

# ***the 99 news***

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

JUNE 1976



Confessions of an Aeronaut. . .p. 4

The Powder Puff Derby — A Fond  
Look Backward. . .p. 16

# **All in the Family**

For George and Shirley Coté of Newport Beach, California, flying is a real family affair. Each owns an aircraft and both have commercial tickets with single and multi-engine instrument ratings plus thousands of hours of flight time. □ Shirley also has flight instructor and glider ratings, has won numerous cross-country races and was named 1971 Pilot of the Year by the Orange County 99s. And she's been flying for only six years! □ Her husband, George, has a rotary-wing rating, a degree in airport management and has served for over 20 years as an aviation administrator in both the public and private sectors. He is currently a 112 Commander representative and is working toward a law degree. □ Like many aviation families, the Coté's insure with USAIG. "Over a 20 year period, USAIG has provided me with an entire spectrum of coverages . . . from individual aircraft liability to airport liability for a complete system of airports," says George. "And they've never let me down . . . not just when we had a claim but also when we needed advice and guidance on hard business decisions. They've really helped me stay in aviation . . . both safely and profitably."

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# President Pat's ACTion Line

This month, I would like to share with you some of the topics which were discussed at our recent board meeting.

Many of us, your Board included, have not thoroughly nor totally read, understood and accepted our new By-Laws which were approved and went into effect immediately at Convention last year.

Take your Membership Directory out and turn to page 298, and follow along with me while we read through the area on membership classification. We might both learn something.

Under Article IV, Section 3, Classification of Membership, there are five classifications of 99 members described: A. ACTIVE; B. SUPPORTIVE; C. AFFILIATE; D. MEMBER AT LARGE; E. EMERITUS. Let's look at what these membership classifications mean using me, Pat McEwen, as an example. What kind of member can I be?

Let's start with EMERITUS — Yes, having served as President, I can accept the classification of EMERITUS, if I choose. So can any charter member. An EMERITUS member may also elect Active, Supportive or Affiliate Member status, with all the privileges of that status.

Can I be a MEMBER AT LARGE? No way, Jose! I live in a country where a section is organized. I belong to South Central Section, Kansas Chapter. Those who do qualify as Members at Large may vote, but can not hold office at any level.

How about the AFFILIATE MEMBER. No, that's not me either, because I enjoy participating in my chapter's activities. If

Continued on page 13

## 99Calendar

JUNE	5	Golden West Mini-Derby Hayward, Ca.
	11-13	Garden State 300 Proficiency Race
	30	International Ballots Due
JULY	1	Hotel Reservations due for Intl Convention
	9-14	All-Woman Transcontinental Air Race Powder Puff Derby
	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.
	14-15	Ronald McDonald's Airshow Port Columbus Airport All-Ohio Chapter Sponsors
	21	Lake Erie Proficiency Race Cuyahoga County Airport
	20-22	Palms to Pines Air Race
	21	Lake Erie Air Proficiency Race
	21-22	Aloha Chapter Apuepuelele
	26-29	Northwest Sectional Sun River, Oregon Sponsored by Willamette Valley

... On the other hand, if I don't tell 'em where I am and somebody rats on me, it'll probably be worse. Besides, what can they do to me? It's not my fault the zephyrs are fickle. Okay, okay, so I'll call 'em.

"Westchester tower, this is 51508, outer marker inbound." Well, sort of inbound.

"51508, Westchester tower, say airspeed and type aircraft."

"We're a Raven S-55, sir, and - ah -", I can't resist. Let them rip off my buttons. It's too good. "The airspeed is, ah, zero", say I, coyly. Correctly.

The controller's binoculars strain at the NW horizon. I wink at my co-pilot. He grins back.

"Westchester tower", someone breaks in on the frequency, "Westchester tower, do you know there's a balloon in the vicinity of the marker?" There's a spoil-sport in every crowd.

It takes five more minutes of conversation around blasts of the burners to establish that we are crossing the extended centerline of the instrument runway and headed northeast. No, sir, we are NOT landing at Westchester, and yessir, we'll call you clear of the control zone, yes sir!

We are down at treetop height now. A Hansa jet looks us over. So does a Lear. "508, 'Chester tower, how are you progressing?" Well, we aren't really. Majestically, slowly, oh how S-L-O-W-L-Y, we drift away. I will hear about all this later. I will call the tower and make amends. But for now we are busy. We glide on.

Clearing the control zone at last, we climb to about 500' AGL. We are now almost an hour into a flight that started in sweeter weather some ten miles away. The winds have picked up a bit, not as forecast. The sky to the northwest has darkened. Best we land.

Tower calls us, "508, still on frequency?" They have a report of light rain moving into the area and would like to know our intentions.

Our intentions are to land. And we will call 'landing assured' back to the tower. The ground over which we are travelling is uncooperative. What does it care that two aeronauts (the correct word for balloonists, look that up in your Funk and Wagnalls) are suspended under an 85' bubble looking for a soft landing spot.

Houses slip under us, a church with its giant hypodermic needle, a wet-looking lake, then a road strung with power lines — arch enemy of the balloonist. Several times we inch down but are pulled off our anticipated track by capricious surface winds.

A potential field eludes us, overshoot. We monitor our fuel supply. Better a controlled landing in a welcoming treetop (that's what it says in the how-to-book, honest) than an unscheduled arrival in the local reservoir, burners reproachfully silent.

Now fast approaching is the corporate headquarters of Reader's Digest in Plea-



santville, four huge winged horses adorning its splendid tower. They cannot fly. We, it seems, cannot stop flying. A quick decision. A frenzy of activity. Hot air valved out, to be replaced by the cold air rushing up the throat. We descend rapidly, crown line in hand, ready to pull out the whole top panel of the balloon.

"Stand by!" We commit ourselves "Now! Pull it!" The velcro seam of the crown bursts with delight at our safe return to mother earth. We are down!

Not so delighted is the security officer. He is bristling at our unannounced invasion. "You'll have to get that thing out of here." People pour onto the lawn like ants onto a cookie. "Where'd you come from?" "Why'd you land here?"

Who can resist? In all of Pleasantville I know one person. One person! "We've come to see Miss Davis", I announce. Ah, thank you, Carolyn, for working at Reader's Digest. Carolyn Davis, our good

friend. Our useful friend. The man with the badge is speechless. The word goes out, "Get Miss Davis, quick!"

The courtyard is filling rapidly with the staff of the Digest, passing motorists from the street, an avalanche of boys from the neighborhood school, attracted by the burners' roar. Carolyn appears, looking aggrieved lest the wrath of the security men (there are several by now) turn on her.

"It's very rude," she says archly, "to drop in without calling first. . . why didn't you phone?"

Conspirators, we share the joke, for Carolyn too knows the witchery of the winds. She has flown a helicopter. She understands the sky and its ways.

We break open the balloonists' traditional bottle of champagne and share it with the crowd. One hundred people. One bottle. The schoolboys are herded up and return to their Latin - volo, volare, volavi, volatus.



# Confessions of an Aeronaut



All is business now as we bend to our labors. Our chase truck has arrived. There's a balloon to pack up and it's time to go home. But tomorrow dawn we will be watching the winds again, ready to fly at a moment's notice. For the lure of a balloon is eternal. Man's oldest aerial means of travel, it is forever new and fascinating.

How delightful is a balloon! Even earthbound, lying awkward and ungainly amidst crumpled yardage, it is somehow proud and full of promise. Now half inflated, struggling against the handling ropes, a butterfly emