many of our chapter members were "up in arms" about the deletion of that section and the new format of picking out the **important** news.

My personal feeling is that of our membership also. Perhaps we can attract other people to the magazine by a change in format, but we should not do that to the dissatisfaction of the members themselves.

I have lived in many parts of the country and my only link with the 99s I've known there has been through the News. Each month I carefully read what Carolinas Chapter is doing, what Golden Triangle is doing, what Aloha and Alaska are doing and keep up to date with the gals I have so much enjoyed. If our goal is communication, the deleting the letters section is, in my opinion, a step backward.

I keep up on what other chapters in our section are doing and have been able to contact them on subjects of mutual interest and benefit after reading of their activities. I have also solicited help from chapters that have done projects similar to what we were planning.

Although many of our chapter members said it was useless to write. . . that THEY will do what they want anyway, I do not

think it useless. Please mark my vote for reinstating the Chapter Letters section.

Lorna Ann Kringle

Puget Sound Chapter

You have my admiration and respect for taking over the Newsletter, and trying a new format. You asked for opinions; here is mine. I liked the old method of having what WE want to tell other chapters published. I always felt like I was reading personal letters from people I know all over the USA (& Canada). . . and I miss that. Also, I don't think any non-99 would subscribe, so why worry about that part?

Change is not always progress.

Betty Wharton

San Diego Chapter

Dear Ms. Lapsley:

I was very excited, after reading your article, which appeared in the Feb. issue of AERO, to learn your club does publish its own magazine.

I am a student pilot with very few hours logged. I believe it would be beneficial to my learning to receive your magazine and would appreciate further information about the magazine and The Ninety-Nines, Inc.

Kimberly A. Conrad

Cedar Rapids, Iowa

## DERBY BACKER

Let's all back Barbara Goetz of Sacramento Valley and help keep the Powder Puff Derby going, if at all possible. For us over 50's set, it may be in our future to join it in the next few years. Let's hope so. You could manage a stop up here in Snow Country the next time you have a derby of any kind.

Eloise Greenlee

Michigan Chapter

## THEY IS YOU

Dear Letter Writers:

I want to thank all of you for your comments, good and bad, and I encourage those of you who have not written to please do so. Please don't think "They" will do what they want to anyway. The "They" in this organization is YOU!

As of now, my mail is running about 10 to 1 in favor of the new format. And already, we have incorporated many of your suggestions into plans for upcoming issues. We NEED your help. Please keep it coming.

Ed.

Continued On Page 29

# President Pat's ACTion Line

**Bring  
Your  
Ideas  
To  
Philly!**



In three short months we will be meeting in Philadelphia for our International Convention. Charlene Falkenberg has some exciting educational plans for us in Philly. Our convention should be a place to get together and share our ideas and projects, so on Thursday morning, from 9 to 11, each International Committee chairman will host a "round-table discussion" to listen to you all — governors, chapter chairmen and members. We need your suggestions and, yes, even criticism — certainly, constructive.

Please discuss this with your chapters and come to convention with a list of your successes — and failures, too. We can all benefit from your experiences. Charlene is planning our educational forum and is going to have much more for us to participate in.

Come bring your ideas to Philly — August 11-14, 1976.

**Pat McEwen**

## ON THE COVER:

Wings of Hope airplanes and pilots were aloft, aiding the distressed within hours after the recent Guatemalan earthquake. Pictured in action is the Roy C. Wayne, Sr., Memorial Aircraft, a gift to Wings of Hope from the family and friends of Mr. Wayne.

## FREE CATALOG

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## 99Calendar

### MAY

- 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.
- 15 Palisades Poker Run
- 21-22 New York/New Jersey Sectional  
Rome, N.Y.
- 22 Reno Area Round Robin Poker  
Flight
- 22 Sacramento Chapter Fly-In to Nut  
Tree
- 23 Michigan Chapter Pancake Break-  
fast, Meyers Airport, Tecumseh,  
Mich.

### JUNE

- 27-31 All Women's Intl Air Race
- 28-30 Illi-Nines Air Derby
- 5 Golden West Mini-Derby  
Hayward, Ca.

### JULY

- 11-13 Garden State 300 Proficiency Race
- 30 International Ballots Due
- 1 Hotel Reservations due for Intl  
Convention
- 9-14 All-Woman Transcontinental Air  
Race Powder Puff Derby
- 22-24 Dedication — Intl Forest of Friend-  
ship, Atchison, Ks.
- 25 Edna Gardner Whyte Day  
Fly-In to Roanoke, Texas  
Sponsored by Ft. Worth Chapter

### AUGUST

- 11-14 International Convention,  
Philadelphia, Pa.
- 20-22 Palms to Pines Air Race
- 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

### OCTOBER

- 2 Eastern Ontario Poker Run
- 2-4 CFI Refresher Clinic, San Jose, Ca.  
Santa Clara Chapter, sponsors.
- 11-12 Guelph Air Rally Proficiency Race  
Guelph, Ontario. Sponsored by  
Trillium Chapter





## When Disaster Strikes.

### Saundra Lapsley

As the earth still shuddered, that dark Guatemala night, Wings of Hope pilot Guy Gervais, his pregnant wife Ruth, and crying baby Pablito piled into their panel van and hurtled through the mortar-filled streets of Santa Cruz del Quiche, gathering stunned friends and neighbors as they went. The flat, open expanse of the airport. . .that is where they would, perhaps, be safe. . .and hopefully, so would be the Wings of Hope Cessna 185 hangared there.

Finding all was well, the refugees passed the rest of the night in the van and plane. It was not until morning that they came to realize the full extent of the disaster. The entire middle zone of Guatemala City had been leveled. Everywhere there was death and destruction.

By 8:30 A.M., the Wings of Hope airplane was enroute to Guatemala City, Gervais flying on instruments through the dust in the earthquake's wake. It was the beginning of five days of continuous emergency flying for Guy Gervais and Sink Manning, the regular Wings of Hope pilots based there, plus the additional volunteer pilots who hurried to their aid.

Arriving at the hangar of Aer Ixcán, Wings of Hope's joint venture partner in Guatemala, Gervais was joined by Pierre Swick, a volunteer pilot from American Airlines. They immediately returned to Quiche with a load of relief supplies. Landing there, they received a request to fly a doctor to Joyabaj, a community of

about 14,000 with a short bush-type airstrip.

"What a tragic sight awaited us at Joyabaj," Gervais reports. "Not a single house remained standing, and we estimated that 3,500 people were dead. I flew back four injured Guatemalans to Quiche, and upon official request, agreed to concentrate my efforts to serve the desperate needs of the people at Joyabaj. On successive trips, we carried potable water, food and supplies from CARE and Catholic Relief Services. . .members of the Peace Corps, doctors, nurses, engineers and various government officials. On many of the flights, I was accompanied by my wife Ruth, herself a nurse."

The Wings of Hope Cessna was also needed for 20,000 people living in the jungle areas of the Zona Reyna and the Zona Ixcán. Gervais flew two flights a day for them, as well, until, in due time, army helicopters and other relief planes joined in the efforts. All roads were blocked.

Supporting the work of Wings of Hope and Canada's Wings of Peace in those first days were many U.S. and Canadian aircraft bringing in medicines, clothing, food, powdered milk, shelters and relief workers. The tragedy also drew the assistance of volunteer pilots such as Mike Sullivan, who took a commercial flight from St. Louis into the disaster zone.

Mike, who had previously flown with Aer Ixcán, spent a week in the country, flying mercy missions in a second Wings of

Hope plane. He sums up the operating conditions aptly with this story: "The next trip was to a town called Chimaltenango on the Pan American Highway. Landslides had cut off the road to the town, and it was now being used as an airstrip. My cargo this time was a U.S. doctor who, unfortunately, was also a pilot, and was a bit dismayed at the weight being thrown in. 'Don't worry, Doc,' I told him. 'It's not the weight. . .it's the balance that gets you. Now put your back against the instrument panel and tell your buddy to lean forward.'"

\*\*\*\*

When disaster strikes. . .

Where the needs of the people are greatest. . .

Wings of Hope wants to be there to serve. But the extent of its service can only be as great

As the extent of your support.

Support this charitable, non-sectarian, non-political aviation enterprise through your tax exempt donation of new or used aircraft, automobiles, equipment, avionics and other salable items. . .or if you prefer, make a monetary contribution. Perhaps you may even want to make a Wings of Hope aircraft a living memorial to someone you love, as is the Roy C. Wayne Sr. Memorial Aircraft shown on our cover.

Give as you have prospered. . .so that others may have hope!

Write Wings of Hope, 2319 Hampton Ave., St. Louis, Mo. 63139.



# EARTHQUAKE!



(Above) Ruth Gervais, an R.N. and wife of Wings of Hope pilot Guy Gervais, surveys the horrible devastation. (Left) The Wings of Hope aircraft served as an air ambulance for the earthquake's injured and (Below) brought gifts of food to the homeless and hungry.

By Dorothy Taylor

The Flying Farmer's 10th Anniversary Trip to Central America will be long remembered, thanks to the rude awakening the group received at 3 A.M. in the morning in Guatemala City on Feb. 4.

**MARGE HUDSON** and **ARLENE WALKUP**, Oklahoma Ninety-Nines, report that the group had arrived in Guatemala City about 3 P.M. in the afternoon. About 12 hours later, they were awakened by horrendous noise and violent movement of their beds. Neither Marge nor Arlene could get out of bed and they liken the experience to clinging onto a bucking bronco. Others who had managed to get up could not stand on their feet. Some rooms had furniture moving, lamps falling, glasses breaking; others showed little damage except for cracks around doors. Water was everywhere from sloshing toilets, and the swimming pool on the second floor of the hotel had splashed hard enough to send water through the walls of rooms facing it.

Initially, everyone on the floor collected on the balcony area outside their rooms. No one knew what to do, and some thought an airplane had hit the building. Then, for lack of a better suggestion, all decided to go back to bed. About that time, the aftershocks started and the manager suggested everyone evacuate the hotel.

Refuge was taken in a nearby Dairy Queen parking lot — that being chosen because it was set back from the street and had a railing around it where people could



sit. Some people rolled up in blankets brought from the hotel and slept on the ground, while all around, plate glass windows crashed and pieces of marble could be heard falling from the hotel.

Come morning, there was no food to be had. No one came to work, so the restaurants did not open. Marge found a street vendor with some cookies and crackers and brought all she could carry back to the hungry group. Meantime, Hoyt Walkup had found a hotel that had some food. . . Spanish rice, chicken soup and coffee.

When it was announced they could not stay in the hotel Wednesday night, their tour director offered them some VW buses to sleep in. Hoyt managed to find something a little more comfortable. . . a full sized bus which they parked on the airport for the night. Aside from cramped limbs for the longer legged individuals, it was reasonably comfortable.

The airport terminal was heavily damaged, but rest rooms were available. Hoyt also bought up all the food he could from the hotel, and the group did justice to 15 boiled chickens, a bushel of rolls, brick cheese, sliced beef and ham and 4 cases of Pepsi Cola. Everything left over the next day was given to the people at the airport.

None of the aircraft were damaged, which was surprising, as they were not tied down. The runways were unharmed, and the group took off for Tapachula on Thursday.

As they approached Tapachula, a feminine voice reported to the tower operator that she thought she was five miles from the airport but couldn't see it. After landing, the Flying Farmers discovered the voice was that of the Ninety-Nines International Secretary, **THON GRIFFITH**. She, flying a Baron, and her 49½ in a Debonair, were part of a group of four planes taking medicine and food to Guatemala.

## What do you give the guy who has nothing?



**Wings of HOPE**  
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. . . A helping hand!

In this day of "the guy who has everything", much of the joy has gone out of gift giving. Now, however, thanks to the generosity of a number of industry leaders, we in the aviation community have an opportunity to give a gift which can mean the difference between life and death to thousands of people in all parts of the world. That gift is Wings of Hope.

Fully non-profit, non-denominational and tax exempt, Wings of Hope is the nation's first totally aviation oriented charity. Begun in 1966 with the gift of a single aircraft, Wings of Hope planes, pilots and communication systems now serve the diseased, starving and illiterate in remote areas of four continents.

Through your check, you can be part of this industry-wide humanitarian mission to the world's forgotten people. Or if you prefer, you may donate new or used aircraft or support equipment.

So please. Lend a helping hand where it is needed most . . . and the joy of giving will be yours to keep at no extra charge. Give today to Wings of Hope.

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Flugkapitan Hanna Reitsch together with her High Performance Glider 'Cirrus'.

## HANNA REITSCH OF WEST GERMANY

# First Woman with "Flight Captain's" Rank

By Rosmarie Zantow

When Hanna Reitsch, born in 1912, now Vice-Governor (besides Elly Beinhorn) of the Ninety-Nines German-Section, started flying, it was almost the beginning of a glider flying. She was just nineteen years old and for a couple of years it had been her heart-felt dream to start to fly. Her father had promised her: "If you graduate from highschool, you may start to fly, but not earlier."

It was in 1931, when she started her first 'jumps' among all the boys as a tiny and delicate girl. The boys teased her quite a lot, since in former days women's emancipation was not as advanced as today and they remarked: "You should stay home and learn how to do good housework!" Regardless of the boys' annoyance, she continued. After her first experiences she landed a little too rough, the seat-belts broke and she was thrown out of the plane. The boys came running and giggling, full of malicious joy: "Nothing else like this could have happened, this girl had better learn how to cook and to bake!" But all the boys were mistaken. Some weeks later she improved her flying and handled the planes outstandingly. Hanna Reitsch quickly fulfilled the requirements for her first glider-license. Only a few weeks later, she already had qualified for all possible glider pilot's licenses. She was so advanced that she started acting as a flight instructor in glider-flying, another not-quite-easy job among men. But she showed a skill in teaching and the men started to admire her. Her success continued.

She wanted to become a flying physician in Africa. So in 1932 she began to study medicine and at the same time she attended the flight-school in Berlin-Staaken. Hanna Reitsch trained in an open Mercedes-Klemm with a twenty horse-power engine. In a couple of hours she was so experienced, she'd been recommended to take her flight-test. The requirements were to fly for two hours and to climb out to an altitude of 6000 ft. (2000 m). For climbing out to 6000 ft. she at least needed one hour, the remaining time she flew cross-country and was very impressed by the beautiful view of the earth. After her excellent landing she received her private pilot's license and was congratulated by a huge crew.

Besides Flying she was also interested in technical and mechanical work. One night she took a whole engine apart to familiarize herself with how an engine operates. To the astonishment of the mechanics, by dawn next morning she had reassembled the engine and it was running properly.

In 1934 she decided to become a research — and test pilot at the Research Institute for Glider-Flying in Darmstadt. Hanna Reitsch was first sent to Finland in order to introduce glider-flying over there. After returning from a successful expedition, she was to receive an award from the German-Luftfahrt-Ministerium (Administrative Office for Airtraffic). But instead she asked for a scholarship at a commercial flight-school. Surprisingly, the Luftfahrt-Ministerium agreed and sent her to Stettin. She started with ambition and after some very

busy weeks she got all her commercial licenses for airliners and heavier aircraft (B 1, B 2, C 1, C 2 and K 1 and K 2). In addition she started aerobatics. After a few hours of instruction Hanna Reitsch was able to handle rolls, turns and loops.

Between 1934 and 1945 she was one of the most experienced and famous test pilots at the military proving ground in Rechlin. Now she tested Stukas (dive bombers), Bombers, Fighters and rocket driven airplanes like Me 163 A and Me 163 B.

In 1934-1939 besides her test- and research work Hanna Reitsch again took part in expeditions to North and South America. Meanwhile returning to Germany, she was the first person to cross the Alps in a glider in 1937. The same year she was the first woman in the world to attain the rank 'Flugkapitan'. In 1938 as the first woman in the world she did the first helicopter flight (Focke-Wulf 61) indoors in the Deutschlandhalle in Berlin. In addition she set several helicopter world records. Everyone was amazed by her excellent achievements.

"What is this woman going to do next?", people were questioning. In 1942 Hanna Reitsch was the first woman in the world to fly a rocket propelled plane and in 1944 she surprised the world by being the original woman to fly Jet-Airplanes.

Also her glider-flying was not forgotten. Between 1932 and 1973 she set several national and international glider-flying records, including long distance (336 miles, 523 km) height of 20544 ft. (6848m) and velocity.

In 1971 she won the world's helicopter race.

Hanna Reitsch joined the 99's in 1935 and is still a member of this growing organization.

In 1961 together with the Whirly Girls Hanna Reitsch attended a special reception held by President Kennedy in the White House.

Til recently Hanna Reitsch is very involved in flying and flying research work. In September 1975 she was invited by the Society of Experimental Test Pilots to the United States. She followed this invitation and gave a special report about flying in man-controlled A-1 and Me-163 at the Technical Symposium in Los Angeles, CA. Again she was the first and only woman-speaker in this association.

Although Hanna Reitsch is one of the most well known and highly performed flyers, and for several decades, was the world's only woman holding a 'captain's' rank, she has always remained a very modest, warm-hearted and charming person.

She is not only beloved and admired in Germany, where she resides in Frankfurt/Main, West Germany; but throughout the world.



# Ford "Embalming" General Aviation?

Joan Kerwin  
Legislation Information  
Chairman

Here we go again!! The Ford Administration, in its budget for Fiscal 1977, is again trying to embalm General Aviation in preparation for its forthcoming burial. The Administration proposes a 15 cent a gallon fuel tax (for G.A. only, of course), fees for certification of airmen and aircraft, raiding the Trust Fund and elimination of the V.A. flight training program.

While proposing the increase in avgas tax for general aviation they also propose a 1% decrease in the airline ticket tax. It seems that the Department of Transportation feels this will give General Aviation an opportunity to pay its "fair share". (One must assume from this, that General Aviation is the one screaming for all the expensive nav aids, lengthened runways and terminal buildings.)

The fees for certification of airman and aircraft would seem to be justified as a user fee, if they would be reasonable. However, once a foot is gotten in the door, there would most likely be a steady increase, as with other fees and taxes. It would also depend on whose definition of "reasonable" it was. (Remember, U.K. pilots' writens now cost \$12-\$24 and flight tests \$120, and they were just recently imposed!!)

As for the Great Trust Fund Raid, they want to take \$476 million from the Aviation Trust Fund, which was set up to fund the Airport Development Aid Program, and use it for operations and maintenance of the airways system. As of last June, when the A.D.A.P. expired, there was a surplus of \$867 million in the Trust. Since there was no way of dispersing this money, we must assume that it is still there, since A.D.A.P. has not been reinstated as yet. Why do they need more? Why the urge to increase taxes, when it appears they have gotten along quite well with the present assessment? Why not decrease some of the fees, instead?

We cannot afford to sit on our duffs and assume that others will do our writing for us. Each one of us must sit down NOW and write our Congressman, Senators and the President. Take writing paper, envelopes and the addresses of your people in Washington to meetings. Talk to other pilots at your F.B.O., flying clubs, etc. Make it easy for them to write then and there, or they won't do it at all.

You may think I'm coming on a little strong, when I speak about the death of general aviation, however, how long can we last with rising taxes and fees, increased demands for expensive equipment, along with increased restrictions on when and where we can fly. Each one of us must write NOW. All of our hard work on Safety Education, Air Marking, Air Age Education and other projects, won't mean a darn thing if the government has taxed and regulated us out of the sky.

In this our Bicentennial year, it seems appropriate to quote Benjamin Franklin at the signing of the Declaration of Independence: "We must all hang together, or assuredly we shall all hang separately."

WRITE ON!

\* \* \*

## Why Be APT?

By  
Charlene Falkenberg

So often an APT Chairman gets the question posed to her at a Chapter meeting. "WHY BE APT?" "Isn't the fact that I have a biennial flight review sufficient?" Here is what comes to my mind in answer to this.

I am not only a pilot, I am a 99. I represent a group of knowledgeable, active, alert, and above average pilots. If I only get my flight check every two years what have I proven to myself. I have done the very least necessary. That isn't good enough for me. I want to try to always go a bit farther. For that reason I believe it is most worthwhile to stay APT every year. Try it and I'm sure you'll like it.

Everyone can learn, and everyone has something to offer. No matter how proficient you stay it is impossible not to fall into a habit. Unconsciously you may have developed a habit that could get you in trouble. Riding with an instructor will give him a chance to point this out and for you to correct it.

Besides, aren't we all looking for a reason to fly. That's one of the main objects of Flying Activities. Make becoming APT something you look forward to accomplishing each year. It is something to be proud of and you gain at the same time.

\* \* \*

## VORTEX ELIMINATOR?

The New York Times, March 1, 1976, reports a patent has been granted to George Washington University professor, Shao W. Yuan, for a vortex control device. It is to be installed on large jet aircraft to eliminate wing tip vortices. It provides for a slotted tube, or a tube with a series of holes to be installed near the trailing edge, to create a flow, to break up the turbulence. Reported by NANCY GAYNOR, E. Penna.

# Industry Teams Taking Over CFI Clinics

FAA FLIGHT INSTRUCTOR  
REFRESHER TEAM TO BE  
PHASED OUT —

William Reynard, Executive Director of the National Association of Flight Instructors (NAFI), has confirmed that his group, along with the AOPA and other approved organizations, will shortly begin providing teams to conduct Flight Instructor Refresher courses across the country. The FAA, which since 1964 has provided refresher teams to sponsoring organizations free of charge, plans to begin phasing out its program. In many areas of the country, such Flight Instructor Refresher courses have long been sponsored by Ninety-Nine chapters as both money-making and public service projects.

In a telephone conversation with 99 NEWS, Reynard stated that NAFI plans to serve as its own sponsor in many instances, and will charge those attending the course an estimated \$85 each. This compares to the \$20-40 fee now being charged by most sponsoring organizations. When asked if an organization desiring to sponsor a refresher program could utilize the services of a NAFI team, Reynard said that if a local "co-sponsor" would like to take over promotion of the event and provide facilities for it, the tuition fee could be cut accordingly.

When asked what would be required for a group, such as a 99 chapter, to develop its own curriculum for a flight instructor program, Reynard answered that one could expect to spend six months to a year securing FAA approval in Washington. Developmental costs to NAFI, he said, were approximately \$10,000.

The new NAFI refresher program will utilize the workshop format and will concentrate on several subjects in depth, rather than attempt to cover a broad span of material, as is presently being done in FAA programs. Subject matter covered will be changed every two years. For the first two years of the program, one day will be devoted to fundamentals of instruction, one day to FARs 61 and 141 and another to testing and discussion.

NAFI will conduct its first program in Cincinnati in May. AOPA, Reynard said, is two or three months away from securing approval for its curriculum.

\* \* \*



# Ninety-Nines In The News

*Heralding our Organization's Headliner Members*

**EAST AFRICA** Sixty-Six, **CYNTHIA MOSS** had her book, "Portraits in the Wild," published in Oct. Reviews were excellent on this fact-filled, readable book on a dozen African animals. Also featured were several color photos by 49½ **Bill Holz**. "Safari Magazine" features a series about insects aptly titled "Small Game Hunting," by our 99 NEWS reporter.

**MARDO CRANE**, one of the first 99s active in conducting the Powder Puff Derby, was the subject of a feature article in a Bay Area newspaper. "It's been a very, very good thing for general aviation," Mardo was quoted as saying, "and it's just a sin it has to end."

Pictured on the front page of the Tucson newspaper **STAR** was **DR. JO ANN HANSEN**, a leader in the Arizona Women's Political Caucus. They are working to seat enough pro-ERA (Equal Rights Amendment) legislators to ratify the constitutional amendment in the 1977 session.

**NORMA FUTTERMAN** and **VIRGINIA SHOWERS** of **LOS ANGELES** drew #1 position in the Angel Derby.

**ANGELA MASSON-BARRIS, SANTA MONICA**, has been awarded a Doctor of Philosophy degree in public administration. The subject of her thesis was women as military pilots.



The FAA is producing a new safety film called "Operation Upstart." Parts of it were shot at Opa Locka, Florida, with 99 **LOIS PORTER** playing the part of the flight instructor, (which she, in real life, is.) Lois said it was fun doing it and quite a relief from her regular duties with the flight school at Tursair, Inc.

Pictured in the filming of "Operation Upstart" are (L to R) Lee Alexander, sound; **LOIS PORTER**, instructor; Hector Villamar, student; Steve Confer, cameraman; W.A. "Pete" Pederson, coordinator; Stefan Dobert, editor.

**LEE ORR** of **BLUE RIDGE** Chapter has been appointed to the Air Transportation Board of Spartanburg Technical College.

**KATHY FOX** and **CLAUDIA BECKNER** have been appointed to the Users Committee of **ALBUQUERQUE** Tower.

**SHREVEPORT** has two college aviation students: **EVELYN SNOW** has enrolled in aerodynamics at Louisiana Tech University and **AMY PILKENTON** in the Professional Aviation Curriculum.

**FIFINELLA**, the Walt Disney created symbol of the WASP during World War II, came back to Avenger Field, Sweetwater, Texas, the WASP's old home base, in April. As part of their Bicentennial efforts, the Sweetwater Chamber of Commerce and Women's Forum honored the WASP by restoring an old "good luck fountain" which stood in the middle of the field, complete with a gremlin-sized version of "Fifi" on a pedestal in the center. The statue was created by Frances Withers and Ann Atkeison, a former WASP, both of Ft. Worth.

**PAT MARTIN** of **CHAPARRAL** Chapter has become a member of the Aviation Committee of the Las Cruces Chamber of Commerce.

**SPANISH PEAKS' JOAN ALYEA** has been elected co-chairman of the Pueblo Chapter of the Colorado Pilots Assoc. She will teach an aerospace education course at Keating Middle School next year, similar to the one taught by husband Dale at Pitts Middle School for several years.

**FT. WORTH's EDNA WHYTE** has talked extensively to various schools and groups, stressing "Opportunities in Aviation for Boys and Girls".

**NANCY TEEL** of **TOPEKA**, charter pilot and ATP received excellent press coverage in the **TOPEKA STATE JOURNAL**.

**RUTH DROBESCU** has been approached by Faberge to appear as a woman pilot in one of their ads! Hey Ruth, why not tell 'em "only if you'll place some ads in 99 NEWS"? **ALICE BORODKIN**, also of **LONG ISLAND** Chapter, gave a half hour interview which aired on Station WHLI, advancing the cause of the NY-NJ Speaker's Bureau.

The **MONTCLAIR TIMES** brought Women in Aviation to the local scene, after an interview with **PALISADES' GERRI NELSON** and **CLARICE BELLINO**.

**MAY CREIGHTON** of **WESTERN NEW YORK** Chapter has won a scholarship from Rosary Hill College, making it possible for her to spend the second

semester of her junior year at the International School of French Studies in Angers, France. Angers is the French soaring center, and she plans to put in some glider time.

**EASTERN NEW ENGLAND's LYNN OBELCZ** is working hard at Georgia Tech as a student and undergraduate assistant in the Dept. of Aeronautical Engineering. She's also in Air Force ROTC and the treasurer of Chattahoochee flying club.

**LAURETTA FOY** of **SAN FERNANDO VALLEY** Chapter has been awarded the Max Schumacher Memorial Award by the Helicopter Association of America "for distinguished service to the commercial helicopter industry through advancement of the use of helicopters in urban area operations."

**NANCY HAGANS** of the new **INDIANA DUNES** group intends to run in the spring primary election for State Representative.

**ALL-OHIO's DEE BURROWS** has been selected from some 3,000 applicants, to co-host the early morning show for **WBNS** radio in Columbus.

\*\*\*\*\*

## PERSONALS

Our condolences to **HELEN McGEE** of **EL CAJON** Chapter, whose son Steve was killed Feb. 22, while demonstrating hang gliding at an air show on Gillespie Field.

**STACEY CHANCE**, who soloed on his 16th birthday and received his private license on his 17th has a big secret. His first passenger was Mom, **ERMA CHANCE** of **REDWOOD EMPIRE** Chapter. Why keep that a secret?

**ANGELA MASSON** of **SANTA MONICA BAY** Chapter has married Bobby **BARRIS**, whom she met on the Angel Derby. He is the son of east-coast 99 **BERNICE BARRIS**, and swears they married only so he could be a 49½! They honeymooned by flying throughout Baja California. Angela is now flight instructing at Shaw Airmotive, Orange County Airport.

**SHIRLEY AMEN's** sons Dan and Steve, have recently received instrument ratings. Congratulations to this flying **NEBRASKA** family.

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### EMERGENCY ASSISTANCE

**MIRIAM DAVIS** of **FLORIDA GOLD-COAST** Chapter received a telephone call from an aircraft heading toward Miami. The pilot was a member of the 99s and needed a babysitter for her two small children while in the area. This was real "emergency assistance" and Miriam was able to come through with a baby sitter for her.

\*\*\*\*\*



# "FLAPS UP, WINDOW OPEN, MONKEY OUT!"



By Denise Morchand

One of eleven walls decorated by Nani with wildlife reliefs in raised cement and later painted, at the UNEP headquarters.



All of us use checklists before and after take-off and landing, but the following checks are unique to one pilot, and they are for after landing: **"Flaps up, window open, monkey out."**

The monkey is a small black and white Colobus with a melancholy face. He enjoys flying, but always gets sick the instant of touchdown.

For Nani Croze, mixing monkeys with airplanes is as natural as mixing paints, for she is an artist as well as a pilot.

To begin at the beginning, Nani started her career working as a "goose-girl" for Konrad Lorenz at the Max Plank Institute in Bavaria. Nani was in charge of a family of geese; her job was to talk to them and make goose noises and to record their reactions to all of this. Meanwhile she happened to meet her husband-to-be, an American named Dr. Harvey Croze. He had just got his doctorate at Oxford under Niko Tinbergen. They moved to East

Monkey Business!





Africa where he studied elephant behavior in Serengeti Park, and Nani switched from raising geese to her own children, and going in for painting as well. (Her father, Professor H.A.P. Grieshaber, is a well-known graphic artist in Germany.)

At present the children are aged five, six and nine, and the Crozes are living on a little farm outside Nairobi. Husband and wife do aerial surveys of wild animals, sometimes along the coast of Kenya, where they trace the movements of dugongs, which are related to the manatees, and sometimes in Amboseli Park, where they do the same thing with elephants, on which they have placed radio collars.

As can be expected, Nani has adventures with flying, and recently, a rather amusing one. Nani writes: "I was heading for Serengeti with the two youngest children on board, when I ran into some bad weather and strong winds. I soon found myself somewhere near Lake Victoria running out of daylight. There was nothing to do but find a reasonably decent place to land, which I did.

"It turned out to be the main road of a little village, with quite a collection of goats, children and cows on it. I cleared the strip and landed as best I could. My two children were asleep during all this.

"A wall of people sprang up around the airplane. I asked the name of the village; the crowd murmured back darkly, 'Mkula, Mkula,' which in Swahili means 'to eat him'. For one terrible moment I imagined



(Above) The "Goose Girl" days. (Below) Nani about to fly the National Park's Super Cub. (Right) The pet hyrax, an animal related to the elephants, apparently approves of the household facilities.



they were cannibals and were preparing to eat us.

"The crowd became more menacing as they pressed in on the airplane's propeller and tail plane. An old man advanced and gave me this advice: 'Go away.'

"But Providence in the form of a Chief with a big hefty staff, entered, driving back the crowd and ordering the airplane



escorted through the little village and parked opposite his hut with two night watchmen to guard it. We were given the Chief's bed to sleep in.

"Early the next morning, we checked the school atlas for our position; it was covered by the legend on my map. After a thrilling take-off we were again en route for Serengeti, where we landed safely."

## The 99's Heritage Trails Flight

### NEW ENGLAND SECTION

The New England Section of the 99s is sponsoring a Bicentennial Celebration which will consist of 3 day flights over the six states following the heritage trails. The only qualification necessary to fly is the pilot in command must be a 99. The date of this high flying event is Sept. 24, 25, 26 and registration must be made by May 31. Those who would like to arrive early may land at Theodore Greene Airport in Warwick, R.I. They will be able to tie down at the National Guard hangar area and may make reservations to stay at the Sheraton-Dunley Motel on the airport. In the evening there will be a briefing and historic film. The breakdown of the trip is as follows:

Sept. 24 — All arriving must be in no later than 11:00 a.m. Again a briefing will be held in the National Guard Auditorium at Greene Airport. Departures for the first day's flight will be between 9:00 a.m. and noon. The day's flight will be approximately 220 miles going over the south shore of Cape Cod, back over Plymouth and landing at Hanscom Field, Mass. From

here buses will carry all on an historic tour before delivering pilots and passengers to their hotels.

Sept. 25 — Take off time from Hanscom will begin at 8:30 a.m. till 10:30 a.m. The day's flight will consist of some 200 miles to Bar Harbor, Maine following the coastal route. While there, some of the finest "down east" lobster will await the hungry aviators. The afternoon flight from Bar Harbor will be over Belfast, Augusta and Sebago Lake on to Laconia, New Hampshire, a total of about 175 miles. All arrivals must be at the airport by 5:00 p.m. to take the evening cruise on Lake Winnepesaukee. The boat capacity is 1500 and there will be a clam bake on board. Motel accommodations will be available for the evening as well as transportation.

Sept. 26 — The flight will divide. Beginning at 8:00 a.m. half will fly to Barre-Montpelier Airport and visit the capitol of Vermont and its museum. An added attraction will be maple syrup on snow, an old Vermont tradition. The other

half will fly to Bennington, where they will visit the Bennington Monument, museum and a typical old New England church. The final flight from there will be to Hartford, Conn. (Brainard Field). All must arrive by 3:30 p.m. to take advantage of buses that will be waiting to tour historic sights in the area. Following the tour, all will gather for dinner at Valle Steak House near the airport where motel accommodations will also be available.

Participants who would like to be put up in homes of aviation minded families in Laconia and Hartford may do so on thus registering.

Chairman for each stop during the flights are Providence, Lillian Ebberson - Concord, Mona Budding - Bar Harbor, Jackie Mckenney - Laconia, Alma Smith - Montpelier, Dawn Hazelett - Bennington, Shirley Dunlevy - Hartford, Mary Scribner.

Registrations must be received by the end of May and must be sent or called in to Peg Davidson, 21 Crestview Drive, North Haven, Conn. 06473. Tel.: 203-288-9642.

# FEMALE -vs- MALE

## US Accident Statistics compared

**We're  
Weakest  
Within  
Shooting  
Distance  
Of The  
Ground.**

**Marilyn P. Hibner**  
Chairman Safety Education

Through the cooperation of Mr. John K. Crawford the Chief, Safety Analysis Division, Bureau of Aviation Safety of the National Transportation Board, I have compiled some interesting statistics on the involvement of females and males in accident statistics in this country. As Safety Education Chairman, I feel it is important that our members not only be enlightened on such statistical information, but further, that they gain some knowledge and insight from the information. It is hoped that this information will be compiled and provided to you in each future year for comparison purposes. The information that follows is for the calendar year 1974 (the most recent year for which this information is available and complete).

### SIGNIFICANT FACTS — FEMALE ACCIDENTS

#### Contributing Causes to Accidents <sup>1</sup>

Approx. Percentage of Total Accidents

(Note: In some cases more than one cause was recorded as being responsible for the resulting accident.)

#### Pilot Error:

Misjudged Distance/Speed	6.5%
Lack of Familiarity with Aircraft	6.5%
Inadequate Supervision of Flight	6.5%
Improper Landing Level-Off/Flare	20.00%
Improper Recovery from Bounced Landing	13.5%
Failure to Maintain Directional Control	21.0%
Failure to Initiate Go-Around	11.5%
Improper Operation of Flight Controls and/or Brakes	8.5%

#### Weather-Related Pilot Error:

VFR Flight into Adverse Weather Conditions Enroute	less than 1.0%
Unfavorable Wind Conditions on Surface	11.5%

#### Outside Factors:

High Obstructions	6.5%
Material Failure	29.0%
Overload Failure (exceeding structural capabilities)	
—Primarily in Conjunction with Landing-Type Accidents	28.0%
Airport Conditions — Primarily Runway and Contiguous Surfaces	14.5%

Some analysis of the above is quite revealing, especially when compared further to the following similar itemization on Male Accidents. First, it is quite evident that we are weakest when we get within "shooting distance" of the ground! Take off and landing are two phases of operation which, unless practiced diligently on a frequent periodic basis, show up "rustiness" the quickest and are only responsible for a very minor portion of flight time logged each time we venture out into the sky.

Secondly, it is interesting to note that, although we have many landing accidents with poor runway conditions due to weather (puddled, snow or drifts adjacent to runways; cross-winds and tailwinds), we have an extremely low percentage of accidents related to in-flight errors of VFR into adverse weather, poor planning and distractions from in-flight operations. However, male pilots have more consistency of causes related to poor judgment and planning than to actual demand skills such as take off and landing.

Informational Category	Total	Female	Male
Active Pilots (as of 12/31/74) <sup>1</sup>	4,479	104	4,375
Student	740	8	732
Private		1:355.2215 pilots	1:159.26514 pilots
Commercial	N/A	39	N/A
ATP	N/A	1:2.6666 accidents	N/A
Other	N/A	17 (4)	N/A
Active CFI's (as of 12/31/74) <sup>1</sup>	N/A	1:6.117647 accidents	N/A
Total Accidents (for 1974) <sup>2</sup>	733,728	36,943	696,785
Total Resulting in Fatalities	180,795	19,298	161,497
Total Accident/Total Pilot Ratio <sup>3</sup>	305,848	14,465	291,383
Accidents Attributable to Students <sup>2</sup>	192,425	2,596	189,829
Total Accidents/Total Student-Caused Ratio	41,002	116	40,886
Accidents Attributable to CFI's Instructing <sup>2</sup>	13,658	468	13,190
Total Accident/Total CFI-Responsible Ratio	42,418	834	41,548



## SIGNIFICANT FACTS — MALE ACCIDENTS

### Contributing Causes to Accidents <sup>1</sup>

### Approx. Percentage of Total Accidents

(Note: In some cases more than one cause was recorded as being responsible for the resulting accident.)

#### Pilot Error:

Failed to Obtain/Maintain Flying Airspeed	13.0%
Failed to See and Avoid Objects/Obstructions (other than Aircraft)	4.5%
Inadequate Preflight Preparation and/or Planning	13.0%
Improper Landing Level-Off/Flare	7.5%
Improper In-Flight Decisions/Planning	5.0%
Mismanagement of Fuel	5.5%
Improper Starting Procedures	5.5%
Misjudged Distance/Speed	5.0%
Failed to Maintain Directional Control	9.0%

#### Weather-Related Pilot Error:

VFR Flight into Adverse Weather Conditions Enroute	5.0%
Low Ceiling	5.5%
Unfavorable Wind Conditions on Surface	7.5%

#### Outside Factors:

Overload Failure (exceeding structural capabilities)	13.0%
Powerplant Failure for Undetermined Reasons	5.5%
Airport Conditions	7.5%
Fuel Starvation (due to Mechanical Failure)	5.0%

Note "A": Only causes responsible fully or in part for more than 200 of the 4,375 recorded accidents for 1974 were tabulated above; unlisted causes are less significant and greatly varied.

Without statistics on number of hours flown per year for male and female active pilots, it is difficult to prove certain interpretations of the foregoing statistics. However, it is highly suspect that the female pilot has less frequency of flying in a given year (on the average) than does a male pilot. Thus, the female is not as proficient on basic demand skills such as take off and landing; and she is also less likely to take chances with weather or become careless regarding pre-flight and in-flight planning, still relying on these factors as precautionary and conservatively sensible. Conversely, the male pilot, with greater flying frequency, would be more prone to implement "short-cuts" to acceptable procedures and be generally more casual in preparatory and in-flight procedures. This would seem to be indicated by statistics regarding "VFR Flight into Adverse Weather Conditions"; "Inadequate Preflight Preparation and/or Planning", etc.

Whether you draw the same possible conclusions as I is not important. The importance of this data lies in the fact that more than ever we must become diligent and conscientious in those areas of significant accident causes for female pilots. Landings and take offs are on the top of the list, whether you be a student, licensed pilot and/or hold a CFI certificate. Logbook time is not the indicator of proficiency in these areas, necessarily; but rather, the number of landings and take offs accomplished in a given period of time. The Pilot Safety Maintenance Program instituted this year under our Safety Education Program is an excellent guide for proficiency in these areas. If you haven't started on your "maintenance program" yet, perhaps these figures which do not lie will prompt you to do so now.

(1) Extracted from Tables 7-2 and 7-5 of FAA STATISTICAL HANDBOOK OF AVIATION — 1974

(2) Extracted from NTSB Reports for "Injuries/Accidents — Female Pilots — Male Pilots — 1974"

(3) Proportionately, women have less than half (.4483548) as many accidents as men.

(4) This is with the CFI (not their student being instructed) being classified as female or male.

N/A Not Available — In-depth information provided by NTSB on women only (report on each accident).

# Woman And Machine

LOS ANGELES Chapter's **NORMA FUTTERMAN** is the proud owner of a 1976 Bonanza A-36, in her favorite colors of white with red and orange.

**KAY BLEVINS** of **KENTUCKY BLUE-GRASS** Chapter has purchased a new Skyhawk II, especially for the Powder Puff Derby. She and her daughter have dreamed of flying the race together for years and when she became a 99 in January, she learned that this year's race would be the last. So . . . she went to work and got her commercial certificate in a mere seven weeks, and an airplane to go with it.

"Lucky" **LUCY MERRITT** of **BLUE RIDGE** Chapter has acquired a Mooney. . . all her own.

Reputed to have "more electronics than a Russian trawler," **BELLE HEDGES** Bonanza will be going through its paces in both the Angel Derby and AWTAR. Pilots will be Belle and **DOT WILSON** of **MEMPHIS** Chapter.

With the help of an on-board radar screen, which constantly emitted a "blackish, cluttered mess on a green background," **ROSEMARY** and **Bob WILLIAMS** guided their Baron under and around a thicket of thunderstorms, enroute from Snowmass to Memphis. "Things didn't get exciting," reports **CHRISTINE BROWN**, "until **JOHN & VICKI WILLIAMS** (also pilots) teamed up to teach me the rudiments of backgammon in the back."

**PAMELA CRANE** and spouse of **SAN ANTONIO** have a newly installed Avcon conversion (180 h.p.) in their Cessna Skyhawk and report testing it, with great satisfaction, on business junkets to various points in Texas.

**SUANNE TOWNSEND**, **OMAHA AREA's** Chairman, is the proud new owner of a Twin Navion.

**PEG HAWES** and husband of **ABI-LENE** have moved to a country home in full view of Abilene's mountains (yes, mountains!), complete with ponds and two airstrips.

**EDNA GARDNER WHYTE** of Ft. Worth has added a new Cessna Aerobat to her school and is teaching aerobatics.

**CONNECTICUT's SHARON LUCIANI** and Ed are the proud new owners of a Beech Musketeer. Although students occupy most of her air time, she still finds a few minutes to enjoy flying for pleasure, as well.

# FLYING ACTIVITIES

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



**VERONICA SCOTT MASON (L) and VIRGINIA GAY STEPHENSON** team up in Ginny's Cherokee Six for the Aero Club of East Africa's annual Air Rally.

**SUE NORMAN** getting instruction for her balloon rating.



## EAST AFRICA

**GINNY GAY** teamed up with **VERONICA SCOTT MASON** in their second Aero Club of East Africa air rally. They were the only female team, but the ladies made a good showing: **JULIA RUTHERFORD**, **ELENA JENNY**, **BELINDA THAHAM-WATTERS** and **PAT INNOCENT** also participated. "V" has also been active at Njoro where the Nakuru Aero Club now conducts gliding. V writes she and her instructor, the intrepid Captain Doug Bird, "had the best launch of the day, stayed up for 25 minutes and reached 9,000 ft."

## NORTHWEST

**MT. SHASTA** is planning a Treasure Hunt in May. No details available as we go to press.



Having fun in Redbluff on last year's Palms to Pines Air Race were SMO Bay 99s: (Back row L to R) **RUTH STEVENS** and **Alex**, **RITA POLEN**, **Dan** and **MAUREEN MOTOLA**, **JUANA** and **Charles Wilson** and **EMMA McGuire**; (Front) **NINA LAUGHBAUM**, **SUE CASON**, **Bobby** and **ANGELA BARRIS**.

## SOUTHWEST

In Monterrey Bay, **TENA SVENDSEN's** husband Neil is learning to fly. **KAY HARMON**, tiring of flying her C-172 has checked out in a Cherokee Six, an Arrow and finally, a 150 h.p. Citabria. **DELL HINN** is flying prisoners and charters and looking forward to flying a C-310.

**RENO AREA** has plans underway for a Round Robin Poker Flight on May 22.

Winners of the **SAN GABRIEL VALLEY** Photo Rally were **EVE HUNT**, 1st, and **ORANGE COUNTY's ESTER GRUPENHAGEN**, 2nd. Thanks to the efforts of **SHERRY SALVESON**, **HELEN BLANCHARD**, husband Bill and many more folks, this Rally promoted proficiency, safety, and cleared \$85.12, which was contributed to the Powder Puff Derby.

**FAR WEST** Chapter held a fly-in Feb. 6 at Quillayute Airport on the western side of the peninsula. Quentin, **ELSIE MacDOUGALL's** 49 1/2er, left home early and drove their new motor home to the site, so that all could enjoy a hot lunch after the flight over the beautiful snow-capped Olympics.

## WESTERN CANADA

Poker hands for the May '76 poker run will still be sold for \$2.00 per hand. **WENDY FOWLER** is reported doing a marvelous job preparing for the Guelph Air Rally.

## EASTERN CANADA

A Poker Run is scheduled for Oct. 2 by **EASTERN ONTARIO** Chapter. **MARILOU COMERFORD** is chairman. **GOVERNOR HELEN BARTER** travelled through the Canadian winter to visit the chapter and gave some tips for the run.



Long Island Chapter's **E. ITRPAK**, **J. FLEISCHMANN**, **J. BELLINI**, **C. RICHARD** and **N. RADECKI** at Poker Run, concluded at Suffolk Airport.



**GOLDEN WEST's** Fourth Annual Mini Derby "cruise and proficiency" air race is slated for Saturday June 5 at Hayward Air Terminal. 1st place pays \$250; 2nd \$125; 3rd \$75. All types of entrants are eligible, with aircraft limited to 450 h.p. single engine. For entry kit, send \$2 to **BEA HOWELL**, 347 Elm St., San Carlos, Ca. 94070.

Palms to Pines Air Race kits are now available for \$2.50 from the **SANTA MONICA BAY** Chapter, c/o Claire Walter's Flight Academy, Airport Blvd., Santa Monica Airport, Ca. 90405.

**BETTY JOHNSON** of **SANTA PAULA** Chapter has won 2nd in the Borrego Springs Competition. Her first time in the Intermediate Category!

## SOUTHEAST

**MISSISSIPPI** Chapter paid a visit to Circle M Parachute Club, where member **KAREN BEARSS**, with 160 jumps to her credit, and instructor John Mitchell offered free ground instruction totalling four hours to anyone wishing to jump. Jumps were available for less than \$10.

## SOUTH CENTRAL

In **OMAHA**, **PAT KRUEGER** has left her Funk in the hangar, in favor of working on her multi-engine rating in their Apache. **GAIL TONNESEN** has been taking aerobic lessons in a Decathlon.

Six **DALLAS REDBIRDS** flew to Kerrville for a tour of the Mooney factory and "an early look at Spring."

**OKLAHOMA 99s** **TERE LYNCH** and **INGE SCHOLZ** flew to St. Louis in Tere's Skylane, where they had dinner with No. Central Governor **AMY LAWS**. Weather set in and they returned home via 707. Next, they set about to borrow another plane to retrieve theirs. . . all in the name of PPD practice runs, of course.

**FT. WORTH** Chapter invites all 99s to join in honoring **EDNA GARDNER WHYTE's** 50 years of active flying on July 25, 1976. A fly-in/drive-in, from 2-5 P.M. is planned at Edna's airport, Aero Valley, 3 miles north of Roanoke, Texas. For further information, write Carole Wheeler, Chairman, 3824 Branch Rd., Ft. Worth Texas 76109.

## NEW YORK-NEW JERSEY

**CAROLE RICHARD** gets **LONG ISLAND's** moneymaker award for efforts in organizing a spot landing contest and poker run. 1st prize went to 49½'er Artie Fleischmann.

Those planning to attend the **NEW YORK/NEW JERSEY SECTIONAL** on May 21, 22 at the Holiday Inn, Rome, New York, will enjoy several special events. One is a flight line tour of Griffiss AFB, including getting to touch the hardware of an F-106, KC-135 and B-52. Special speaker for the event is Dr. Briand, noted researcher on **AMELIA EARHART**.



Order jacket to exact size.

A pre-washed denim jumpsuit that will go anywhere — whether you are flying, shopping, or just lounging. At a price below retail, this creation in denim by Charles Glenn is available with the "Engineer" stripe or in a solid.

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Available in sizes 7 to 15. The french cut jumpsuit is snug — please order one size larger than normal to assure comfortable fit.



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# FOOD FOR A HUNGRY WORLD

## A New Dimension in Aerospace Education

**Saundra Lapsley**

When one flies over the withered, dusty fields of western Kansas and Oklahoma this spring, it is easy to visualize the calamitous possibility predicted by many climatologists . . . the return of another "Great Dust Bowl". Already, drought has wasted acre upon acre of crops in the nation's Wheat Belt, and even in bounteous California, farmers are experiencing one of the worst droughts in history.

Given the overwhelming abundance of food products in the United States, its citizens are not likely to miss the harvest of '76 on their tables. But abroad, in countries where people are dependent upon every bite of food they can get, just to ward off starvation, crop failures are sorely felt. The wide eyes and protruding bellies of starving children continually reemphasize the need to maximize the world's agricultural output . . . and to replace farming's still prominent dependence upon outmoded methods and Lady Luck with more predictable and efficient farming practices.

Today, agricultural aviation is already more than fifty years old. It has been widely proved that farming by air can increase yields from 20-60%. Further, methods which allow aircraft to shift rain patterns to drought-stricken areas have been known and used with moderate success for some thirty years. Still, most farmers shy away from a commitment to agricultural aviation, beyond an occasional "emergency" spraying of their crops. And the voice most often heard with regard to ag plane use has been that of the critic. . . the environmentalist fearing for the safety of the land and its people.

A great deal of this criticism has been, sadly, justified. Agricultural chemicals have been used with wanton abandon by some operators, to the detriment of fish, wildlife, residents and neighboring croplands. Still, the existence of a few "bad apples" on the aerial application scene should not be allowed to falsely color the sizeable. . . and necessary. . . benefits of the aircraft's role in modern farming.

There is no way that old-fashioned "organic" farming can ever hope to feed the exploding world population. With the sprawl of urban growth requiring that farmers feed ever-increasing masses of humanity with ever-decreasing acres of fertile land, agricultural aviation **must** be accepted by the public, and its extensive use must be much more widely promoted among farmers. The need for this is essential, and it grows by day.

Few people realize just how dependent the world has grown upon the whims of Mother Nature in meeting basic food needs. The gap between feast and famine

In the past, the Ninety-Nines have proved to be one of the most successful of all groups in the promotion of general aviation. We are, in fact, the only international aviation group in existence which has promoted aviation so actively on a local, person-to-person basis. Is it now time to expand the horizons of our aerospace education efforts to include the promotion of aviation's role in agriculture?

For the last couple of years, ag aircraft manufacturers. . . having seen the need to sell the concept, as well as the product. . . have been developing a great deal of promotional material aimed at selling the



has become perilously narrow. In 1961, the world's food reserve stood at 100 days. By 1974, that figure had dropped to 29 days and was continuing to plummet. This is why it is so important for the public, along with governments and members of the farming community, to begin hearing the other side of the agricultural aviation story. Only when this is done, will efforts begin to be made to encourage implementation of more widespread "farming by air". . . only then will exciting research efforts now underway involving the use of personal aircraft in farming be speeded. . . and only then can we begin to get a handle on the problem of feeding a hungry world.

farmer on agricultural aviation. So there is considerable information available to take to the public, and several of these companies have been encouraging the Ninety-Nines to do so. Is it time for the Ninety-Nines to begin taking agricultural aviation's message to farming groups, 4-H Clubs, Future Farmers of America and civic organizations throughout the world? (And if we don't, who will?)

Next time you go flying, look down at the land below you and think of how dependent we are upon its still uncertain bounty. Then write 99 NEWS your feelings about our role in this "new dimension of aerospace education".



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# How Aircraft Maximize Agricultural Output

Many strains of crops have been developed in recent years which give significantly higher yields. . . but these require the continuing application of petrochemical fertilizers and pesticides. . . a very difficult task, utilizing anything other than aerial application. Further, many agricultural specialists are now endorsing the concept of total farming — seeding, weeding and feeding — by air. Here are some of the reasons:

- \* Unlike heavy ground equipment, aircraft do not compact the ground, thus making it less suitable for crop production.
- \* Aircraft allow an estimated 20% more land to be put into productive use.
- \* Fertilizers may be applied by air at several times during the growing season, rather than only before planting.
- \* The speed at which aircraft can move to strike out infestations of disease and insects is often a saving factor.

\* Ag planes are not hampered by muddy fields and can move in to wipe out the infestations accompanying heavy rains when ground vehicles cannot.

\* Aircraft wash their chemicals down onto crops, whereas ground units less effectively angle the solution into the ground.

\* Aircraft can perform in one hour the work it might take ground vehicles a whole day to complete. This generally creates a saving in fuel, as well as time. Ag aircraft are estimated to burn half a gallon of fuel, per acre serviced, where ground vehicles consume three to five gal. per acre.

\* Ground vehicles require more personnel to utilize and are generally purchased by the individual farmer. Aircraft are generally available on contract basis, thus eliminating the need for a sizeable capital outlay.

\* In areas where farm labor is costly, the mechanization of aircraft reduces the need for additional workers.

Proebstel was a VFR pilot, stated that the controller was correct in assuming that if Proebstel answered in the affirmative as to his visual contact with the towers, he would alter direction or increase altitude so as to avoid them. The Court's conclusion was that, according to the FAR's, the pilot was responsible for not violating any regulations, which included the requirement that he know the surrounding area over which he was flying; the antennae embankment was clearly indicated on the sectional chart of the area. Further, the plane was on "Expanded Radar Service" — that service which MAY be rendered to a VFR pilot by a controller depending on his IFR workload, but which is NOT required. Thus the pilot, though told he was in radar contact, had no right to totally rely on the "outside input" thereafter, but should have been navigating himself, giving due care and consideration to obstacles that might confront him at such a low altitude.

Evidence elicited from the controller pointed up the possibility that the controller and the pilot could have been talking about two different sets of towers in that radio exchange. The entire Portland area was reporting weather varying from 1200 scattered, measured ceiling 3100 overcast, to 1900 scattered, estimated 3500 broken, 10,000 overcast, with visibility from 7 to 10 miles. Thus it was entirely conceivable that the towers in question might not even have been visible to the pilot when he answered the controller's question in the affirmative. Yet the controller established the radar contact on the **assumption** that the pilot was looking at the correct set of towers when he replied, despite the presence in the area of several other towers which a stranger could have thought the controller was referring to.

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# Aviation Law

By Sylvia Paoli

How liable is a controller for a VFR aircraft receiving radar advisories? This is the question that faced the Court in **Crossman v. United States**. The action was brought by the owners of a Piper Arrow whose plane was leased back to a fixed base operator, "Progressive", in San Jose. The pilot, Bruce Proebstel, was a member of the club operated by Progressive, and had rented the plane for a trip to Oregon. He was not instrument-rated, and had filed no flight plan. There was no known radio contact after a refueling stop in Albany until the pilot contacted the air traffic control radar facility at Portland, at 11:22:40 PDT.

He was told to "stand by", and some two minutes later, after over twenty communications with IFR aircraft in the immediate vicinity of the airport, Proebstel was asked to repeat his original message. He stated he was at 1800 feet, landing Portland, and gave his location. The controller responded with: "You just coming up on the television antennas on the West Hills?" Proebstel replied, "That's affirmative." Instructions were given that would put him into a north downwind for

Runway 10, and he was told the facility had "radar contact."

Within the next five minutes, approximately 50 more control tower contacts occurred with IFR planes. There also was a change-over of personnel in the control tower. Although two men were normally on duty operating the radar positions, that morning from 10:30 to 11:30 only one man was working, with the other one on a lunch break. When the second man reported back at 11:30, the man on duty had just tried twice to raise the Arrow, and the second controller asked him, some 30 seconds later, if he had been successful. The answer was negative — the Arrow was never heard from again. Wreckage of the plane was found at the base of the group of antennas farthest south on the West Hills. The tops of the towers were at various altitudes up to 2,049 feet above sea level. Elevation of the terrain in the area was 555 feet.

The plaintiffs, whose aircraft was totally destroyed in the crash, sued the government for the negligence of the controller. They first alleged the controller didn't follow proper procedures in establishing radar contact with the plane. However, the Court, relying heavily on the fact that

Plaintiffs also raised the possibility that the controller had lost radar contact, and, if so, should have notified the pilot. However, this could not be verified. It is only known that the Arrow was in radar contact approximately two minutes before the crash. Due to the heavy IFR traffic, the controller was completely engrossed with directing the traffic during those two minutes, and could not say for a certainty that there was a radar "weak spot" near the scene of the crash, which could have caused a loss of contact.

Although the plaintiffs contended there should have been two controllers on duty at the time, and that one of them would have had time to communicate further with the pilot if two had actually been there, the Court found, based on expert testimony, that the controllers did not breach their duty, that they would not necessarily have had additional communications with the pilot even if two or more had been working. Based on that conclusion, and the VFR status of the pilot, the government was cleared of any liability for the crash.



# Final Powder Puff Derby Nears

Entries opened for the 29th All-Woman Transcontinental Air Race on March 15. Within 4 days, a record 235 were received in Dallas' Love Field Headquarters, all postmarked opening day.

Represented were veteran racers, all anxious to fly the final Powder Puff Derby, and first-time racers for whom it was the last chance. Because of insufficient financial support, officials voted last November to discontinue the race after the 1976 run.

Entries were from 38 states, South Africa, Canada, and the Bahamas. Forty entered solo, and 50% were first-time racers. Pilot hours range from 200 to 25,000. The AWTAR Board of Directors elected to increase the limit of racing aircraft from 150 to 200 for the Bicentennial event.

As is custom, all entries postmarked opening day were pooled for a drawing, which was held in Rancho Murieta, California, March 27. Over 200 prospective contestants were present as names were pulled by Carolyn West, winner of the first race in 1947; 7-time winner Fran Bera;

Betty Gillies, former Chairman of AWTAR, who is a charter member of the International Organization of Licensed Women Pilots (Ninety-Nines) which was formed by Amelia Earhart in 1929. The resulting sequence for take-off was phoned to Race Headquarters in Dallas.

Micki Thomas of Pompton Lakes, N.J., flying her 7th Powder Puff Derby, will be number one to take off, solo in her Cessna 172. Number 2 will be piloted by Susan Adler and Mary Santousuosso of California, in a Cessna 182. These two Cessna models with the Beechcraft Bonanza, constitute 1/2 of the planes entered.

Emily Earlywine of Bedford, Indiana will fly her first TAR as #3, in a Cessna 182 with co-pilot Pam Reynolds of Center Point, Iowa. Number 4 is solo Yvette Hortman, making her 8th race in a Grumman American.

Last year's 6th place winners will be fifth to take off. Sister-team Shirley Cote and Joan Paynter of California will fly a Bonanza in their third race together. Another Bonanza will be #6 with Norma

Futterman and Virginia Showers, both of the Los Angeles Area.

In her 8th race, Alberta Nicholson of Salt Lake City will fly #7, a Cessna 182, with Odgen co-pilot Ruth Kendrick. This will be the 15th race for Grandmother Emma McGuire, Santa Monica, California, who is also flying the popular Cessna 182 with co-pilot Carole Depue of Henderson, Nevada.

New Jersey team Jerry Roberts and Kitty Pankow will be pasting #9 on the tail of their Cessna 206, and Kathi Wentworth and Rae Gilmore of California drew #10 for their Piper Comanche.

There are 35 entries on stand-by. Second on this list is 1975 winner Trina Jarish.

The 2,916 mile race will start from Sacramento, California, July 9, and terminate at Wilmington, Delaware, on July 12. Enroute Stops for refueling and/or overnight are Fresno, CA; Riverside, CA; Grand Canyon, AZ; Santa Fe., N.M.; Lubbock, TX; Oklahoma City, OK; Little Rock, AR; Nashville, TN; and Parkersburg, WV.

## POWDER PUFF DERBY PROGRESS OF THE SACRAMENTO VALLEY CHAPTER

"Sacramento, California, will be the starting point for the Powder Puff Derby of 1976." When this word reached us in 1974, we Ninety Nines of the Sacramento Valley Chapter knew we'd have to begin fund raising activities at once if the required budget of \$30,000 was to be raised. Our first event in June, 1974, was a

wine tasting party at the Crossroads Shopping Center.

We followed this in October, by a Spaghetti Feed and an auction of airplane parts, equipment, and souvenirs, in the Patterson Aircraft Company's hangar at Executive Airport.

In November a new 1975 Piper Aircraft was introduced to the public during a Cocktail Party at Capitol Sky Park, Sacramento.

Then 1975 rolled around. In May — on a bright Sunday morning when a great many people were free to attend — we had a Gin Fizz Brunch, with music and dancing in the afternoon. This was such a successful affair larger quarters had to be found for the next one.

You have heard of a "car wash" as a fund-raising event. Well, how about a "plane wash"? That's what we did in October. Although the weather didn't cooperate, a good time was had by all participants and it did add some profit to the kitty for the 1976 Derby.

The "Red Baron Restaurant" at Sacramento Executive Airport, under new management and freshly redecorated, was the setting for a pre-opening wine tasting party in October. With "wall to wall" people, it proved to be one of the outstanding social events of the season for us; and a corresponding financial success in our fund-raising efforts.

Our second Gin Fizz Brunch was again



Chairwomen of the Gin Fizz Brunch and their escorts.

on a Sunday — that unusual date of February 29th. In addition to a marvelous Banjo Band for our dancing, we had a 45-minute performance by a local high school troupe, entertaining with an outstanding performance of Hawaiian and South Seas music and dances. This troupe will perform in Philadelphia at the Bicentennial Celebration, and in other eastern cities during the summer. They were just terrific! Those who attended are now asking when are we going to have our next Gin Fizz Brunch (we may make it an annual affair).

In addition to these organized activities we have been selling "Powder Puff Derby"

Powder Puff Derby Start Officials: Thelma Cull - Chairman (R) and Barbara Goetz - Co-Chairman.





T-shirts; various kinds of 99s and Bicentennial jewelry and souvenirs. We are selling raffle tickets for a beautiful original aluminum seagull sculpture to be awarded at the Southwest Sectional Meeting in Las Vegas on April 3rd.

We have a gorgeous Powder Puff Derby Quilt — we've made it ourselves — which will be raffled at the Powder Puff Derby Banquet.

Ceramic tiles with the 1976 Powder Puff Derby emblem are being made, and will be for sale during many events preceding the Powder Puff Derby take-off.

by Miriam Burcham  
Public Relations Chairman  
Sacramento Valley Chapter



Committee Chairmen for the Powder Puff Derby Start at Sacramento Executive Airport.

## AWTAR Ways And Means

The Snoopy "Keep 'em Flying" zippered shoulder bags with pocket have just arrived. They are very good looking. You can look for them at your Spring Sectional.

I will be shipping them bulk to my co-chairmen in each Section for distribution. Individual mailing costs run approximately \$1.50, so arrange to pick them up wherever possible. For more details call or write me.

Let's Keep 'em Flying,  
Pam Vander Linden, Chairman  
Ways & Means Committee  
P.O. Box 352  
Fallbrook, CA 92028

## AWTAR Stop Chairmen Named

By Wanda Cummings

Now that race entries have been completed, it's time for those of us not racing to also get in on the action of the final AWTAR.

If you are unable to race, get in on the excitement by contacting the Chairman of the Stop nearest you: SAC, Thelma Cull; FAT, Betty MacPherson; RAL, Janice Hoffman; GCN, June O'Neill; SAF, Harriet Brin; LBB, Angela Boren; OKC, Rita Eaves; LIT, Kay Newth; BNA, Georgiana McConnell; PKB, Barbara Ba-

ron; and Kate Macario at Wilmington. Surely they all could use help, and many hands make less work and more fun!



KATHY LONG stapling forms at AWTAR headquarters.



BRYANT HUTCHINSON (L) and BETTY WORSTELL labor over PPD Entry Forms.

In the Race Number kits, we've tucked the FAA items on Mountain Flying and Density Altitude. Wise racers will review these before leaving for the Start. Remember, both Santa Fe and Grand Canyon will be high and hot. United Airlines' Sam Johnson and Jean Ferrell will elaborate on these subjects at the pilot briefings in Sacramento.

After all the form filling, isn't waxin' relaxin'?

## OBJECTIVE: FUN UNDERCURRENT: SAFETY WHAT: THE 7TH ANNUAL ORANGE COUNTY 99's PICTURE HUNT

Diane Hixson

Begun 8 years ago by Mara Culp, the Orange County Chapter has missed only one year of sponsoring a Picture Hunt — a mystery cross-country flight. Open to everyone, posters scattered around the Los Angeles basin airports enjoined "Fly for fun — fly for awards."

In the beginning, the hunt took pilots searching for Railroad tracks which today are in the middle of the Los Angeles TCA! Other years saw eager eyes straining to compare the airports they saw from the air with the airports depicted on the charts. Since too many people found too many of the spots, this year's hunt was slightly different. Starting in Corona on Saturday, January 24, on a very smoggy day, each team was given a packet containing thirteen 5"x7" black and white photos numbered sequentially, a list of 13 semi-associated clues, and two bonus photos (for tie-breakers). Number 13 photo was the half-way point, where we landed to pick up the remainder of the photos and clues. To alleviate a possible parking jam at the half-way point airport, the organizers (Elizabeth Shattuck, Harriet Fischer, and Margo Smith) arranged to pass out the second-leg kits at the end of the runway so that no one had to stop and park. Also included in the first packet was a "panic envelope" for those who got lost, tired, or hungry: the final destination airport.

Planned as a "fun event" i.e., not a money-maker, this year's hunt did in fact make money! Thirty-five kits were produced by Tom Baker, Shirley Baker's husband, in three long days at the Marine base's photo lab, and they all disappeared. One aircraft did not finish because of electrical problems; the remaining 34 planes

arrived at the destination from various directions! The entry form contained all the information required of a flight plan; plans were opened and closed by the race committee. The awards luncheon was at the Red Baron restaurant in Riverside, where two young men received the "Turkey of the Month" Award — for being the first to open the panic envelope and go directly to Riverside! Winner of the Hunt was Wally Funk of the Long Beach chapter and the NTSB, accompanied by three of her



HEL TAKE ME! If I don't get this. (All translates to Lake Hemet.)

students who were getting an excellent education in cross-country flying. Second place went to Ed and Pat Calvin, a potential Orange County member; third to Esther Grupenhagen of Fullerton. One hundred and one people attended the luncheon.

This year's theme was uncharted airports and reservoirs. No one got the two bonus photos, because they were the Catalina VOR and a reservoir on Catalina (sneaky!)



# HAVE YOU MET ANY WOMEN PILOTS LATELY?

By Janet Green

Have you met any women pilots lately? If you have and they are now a Ninety-Nine you have a feather in your cap and we have all benefitted. The new member has opened up her friendship circle to a potential of thousands. Your chapter may have discovered new leadership material and it certainly has the prestige of increased membership. The international organization has benefitted because by growing we can either provide more services or the same ones without increased dues if inflation continues to batter us. We grow or die!

Does our membership suffer by too much red tape both in new chapter formation and new membership? Some of our cities are fertile grounds for large strong chapters. Atlanta is one example. Out of several hundred licensed women pilots there must be at least twenty-five who would make a super new chapter. Your Board is willing and anxious to help. Our standards are high and rightly so. Your judgement is good and the really rotten apples can be handled on an individual basis. Nothing is more gratifying than to mother an offspring chapter. I speak from the personal experience of having South Louisians form from Mississippi membership. We're pleased that two of our members have revitalized the New Orleans Chapter. If we're strong enough we'll try another sometime. In the meantime South Louisiana is working on an offspring of their own.



JOY ROBBINS, new member of Eastern New England Chapter, being pinned by BILLIE DOWNING, chairman.

Why do some not renew? Maybe circumstances have changed such as her plane was sold, financial problems, other temporary commitments or personal problems. She may feel that because she can't be active she should drop out. One never knows when these conditions will improve and with encouragement a potentially active member can be saved.

While I was at headquarters recently I worked up some membership figures by section. The January '76 count was compared with May '75 convention delegate count. When May figures are available I'll let you know who the top three sections and chapters are.

## SECTIONS WITH THE MOST INCREASE IN MEMBERSHIP:

- |                |       |
|----------------|-------|
| 1. Middle East | 12.6% |
| 2. New England | 3.8%  |

- |              |     |
|--------------|-----|
| 3. Southeast | .7% |
|--------------|-----|

## SECTIONS WITH MOST LOSS

### IN MEMBERSHIP:

- |                |      |
|----------------|------|
| 1. Southwest   | 23%  |
| 2. West Canada | 16%  |
| 3. NY-NJ       | 4.3% |

## SECTIONS BY POPULATION AS OF MAY 1975

- |                  |      |
|------------------|------|
| 1. Southwest     | 1507 |
| 2. North Central | 908  |
| 3. South Central | 741  |
| 4. Southeast     | 407  |
| 5. Northwest     | 339  |
| 6. NY-NJ         | 274  |
| 7. Middle East   | 247  |
| 8. New England   | 131  |
| 9. East Canada   | 102  |
| 10. West Canada  | 56   |

## AND AS OF JANUARY 1976

- |                  |      |
|------------------|------|
| 1. Southwest     | 1159 |
| 2. North Central | 887  |
| 3. South Central | 722  |
| 4. Southeast     | 410  |
| 5. Northwest     | 336  |
| 6. Middle East   | 278  |
| 7. NY-NJ         | 262  |
| 8. New England   | 136  |
| 9. East Canada   | 102  |
| 10. West Canada  | 47   |

By May 31st it would be thrilling for each section to be on the plus side of last year.

## New Members Of The Month

AUSTRALIA welcomes FAYE PEARSE. Faye, of the Namoi Aero Club, represented Australia in the European light aircraft piloting championship in Sweden in Aug. 1975, flying a Cherokee 140 made available by the Royal Swedish Aero Club.

HILDEGARDE HENDERSON, a new member of EASTERN ONTARIO Chapter, will be off to Africa shortly and would like to be in touch with 99s there.

MARGARET BROMLEY of LONG BEACH, who teaches 1st, 2nd & 3rd grades, involves her children in aviation projects, such as plotting a simple course and building models. Graduation for those who stick with it — a free ride.

PALOMAR CHAPTER welcomes PATSY DURHAM, PATRICIA MILLER and LINDA TITCOMB to the 99s. Each earned her private license with MARY PEARSON instructing.

HELEN BROWN, a new member of REDWOOD EMPIRE Chapter, is working on multi-engine, instrument and commercial ratings, flying Islanders.

SACRAMENTO's Feb. speaker, Wilbur Friend, Controller Supervisor of SAC Tower, so impressed new member CINDY DONNELSON that she spent four hours in the tower, investigating the possibility of becoming one of the hired hands.

MYRTLE CARNEVALE, a new member of KITTY HAWK Chapter, helped to found Petticoat Pilots 12 years ago. She is now serving as its president.

KENTUCKY BLUEGRASS has a rash of accomplished new members. MARY BARTH TROUTMAN is the only female in Ky. with a balloonist rating; BROOKS RICHARDS, the only woman in the state with an ATP; and SUE SWENSON, a young lady who has received rating after rating in a very short time and who will, one day, have her ATP, too.

JUNE WIGGINS, one of six new members of DEEP SOUTH Chapter, received her private pilot course as a birthday gift from her non-pilot husband. She's now working on a ground instructor rating and is a part-time dispatcher at Sowell Aviation.



Deep South membership chairman JUDY HALL (L) welcomes new members (at one meeting). CAROLYN FISHER, FRANCES BIELE, JUNE WIGGINS, RITA SULLIVAN and SALLY KAEISER.



# THE WAY WE WERE. . .

Nov. 2, 1933

They had a message to take to the public — even if they had to print their own magazine to do it! That's how, on November 2, 1933, the world's first magazine about women and flying — predecessor to 99 NEWS — came to be. Known as "The 99er", it made its debut on the fourth anniversary of the founding of the Ninety-Nines.

Actually, Amelia Earhart had initiated a magazine of sorts a year earlier. . .but this was the first to be printed on slick paper, complete with photographs, and bound like other sophisticated journals of the day. A really "up-town" publication was what they were after.

Needless to say, this was quite a publishing venture for a group of women looking forward, with starry eyes, to their first thousand in circulation. Nevertheless, it was important to them that their message be heard, and they were determined that it be. . .even if it meant personally hustling ads and subscriptions to pay the printing bills.

In her column, in that first issue, President Margaret Cooper proudly announced the securing of their first advertising contract, and assured the membership there would soon be others "if we all work at it." But she didn't make the work sound easy, by any means, and warned, "By three things a magazine stands or falls: Quality of editorial matter; amount of circulation and advertising space. The last item depends on the first two."

Editorially speaking, that first issue was certainly one to be proud of. Cecil "Teddy" Kenyon was heralded as the champion sportsman pilot in the National Air Meet — having outflown 35 other pilots, 29 of whom were men.

Charter member Margery Brown revealed plans to visit women pilots around the world on a two year trip. . .and even listed her travelling wardrobe. In part, the 4 ft. 11 in. pilot would take 80 pairs of hose, 16 pairs of shoes, 10 berets, 6 cloth coats, 9 evening dresses, 2 flying suits, a typewriter. . .and a pair of rudder extensions! (Those who attended the dedication banquet at headquarters will remember the parody of this member presented in the musical "Boots to Heels.")

Then, there was the story about Cuba's first woman pilot, Berta Moraleda.

It seems that "B.L." (before Lindbergh), the U.S. was a safe enough place to send a young daughter to school. After, however, a serious outbreak of flying fever swept the land. . .and Berta Moraleda, age 16, was one of the victims. In 1928, she returned to Cuba, convinced she must learn to fly.

Having no funds for such a scheme, she devised plan after plan to get a newspaper to put up the money. But time and again, her efforts failed. Then, the paper *El Paris* offered a \$1000 reward for any person having clues to a mysterious murder. Berta presented herself at that newspaper's office and was rushed to the editor. Actually, she didn't know anything about the murder, but figured this was a good way to get into his office.

The ruse worked and the editor paid for a limited commercial course and bought a ship in which Berta was to fly newspapers to subscribers on the same day they were printed. Unfortunately, these plans were preempted by the revolutionary outbreak of 1931, and Berta offered her services as a bomber pilot. The response was "don't call us; we'll call you."

## Bread And Butter Aviation

**EASTERN ONTARIO's LORNA DEBLICQUY** is showing her versatility by writing magazine articles, being a Designated Flight Test Examiner and giving lectures, with Dick, on Arctic Flying.

**BAY CITIES 99 VIVIAN HARSHBARGER** has been named Director of Admissions, Sierra Academy of Aeronautics, Oakland.

**RITA POLEN** of **SANTA MONICA** is now a full-fledged tower operator, and on the side is going to law school.

**SANTA MONICA's CLAIRE WALTERS** is reported doing mucho flying with many new gal students. She is even giving lessons to her 2½ year-old granddaughter, in preparation for the 1989 Palms to Pines Air Race. In honor of Claire, the SMO Chapter has donated \$100 to the International Forest of Friendship near Atchison, Kansas. There will be a special "memory lane" honoring women pioneers of aviation.

From **SACRAMENTO**, **SHIRLEY LEHR** flew to Liberal, Kansas, to pick up a Beech Sierra, delivered to Woodland Aviation. And **SARAH RAMBO** was honored by AOPA as Instructor of the Month.

**JEAN McLAUGHLIN** and husband found a way to beat the **CENTRAL ILLINOIS** cold: take two 310-loads of students to Yucatan, Mexico.

Whatever happened to Berta Moraleda? If you know, please tell 99 NEWS. We hate these "to be continued" stories, with page two missing.

Another story from that issue, which those attending the dedication will recall, was the marriage of Melba Gorby and William Beard. "Our Solo Days Are Over," proclaimed the cover photo. And sure enough, the couple had eloped to Yuma, Arizona, in his bird, returning with the caption "Mr. and Mrs. William Beard" printed on the cowling.

That issue also marked the birth of the world's first free employment exchange for women in aviation. Space in the classified section of the magazine was offered free to any work-seeking 99 or prospective employer.

Advertisers supporting that first issue? Well, there was **GILLIES AVIATION CORP.** — **WACO** dealers — (wonder who that was)? And also **GILBERT FLYING SERVICE** — offering sales and service for the Pitcairn Autogyro. Obviously, we had a long way to go, but. . .

That's the way we were. . .Nov. 2, 1933.

\* \* \* \*

From **ALL-OHIO** Chapter, **CONNIE HUFFMAN** has been transferred from the Port Columbus tower to that of Ohio State University.

**MARCIA GRISMORE** of the **IOWA** Chapter has moved to Edina, Minn. She is first officer on a DC-3, flying for Crystal Shamrock. **BOBBIE SMITH**, co-manager of Forest City F.B.O., transferred from Minnesota recently into the **IOWA** chapter. Trade-off, huh?

**JENNY McWILLIAMS** of **MISSISSIPPI** Chapter has taken BeautiFLYcation efforts seriously at Bruce Campbell Field where she is employed. She has received an FAA Airport Beautification award and joined others on the 99 Johnny Horizon Airport Network Map.

**JUDY PIPER**, a brand new 99 in the **SAN ANTONIO** Chapter, has enlisted in the Navy, in hopes of being trained for air traffic control work.

**NEBRASKA's EVELYN SEDIVY** is teaching ground school two evenings a week for S.E. Area Community Technical College.

**DOROTHY DICKERHOOF** of **KANSAS** Chapter is now current on her Air Taxi and is flying for two companies, piloting Bonanzas and Sierras.

**COLORADO's EMILY HOWELL**, pilot for Frontier Airlines went to the Convair 580 in April.

With 49½ on safari in Africa, **PALISADES' CLARICE BELLINO**, a registered nurse who has joined the Intl. Flying Nurses Assoc., accompanied a patient on a charter out of TEB, settled her in a Florida nursing home and flew back as co-pilot, logging 4.5 hours in an MU-2.



# Ninety-Nine Projects

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

**EASTERN ONTARIO** Chapter has named the first recipients of their trust fund award: The Canadian Society of Aviation Medicine, for the production of a color documentary film on human factors in flight environment, and The Western Canada Aviation Museum, Inc., in Winnipeg.

**LORNA ANN KRINGLE** of **PUGET SOUND** has a slide show and talk on "How to Use Navigation" which she gave to a science teacher's class directed by Western Wash. State College.

**SANTA CLARA's JERRY HILE** has established a 99 Chapter Blood Donation Account, into which she has contributed over a gallon of blood. This account will be made available to any 99 member in need. The support of members is urged. Also, **JAN MEITUS** and her crew airmarked Palo Alto Airport.

**LAS VEGAS** reports a new and improved version of its copyrighted First Ride Cards — both 99 and non-99 models are now available.

The Monterey Peninsula Airman's Assoc. flew 17 students on their first-time-ever flights, with the 99 chapter well represented. **CHRISTI HOYT** in her Bonanza, **SANDY PRATT** in her C-182, **GERI HALFPENNY** in her Comanche, **KAY HARMON** in Super Chicken and **DELL HINN** in a Comanche. The chapter will also provide food at the Monterey Expo, a static display show of aircraft & equipment, May 7-9.

## HOW ABOUT HELPING SCOUTS?

From **WISCONSIN Chapter Newsletter**

Here's how you go about helping Boy and Girl Scouts earn merit badges in aviation: 1. Girl Scouts — Call your local Girl Scout Office and give them information about yourself, your ability and availability. Borrow a Cadette handbook (also available in department store scout sections) and learn the requirements. Earning the badge involves about 3 working meetings plus field trips of your choice. Naturally, the final trip to an airport is always a thrill. . .but make sure to have permission slips correctly worded and signed by parents if they take demonstration flights. 2. Boy Scouts — To become a Boy Scout counselor, and yes, they do accept women, is a bit more complicated. Call your local scout office and ask for an application. Fill it out and wait. Weeks later you will learn whether you have been accepted or not. Of course **YOU WILL BE** accepted, and assigned to the district where you live. You must then attend a training session in your district. Obtain the Merit Badge Pamphlet in the dept. store. Soon a boy or two, or a whole patrol will call on you. Sometimes a boy will have done all the requirements of the badge himself and you

need only to pass him. Most times, they need more help. This badge is more complicated than the Girl Scout one. (?) Design working sessions plus field trips to complete the requirements just as for the girls.

**CAROLYN SULLIVAN** has initiated efforts for the **MEMPHIS 99s** to sponsor an aerospace project award for the local school science fair. The best entry will receive a \$25 bond, a plaque and a good book on aviation. Throughout this chapter, interest in aerospace education is reviving, with **ANN THRASH** and **JEAN McCARTHY** spearheading two programs.

The **OMAHA AREA** Chapter sponsored "A Nite with Bob Hoover" on Feb. 19. Hoover, of Rockwell International, entertained a crowd of over 400 with films of his flying, both as an aerobatic show pilot and a test pilot, and with humorous experiences of his years in aviation.



Seven enthusiastic Wing Scouts were treated to introductory flights by **KITTY HAWK's HAZEL MONROE** and **JANE TISDALE**. A talk and film on basic aerodynamics were presented by Hazel.

Pictured are **SANDRA HOLLINGSWORTH**, **JOYCE MUNFORD**, **ESTHER FORDHAM**, **HAZEL MONROE**, **MYRT CARNEVALE**, **JAN CLEMEN** & **JANE TISDALE**.

On May 14-16, **DEEP SOUTH** along with **NORTH GEORGIA** Chapter will again assist with the Take-Off and Landing Seminar in Cordele, Ga. The course is sponsored by Cordele- Crisp County Chamber of Commerce in cooperation with the FAA and Georgia Bureau of Aeronautics.

**MISSISSIPPI 99s** co-sponsored a Flight Instructor Refresher Course in Feb.

**GOLDEN TRIANGLE** held a 49½ Appreciation Banquet in Feb., thanking the men "not only for their enthusiastic participation in many of our projects, but most of all for their understanding of the hours we spend in 99 activities."



**VERNA WEST**, Southwest Vice-Gov. and crew member at State Balloon Rally, Morgan Hill.

## How to Live with Airports

Still an infant chapter, **SHENANDOAH** has inaugurated a program to inform "planners, politicians and public about the nature and needs of airports." Entitled "Our Airports: How to Save Them and How to Live With Them," the evening of discussion at the University of Virginia was directed by speaker **ELIZABETH CUADRA**, an engineer of fluid mechanics with a specialty in aeronautical engineering and noise. A direct result of the program was that Charlottesville-Albemarle Airport asked Liz to examine the noise contours around the airport for concurrence with public health and welfare standards, regarding appropriate permitted future land development.

"Although urban traffic noise affects more people in the U.S. than airport noise," stated Liz, "little legal recourse is available against the highway system, whereas multi-million dollar suits are now arising against airports because of inadequate planning and controls to keep airport and community growth compatible. These may press a heavy economic burden upon the taxpayer and have already severely restricted the growth of aviation." Other speakers at the program were Ed Gelletley, FAA Accident Prevention Specialist, and Ian Roxbrough, a British scientist working at the National Center for Atmospheric Research in Boulder. He gave convincing evidence that the ozone layer would survive the Concorde as it already has the ten years of military supersonic flying.

**SPANISH PEAKS' FAA Safety Seminar** in March featured a slide presentation by Gary Koch of Rocky Mountain GADO on the causes of aircraft accidents in mountain areas.

**COLORADO** Chapter has presented International Headquarters a 7 ft. Colorado Blue Spruce to use in their landscaping.





21 Ninety-Nine and 49½er painters from **SACRAMENTO** attracted the attention of the press as they airmarked Nevada County Airport. They rated a front page banner headline and a reporter even went up for an aerial photo of the handiwork.

**CHAPARRAL** Chapter held their Spring FAA Safety Seminar on Mar. 25 at New Mexico State University. **ANN CURTIS** and **PAULINE HALL** were the arrangers.

A Project Aware session held in conjunction with an FAA Safety Clinic at Uniondale High School proved successful for **LONG ISLAND** Chapter. **KATHY LUSTEG**'s seventh graders concluded a unit on weather memorably with a trip to Islip's FSS. **MARILYN LaCARRUBA** assisted.

**CONNECTICUT**'s spring ways and means project is "Fly into Spring with the 99s", a program revolving around spring fashions and open to the public. Lainey Brady, formerly of the Monterey Chapter, is coordinating and will be showing her line of custom jumpsuits. In addition, the newest fashions featured in two local shoppes will be presented.

**EASTERN NEW ENGLAND**'s **JUDY GILLIS** participated in a Cadette Girl Scout "Careers for Women" conference in Billerica. She talked to about 80 girls who were very enthusiastic about aviation.

**DALLAS REDBIRDS** joined **DALLAS** Chapter to airmark Lancaster, Texas. "In 30 knot winds, **WANDA CUMMINGS** reports, "we kept the rollers low, but anyone caught upwind was speckled to the knees." Shortly thereafter, in more presentable dress, the Redbirds were found selling snacks and souvenirs at the All-American Air Show at Redbird Airport.

Members of **HOUSTON** Chapter airmarked the Hallettsville, Tex., airport in Feb.



Members of the Sacramento Valley Chapter, 49½s and friends, after airmarking Nevada County Airport.

# Gone Flying

## AUSTRALIA

**AUSTRALIA'S OLGA TARLING** is in Melbourne, taking a break from instructing at ATC College. **CHRISTINE DAVY** has been in the U.S. on a ski tour made up for 1st class skiers. They were dropped by helicopters on remote mountaintops to get wonderful runs through the powder snow. **GLENDIA PHILPOT** has returned from the U.S., having ferried her Piper Aztec across the Pacific. She reportedly fell in love with the U.S. and its wealth of flying activities. She saw Australian 99 **MARY O'BRIEN** while in the country.

## EAST AFRICA

1975 was an interesting year for **EAST AFRICA** 99s, with many members traveling far and wide. **JULIA RUTHERFORD** to Singapore; **LINDA PEARSON** to Djibuti, capital of the Territory of the Affars and Issas; **VIRGINIA GAY STEPHENSON** to Ft. Worth, Texas, for her FAA Commercial ticket; **ELI TUNOLD** to Norway, visiting Kashmir and Istanbul en route; **DENISE MORCHAND** to the U.S. for the Oshkosh Show and thence to Wichita, Kansas, for Bill's Beech King Air 200 checkout. Among those staying in Kenya, **NANI CROZE** helped in an aerial survey to count the Dugongs living off the Kenya Coast and then decorated the walls of the temporary headquarters of the United Nations Environmental Program with huge sculptures of mammals. While in Singapore, **JULIA** flew with the Singapore Flying Club, and Linda, aided by the French Army in Djibouti, learned parachute jumping. **VIRGINIA GAY**, after getting her rating, did some ambulance flying with a friend near Ft. Worth and followed it up with a course on the pressurized Piper Navajo in Pennsylvania, given by 99 **ALICE FUCHS**.

## NORTHWEST

From **GREATER SEATTLE**, **BETTY DENNEY** is reported rosy cheeked from a flight to Miami, Marathon and Key West. **KAY STEARNS** Comanche'd to Tucson.

**IDAHO CFI LYN CLARK** has made an odyssey flight to Florida, up the East Coast and back, with non-pilot friend Doralee Hill, in her **CESSNA 120!** They passed through OKC & spent the night with ed. **SOUTH CENTRAL**

**CLAUDIA** and Everet **BECKNER** of **ALBUQUERQUE** Chapter recently Bonanza'd to Manzanillo, Mexico, while **ROZ** and **JIM KINLEN** enjoyed the sun at San Carlos Bay.

**NEBRASKANS** also go skiing! The **AMENS**, the **BARTELS** and the **ALLEYS** all reported trips to the Colorado slopes.

**ABILENE**'s **NANCY RICHTER** has returned from a 3 week tour of London and Europe and wants to go again. . .soon.

**IDA SCHLITTER** of **KANSAS** reports travelling to Rome and throughout Italy, and reported former member Grace Crist was on the same tour. Later, they took the Navajo to Las Vegas and made a fishing trip to Canada. **JUANITA** and Leonard **PRUCHAS** have cruised down the west coast of Mexico to Acapulco and back. And **SARA McREYNOLDS** went skiing at Breckinridge. **ANN** and **DR. CURTIS** of the **CHAPARRAL** Chapter took off for San Diego in their Cessna 182 with two friends, one a confirmed non-flier. Despite weather complications, the friend returned home completely sold on flying.

From **TOPEKA**, **JUDY KITCHEN** reports a ski trip to Colorado and **BARBARA RUHNKE** a frolic in the Florida sun.

**OKLAHOMA**'s "hockey groupies" **DOTTIE** and Pete **YOUNG** are again following their favorite team around the country. **MARGE HUDSON** has returned from a cruise to Venezuela via the Virgins, and **LUCILLE PREGLER** is back from Hawaii.

Continued On Page 27



A Travelogue  
of Ninety-Nine  
Trips and Flying Fun

# New Ratings

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

## NORTH CENTRAL

**JEAN McLAUGHLIN** — Central Illinois — Commercial and Instructor — Helicopter  
**KATHY WALKER** — Chicago Area — Commercial  
**MICHELE FLIGHT McDONOUGH** — Chicago Area — Commercial  
**IMOGENE ROSS** — Michigan — Flight Instructor

## SOUTHEAST

**MYRTLE CARNEVALE** — Kitty Hawk — Multi-Engine  
**KAY BLEVINS** — Kentucky Bluegrass — Commercial

## EASTERN CANADA

**LIZ RHODES** — Eastern Ontario — Night Rating  
**MARILOU COMERFORD** — Eastern Ontario — Night Rating  
**JANE STOB** — Montreal — Airline Transport Pilot

## EAST AFRICA

**VIRGINIA GAY STEPHENSON** — East Africa — Commercial

## NORTHWEST

**BILLIE DUTCHER** — Columbia Cascade — Commercial

## NEW ENGLAND

**FRANKIE SUTTON** — Eastern New England — Commercial

## SOUTHWEST

**JOAN ENYEART** — Santa Clara Valley — Instrument  
**PAT DAVIS** — Santa Clara Valley — Instrument  
**TERRY LONDON** — Long Beach — Airline Transport Pilot  
**SANDRA PRATT** — Monterrey Bay — Instrument  
**JANE VAUGHN** — Los Angeles — Instrument  
**KATHI WENTWORTH** — Golden West — Instrument

## SOUTH CENTRAL

**BEVERLY BASS** — Golden Triangle — Airline Transport Pilot  
**LINDA HOOKER** — Golden Triangle — Commercial  
**PAT MLADY** — Kansas — Commercial  
**PAT JAMES** — Houston — Flight Instructor  
**STEPHANIE VICKERY** — Houston — Multi-Engine

## MIDDLE EAST

**JOANNE MALOY** — Eastern Penna. — Flight Instructor

## NEWS NOTES

From The 99 Sections

### AUSTRALIA by Rosemary Colman

Captain Elgen Long, whose record breaking flight over both poles is well-known to Ninety-Nines, has been in Australia researching Amelia Earhart's disappearance, the subject of his book. He has hopes of lifting her plane from the ocean floor with ultra-new equipment.

The flooded countryside has put aircraft onto the front pages everywhere, as R.A.A.F. helicopters have searched for isolated victims in Walgett. Hercules have made low runs to drop fodder for stock in Moree. The Federal Government is to consider upgrading airports in the far Northwest and North of New South Wales to help future flood relief.

Congratulations are in order for Ansett Airlines on its fortieth birthday. Also, the Bicentary of the United States of America was celebrated with a Festival Programme from March 26-April 24. Congratulations on your 200th birthday!

U.S. Airmen 1st Class Cindy Cole, 19, and Marcia Carver, 21, have been the talking point of Williamtown R.A.A.F. base since their arrival. Women have not been seen maintaining aircraft at Williamtown since World War II.



Finnish Section members (L to R) IRMA HYTTINEN, SISKO KAARLAS, RAILI ARONEN and LIISA HENRIKSSON at Malmi Airport, Helsinki.

### FINLAND by Lisa Henriksson

Winter regards from the Finnish Section. Fog and whirling snow have given trouble for our flying but otherways has our action been lively.

Our Christmas party was full of feeling. Several club members were at Irma Hyttinen's home. Downstairs there is very nice room for small party, and there was a beautifully laid Christmas table and Christmas tree. We spent a night eating traditional Christmas food and looking at films. Father Christmas visited there too; it is only two-three hour's flight from Korvainturi to Helsinki.

Our busy girls arranged before Christmas a bazaar at Malmi airport. Pilots who were

spending Sunday at airport bought food and hand-made presents.

Years ordinary Christmas fest was not until in January. Our club had rent a whole restaurant, where we all were with our family and friends. We were eating, drinking, dancing and selling lottery tickets and of course discussing about what we shall do when sunny and clear spring days give us more possibilities to fly.

We met also an other time this year, when one of our member arranged a cheese-taste occasion at "big" Helsinki airport.

Still we have much program left for this year and of course many, many flight hours.



## MIDDLE EAST

**NAOMI STAHLNECKER** came home to **CENTRAL PENN.** after a month in Florida and immediately made plans to spend a month hunting in Kenya and Nairobi. Art and **GEORGENE PETERS** reported a vacation in Nassau.

**NANCY BELOIT** of **SHENANDOAH** Chapter, her husband and 3-year old son flew to Florida in her Cessna 150.

## NY-NJ

No one in **PALISADES** Chapter has been home lately. **CLARICE BELLINO** and 49½er flew their Aztec to Washington, D.C., to attend the FAA Medical Examiner's Seminar, learning about the high risks involved in the use of drugs (mild or otherwise) and alcohol in conjunction with flying. Later, they sojourned in Florida. Also in that state: **PEGGY** and Rich **NAUMANN**, via their Bonanza; **HELEN** and Bill **LEVY** in a Cherokee Arrow. **EMILY** and Bill **SCHANK** Comanche'd to Michigan.

**PENNY AMABILE** and **PAT BLUM** of **GREATER NEW YORK** were off to Hong Kong and Taipei on an AOPA charter. Penny was hoping to get in some ballooning with Cathay Airline Pilot pals.

**BOBBIE HERBERT** of **CONNECTICUT** and family winged south to Florida and Georgia.

From **EASTERN NEW ENGLAND**, **PAT THRASHER** and 49½er spent the month of March between Florida and Costa Rica. **MONA BUDDING** spent that month working and flying in Florida. Flying to that state in their C-172 was **LYNNE WHITED** and 49½er, and off to Florida and the Bahamas in her Cherokee 140 was **AGNES CATTELL**.

## NEWS NOTES FROM 99 SECTIONS. . .

**Continued From Page 26**

### WESTERN CANADA by Zoe Pynkoski

As we are all involved in general aviation, just by being 99s, we are requesting your support to keep user fee costs down. Please write your Member of Parliament to protest the increased costs of landing fees. More information about Users Fees can be obtained from COPA, P.O. Box 734, Station B, Ottawa, Ontario.

## EAST AFRICA

In case the F.A.A. is listening in. . . why don't we see something of you in East Africa?

Happy flying to all 99s and especially our "sisters" in the Hudson Valley Chapter, and **JUNE SIMPSON**, who is getting us acquainted with one another across so many miles.



British 99s photographed by a Kentucky 99 — **SUZANNE BROOKS**, **APRIL CLANELL**, **DELPHINE G. FISKE**, **LETTICE CURTIS**, **MARGOT McKEHN**, **FREYDIS SHERLAND**, **CONNIE FRILER**, **DAPHNE POYNTER**, **GILDA DHENBING**, **BARBARA CANNON**, **SHEILA SCOTT**, **YOMIE PODY** & **ELEENE HOULDER**.

## NORTH CENTRAL

From **QUAD CITY** Area, the Roger **SMITHS** report spending a week in Mexico. **GIGI** and Iz **KATZ** soaked up the culture in New York for a week and **JO ANN WALKER** sunned in California, taking time out to see **ELLEN THIEL** off to Hawaii.

A charter trip to **EUROPE** is being planned for the fall by **GREATER ST. LOUIS** Chapter. **LORETTA SLAVICK**, 300 Enchanted Parkway, Apt. C, Ballwin, Mo. 63011 will give you details. Plans are to visit 99s in Europe wherever possible.

**MARCIA GREENHAM** of **ALL-OHIO** Chapter flew a Cessna 310 to vacation in Naples, Florida, dropping **VIRGINIA THOMAS** off in Tampa.

## SOUTHEAST

When **DEE** & Bruce **McCOLLUM** of **KENTUCKY BLUEGRASS** Chapter went to England to visit their Air Force son and family, **DEE** took along her ever-present roster and called some English 99s. They winned and dined her, and created an unforgettable, enjoyable time.

**TENNESSEE 99 DOROTHY NELSON**, "the flying nurse of the Philippines" is ferrying a Lake Amphibian, purchased here, to that country, via the Atlantic route. More on Dorothy and her work next issue.

**FRAN SARGENT** of **FLORIDA GOLDCOAST** Chapter attended the NIFA Management Group meeting in the San Diego area, viewed the Navy Air Station facilities there and was treated to a flight in the F-14 Tomcat Simulator.

**BELLE HEDGES** of **MEMPHIS** reports bumping into Betty Ford (or vice versa) in Aspen.

## SOUTHWEST

Charter Member **BLANCHE NOYES**, in Honolulu for the OX-5 Convention, enjoyed the company of several **ALOHA Ninety-Nines** at a small dinner.

From **SANTA CLARA VALLEY**, **DES STUART-ALEXANDER** is back from the island of Molokai. **DIAN WARD** reported a safe flight, via Bonanza, to Argentina.

**SHARON UNDERDAHL**, **LONG BEACH**, reports a trip to Hawaii and Peru, visiting Lima, Machu Pucho and Cuzco. **GENE FITZPATRICK** flew her Cessna 182 with Kay Murphy and the Christian Pilots Assoc. to aid the needy in Baja. Next, a get-away Caribbean Cruise was on tap.

**JANE LOGAN** of **RENO AREA** is back from Australia, where she flew from Coolangatta in an Australian Tiger Moth to look for sharks. She also visited New Zealand and enjoyed the pleasant experience of being "bumped" in Fiji. **ESTHER GARDINER**, flying co-pilot on a Cessna 411, solved a complete IFR electrical system failure, including the flashlight, with a "flick of her bik." The only casualty was her scorched finger.

**SAN GABRIEL's SHERRY SALVE-SON** flew a new Cherokee Archer 11 from Higginsville, Missouri. The trip was all pilotage, as the plane was not equipped with radios. Sherry says she prefers that type of flying.

**BEVERLY NORDEEN** is back in **SAN DIEGO**, after being stationed for two years in Greece. **DIANE** & Bob Stocklin report a skiing trip to Aspen and EVA and Scott **McHENRY** did the same in Mammoth. **BEA WHEELER** sojourned in Acapulco.

**VI NIXON** of **FAR WEST** Chapter flew with her 49½ to the Stagger Wing Convention in Albuquerque, N.M.

**BERTHA RYAN** and **JEAN McADAMS** flew commercial to Denver for the Soaring Society of America's convention, which was attended by over 600 people and included displays of eleven new sailplanes and associated equipment.

## NEW HORIZONS



The stone purchased with contributions by many 99s for the grave of charter member **PHOEBE OMLIE**.

**MARTHA MILLER TOBEY**, a charter member of **MEMPHIS** Chapter, died on March 13, after a brief illness.

Charter Member **VERA BROWN** passed away March 10, 1976.



# Ninety-Nine Meetings

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

## AUSTRALIA

Several AUSTRALIAN 99s heard an enthralling talk on "Long Range Flying and Navigation Operations between Australia and South America" given by Mr. Keith Cousins, Sr. Navigator of Qantas Airlines at the Australian Institute of Navigation.

## WESTERN CANADA

"Flying in Winter" was the subject of a slide and screen presentation viewed in Feb. by WESTERN CANADA 99s. Covered were the preparation of the aircraft for survival; the inspection for snow or ice on the pitot tubes and air intakes, and most important, preparing yourself for survival if the aircraft is ditched.

## EASTERN CANADA

In a meeting open to the general aviation public, EASTERN ONTARIO 99s heard Mr. Terry Heaslip, Chief, Aviation Safety Bureau, Transport Canada, discuss "A Technical Analysis of Aircraft Accident Investigation." MARILOU COMERFORD reports it was interesting to learn how much the recommendations of competent accident investigators can add to future aircraft safety.

## EAST AFRICA

Highlight meeting of the year for EAST AFRICA was a talk on survival given by the Flying Doctors and featuring Dr. ANNE SPOERRY. "If you are determined to survive," she says, "you will."

## NORTHWEST

Mel and BETTY ABBOTT were guest speakers for PUGET SOUND Chapter. Employed by Explorer Search & Rescue, Mel's life saving kit is "one of the best". Betty has the distinction of soloing after her 7th grandchild was born.

## SOUTHWEST

SAN DIEGO Chapter joined with EL CAJON for a dinner meeting and got BETTY GILLIES and BARBARA JAYNE reminiscing about their experiences — Betty in the WASP, and Barbara as a test pilot for Grumman-American in the days before they made Travellers. "Verrry interesting" was the report.

BAY CITIES Chapter was reported flying a table top at a recent meeting. A table top simulator, that is, provided by NINA ROOKAIRD of REDWOOD EMPIRE Chapter.

A trip to Bullhead City, complete with gambling and overnight stays in the company of 49½ members. . . that was the fun docket for the PALOMAR Chapter in March.

GOLDEN WEST Chapter recently experienced Physiological Training at Mather Air Force Base in the Sacramento area. "During the morning," reports BEA HOWELL, "we were given information on why our body reacts as it does in certain situations. Boyles Law (the volume of a gas in inversely proportional to its pressure) which affects the GI tract, middle ear & sinus; and Henry's Law (the amount of gas dissolved in solution is directly proportionate to the pressure of the gas over the solution, i.e., the soda-pop bottle.) This is the baddie that causes bends, chokes and can lead to neurocirculatory collapse. After they had told us all the no-no's (smoking & flying; drinking & flying; goofing-off & flying, etc.), we went through the high altitude procedure. We were put on 100% oxygen and taken for a little ride. After breathing oxygen for 15 minutes, the body is denitrogenated, and nitrogen is the thing in the body that causes Henry's Law, the bends, etc. On a buddy system, we took off our masks and within 4 minutes were a bunch of idiots. Almost enough to swear you off all the fun things in life (smoking, drinking, etc.)"

## NORTH CENTRAL

The IOWA Chapter is making plans to hold its July meeting in Oklahoma City, coinciding with the must stop of the PPD. ANNETTA HAACK is coordinating rides and making arrangements.

MINNESOTA 99s made a Feb. trip to the home base of North Central Airlines in Minneapolis and actually flew that company's elaborate flight simulator! Computerized visual components create illusions of actually landing and taking off a DC-9 at Minneapolis-St. Paul and Chicago airports. Additional cities on the North Central route may be programmed in later. The group also enjoyed meeting Barbara Wiley, North Central's sole woman pilot. With the airline for a little over a year, Barbara is a 4,500 hour ATP and is co-pilot on a Convair 580. This meeting and the Minnesota Chapter's Red Cross "lifeguard flights" have both received extensive coverage in the MINNESOTA FLYER magazine.

## SOUTHEAST

Over 150 Carolina Aero Club members, KITTY HAWK and CAROLINAS 99s joined in touring the Coty Cosmetics plant in Sanford, N.C. Their discount store was opened especially for this eager patronage, and a buffet luncheon afterward honored women in aviation. That evening, Raleigh TV's Bob Farrington, an aero club member, reported on the aerial traffic jam as forty planes departed Sanford. The coverage featured several 99s.

## SOUTH CENTRAL

Winners of a preflight safety competition held by SAN ANTONIO Chapter were MELBA AYLESWORTH and CAROLE GRIFFIN, a visitor from FLORIDA SUNCOAST.

MONROE (Louisiana) has received its Chapter Charter. CINDY HUNT, daughter of the Bastrop Airport Manager, will serve as chairman. Welcome!

## MIDDLE EAST

EASTERN PENNSYLVANIA Chapter toured the NARCO plant in Ft. Washington, Pa. Host and tour guide was 49½ Howard Kaufman, a chief engineer with the company. CAROL and Howard arranged for a buffet luncheon and complete introduction to the manufacture of Narco equipment for 23 members and 18 guests. The group also saw a film on H.S.I. (horizontal situation indicator) and one on area navigation.

CENTRAL PENNSYLVANIA's March meeting was a safety clinic held in the auditorium of Piper Aircraft in Lock Haven, with Bill and ALICE FUCHS in charge. The program on weather related accidents was developed by Bill Fuchs for GAMA. This was the first time it had been presented. Included were a number of skits, written by Alice and performed by members of the chapter.

VIRGINIA Chapter reports deciding to hold their business meetings at night, for a trial period, reserving monthly Saturday afternoon gatherings for strictly flying activities. It is hoped this will give those who work on Saturdays a chance to participate.

Continued On Page 29





## Philly's Historic Sites Await Conventioners

By Joan Jones

Besides attending the numerous convention activities that are planned for our convention in Philadelphia, it is most worthwhile to tour the many historical sites that are strategically located within walking distance of the Benjamin Franklin Hotel.

Independence Hall will bring history to life as you visit this site of the Second Continental Congress and place where Washington accepted his appointment as General of the Continental Army. Here the Declaration of Independence was adopted on July 4, 1776.

Carpenters' Hall and Congress Hall are both buildings in which important meetings were held, and decisions that helped shape our nation were made.

The Liberty Bell, our nation's most revered symbol, can be viewed in a brand new pavilion where you can see and touch it. This bell first tolled in 1755 to celebrate the meeting of Provincial Assembly in the State House. It rang to proclaim our independence in 1776, as well as 1846 to commemorate the birthday anniversary of George Washington (this was the last time since its crack was enlarged). This bell proudly states: "Proclaim liberty throughout all the land unto all the inhabitants thereof."

Christ Church is regarded today as an outstanding example of Colonial Architecture. George Washington and Benjamin Franklin worshipped here and had their own pews. Seven signers of the Declaration of Independence, including Benjamin Franklin are buried on its grounds.

The home of Betsy Ross, place where our nation's first flag was made may be visited.

Besides these major historic sites, there are many museums and other places of interest in the city. At the convention more information will be available for anyone who is interested.



**VIEWPOINT. . .Continued**

### FAA DEPARTURE FROM CFI CLINICS CONDEMNED

Dear Editor:

In reference to this department's position on the proposal to terminate the Federal Aviation Administration participation in flight instructor recertification clinics and turn their operation to AOPA and NAFI, Mr. Bob White (director) is adamantly opposed.

He has objected in a letter to the Administrator of the FAA and has asked why state aeronautics agencies were not consulted and why the action was taken without public notice and discussion.

The New Mexico Aviation Board also discussed the move and found it objectionable.

The chairman, Mr. Calude McCausland, stated that FAA should continue operating the clinics in the interest of standardization of maneuvers and procedures and Mr. Kenneth J. Sweetser, Sec.-Treas., says the move would destroy the Flight Instructor Recertification Clinics and that he would not attend clinics operated by AOPA or NAFI.

William E. Mekeel  
Assistant Director  
Department of Aviation  
State of New Mexico

**Ed. Note: Since many Ninety-Nines have been actively involved in the CFI clinic program, we would encourage you to voice your opinion on this matter to 99 NEWS and other appropriate sources.**



### NOTAM: BYLAWS AMENDMENTS

The Bylaws may be amended at the Annual International Meeting provided that the revision or amendment shall have been recommended by the Bylaws Committee and shall have been submitted in writing to all Sections and Chapters at least sixty (60) days prior to the Annual International Meeting.

Proposed revisions or amendments to the Bylaws must be in the hands of the Bylaws Committee prior to June 1, 1976.

Pat Jetton, Chairman  
1629 Driftwood Dr.  
Dallas, TX 75224

**MEETINGS. . .Continued**

### NEW YORK-NEW JERSEY

New York IFSS hosted a special session of their ongoing program, "Operation Gray Skies" for LONG ISLAND Chapter. Several FAA men provided participants with the latest safety information, including "A Mechanic's View of Flying" presented by Joe Terimini.

49½ Henry POTOCZAK spoke to WESTERN NEW YORK Chapter on "What Makes Your Engine Tick." An A & P mechanic owning his own plane and air strip, he gave the group the basics on keeping an airplane in shape for winter flying.

### NEW ENGLAND

CONNECTICUT Chapter reports program chairman LAURIE REEVES has been adding a great degree of interest to monthly meetings, increasing attendance and prospects for new members. In Feb., a Jeppesen representative enlightened the group on IFR charts and procedures. Aircraft Maintenance and You was the program in March.



# INDUSTRY REPORT

By  
Dorothy H. Taylor

Metric conversion, that abandonment of the familiar but awkward English units of measure and replacement by the simple decimal system of centimeters and kilometers, is one of the changes which will affect pilots in the next few years. The changeover is not moving very fast, in part because there is no deadline for the switch. The FAA is working with the aviation community to begin standardization of the units of measurement. Costs involved with the conversion is the greatest deterrent to immediate acceptance. Pilots and aircraft owners may be looking at an estimated \$125 for changing an altimeter, and, assuming kilometers replace knots, \$500 for an airspeed indicator.

\*\*\*

Rockwell International announced the U.S. inaugural flight of a new twin on February 25 at Wiley Post Airport, Bethany, Ok. Designated the Rockwell Commander 700, it is a joint production effort of Rockwell and Fuji Heavy Industries, Japan. Certification of the 340 h.p., pressurized, cabin-class twin is expected by October of this year and first deliveries are anticipated in February, 1977.

\*\*\*

Many airports throughout the country have adopted voluntary night-use restrictions to limit the noise during night hours. Recently, the San Diego Port Authority imposed a night curfew on Lindbergh Field barring all but emergency operations between 2400 and 0600 hours for aircraft that do not meet FAR Part 36 noise limitations. This eliminates most airline models and permits most business jet models to utilize the facility.

\*\*\*

Hollywood-Burbank Airport was one of the first to begin noise-abatement procedures to quell the rising furor over noise. There is increased pressure from noise sensitive neighbors, and to add to its troubles, it has been put up for sale by Lockheed Aircraft, owner of the facility. The land is worth from \$50 to \$100 million to a developer. Loss of Hollywood-Burbank would be the ultimate takeover by the bedroom makers who have covered a long list of airports in the Los Angeles area with housing developments.

\*\*\*

Mooney Aircraft Co. of Kerrville, Texas has a new president. G.H. "Skip" MaGowan has replaced Jerry Vaverek. MaGowan was formerly with the parent company Republic Steel.

\*\*\*

Local IFR clearances are available without a flight plan when traffic is not heavy. By contacting the appropriate ground control or clearance facility before taxiing, pilots can request a local IFR clearance.

\*\*\*

Two new general aviation publications "Aviation Weather" and "Aviation Weather Services" are now available. "Aviation Weather" was first published in 1965 and is a manual for the pilot interested in knowing more about weather and an aide for the pilot studying for an instrument rating. "Aviation Weather Services" is a new publication describing the products and services available from the FAA and the National Oceanic and Atmospheric Administration's National Weather Service.

Copies are available from Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Cost is \$4.55 for "Aviation Weather" (Advisory Circular AC 006A) and \$1.95 for "Aviation Weather Services" (Advisory Circular AC 00-45).

\*\*\*

The Federal Energy Administration has permitted FBO's to raise their fuel prices as much as three cents per gallon on general aviation fuel. Previously a one cent per gallon increase had been allowed to cover increased costs of labor, utilities and insurance, however, the new price rise was justified by the FEA because FBO's cannot reduce non-product costs by shorter hours of operation or fewer services as other retailers of petroleum products are able to do.

\*\*\*

Canada has published new rules for flight plans under VFR conditions more than 25 miles from the departure airport. Flight plans will be filed with ATC and include itineraries, aircraft model and registration number, en route stops, ETA at destination, specific route of flight and any overnight stops.

\*\*\*

VASI glideslope angles may be as high as 4.5 degrees for proper obstacle clearance at some locations. Normally VASI glide slope angle is three degrees. If an angle in excess of 3.5 degrees is used particularly by high performance aircraft, it may require a longer runway distance for landing and rollout.

\*\*\*

To those who have followed the activities of the National Intercollegiate Flying Association, there was something missing at this year's meet. One of the most avid supporters of the organization, aviation pioneer Grover Loening, died Feb. 29 at the age of 87.

## 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.

### Fund Raisers

**SELL BICENTENNIAL 99 VISOR HATS** at air shows & races. Profits for your chapter! Write **Rita Adams** 61 Cumberland Lincolnshire, Ill. 60015.

### Employment

**The Navy Needs Women Pilots!** Apply by June 1. Openings available for 8 women in pilot training program. Requires private pilot license, college degree with technical background, good grade point average, 20-20 uncorrected vision, good health and physical condition. Contact your local Navy Recruiter immediately.

### AE NOTAM

Please send AE Scholarship Contributions before July 1, so they may be read at convention.

### 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.**



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

ADVANCE CONVENTION REGISTRATION

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

1. PHILADELPHIA INTERNATIONAL AIRPORT

AIRLINE \_\_\_\_\_ ETA \_\_\_\_\_  
(Limousine service available to Hotel)

2. NORTH PHILADELPHIA AIRPORT Via Private

PLANE \_\_\_\_\_ N# \_\_\_\_\_ ETA \_\_\_\_\_  
(Transportation provided to Hotel)

# PERSONS NEEDING TRANSPORTATION \_\_\_\_\_

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

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

\$65.00 REGISTRATION FEE UPON ARRIVAL

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

HOTEL  
RESERVATION  
FORM

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

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

NAME \_\_\_\_\_  
Please Print

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Date Arriving \_\_\_\_\_ Hour \_\_\_\_\_ A.M.  
P.M.

Date Departing \_\_\_\_\_ Hour \_\_\_\_\_ A.M.  
P.M.

Room and Bath for One Per Day:  
\$25.00\_\_\_ \$27.00\_\_\_ \$28.00\_\_\_ \$30.00\_\_\_ \$31.00\_\_\_

Double Room with Bath for 2 Per Day:  
\$32.00\_\_\_ \$34.00\_\_\_ \$35.00\_\_\_ \$37.00\_\_\_ \$38.00\_\_\_

Twin-Bed Room with Bath for 2 Per Day:  
\$32.00\_\_\_ \$34.00\_\_\_ \$35.00\_\_\_ \$37.00\_\_\_ \$38.00\_\_\_

SUITES — Parlor and Twin Bed Room with Bath:  
\$60.00\_\_\_ \$66.00\_\_\_

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

Applicable 1976 Tax Added to Above Rates  
Check Out Time 1:00 P.M.  
Written Confirmation will be Sent to You.

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



**Cessna 300 Series Avionics:** They have the quality components and design refinements you'd expect to find only in higher priced equipment.

A full complement of TSO'd 300 Series Avionics is available for 1976. This series is designed to integrate perfectly with additional Cessna equipment like the 400 Glide Slope and 400 Marker Beacon.

They are "human engineered" to the cockpit environment to provide capability without crowding, and are panel-mounted for easy access. And, Cessna "state-of-the-art" engineering in the 300 Series gives you Avionics that are up to date.

**The 400 Encoding Altimeter:** Designed around our patented, proven, trouble-free optical comparator. Design eliminates the drag-producing mechanical linkage between the barometric diaphragm and the indicator.

**The 300 Nav/Com:** Newly TSO'd and featuring all solid-state circuitry. An advanced low-cost Nav/Com with ILS capability. 720 com channels. Independent 200-channel Nav receiver provides 200 DME channels plus an additional 40 glide slope channels.

**The 400 Glide Slope System:** Solid-State 40-channel coverage in this system is compatible with both the Cessna RT-328T and RT-428A Nav/Coms.

**The 400 Marker Beacon:** TSO'd, lightweight, and available with a Hi-Lo switch. "Hi" sensitivity for stronger reception at altitude—"Lo" will indicate beacon passage with greater precision for low altitude approaches.

**The Audio Panel:** A new, compact back-lit panel incorporating transmitter and audio selector switches with "auto-com" select and optional marker beacon lights.

**The 300 ADF:** Newly TSO'd. Combines digital display and electronic tuning for fast, accurate frequency selection. Exclusive zero-error, anti-jitter device stops needle hunt. High sensitivity and excellent range provide reliable bearing information under conditions where other ADFs deliver only marginal performance.

**The 300 Transponder:** Full 4096 code capacity plus altitude reporting capability. Meets all TSO requirements, present and proposed. Use with the reliable EA-401A Encoding Altimeter. Lightweight, solid-state design for longer, troublefree service life.

**The 300A Nav-O-Matic Autopilot:** Low-cost 5-function system. Features directional gyro with heading select to automatically turn to and hold the course. Provides capture and track on omni or localizer courses. Intercepts a VOR radial within 45° of the aircraft course, is firm and drift free, within 2°, even in stiff crosswinds.

Cessna offers a complete line of avionics in our TSO'd 300, 400, and 800 Series. Nav/Coms. Transponders. ADFs. Glide Slopes. Marker Beacons. DME. Area Nav. Flight Control Systems.

Whether you buy a 150 or a 421, Cessna Avionics give you the level of performance you want at a price you can't beat anywhere else. There's no installation charge when they're installed at the factory as an integral part of your Cessna plane.

Cessna Avionics. They give you built-in advantages in time, money and performance, plus: The world's leading aircraft company stands behind your Cessna Avionics and their installation.

**Cessna**

AIRCRAFT COMPANY • WICHITA, KANSAS  
For further information, write to:  
Cessna Avionics, Dept. 99-2,  
Wichita, Kansas 67201

**Number one in the sky  
for some very down-to-earth reasons.**

**The new 300 Series Cessna Avionics are great, and wait'll you see the package they're part of.**

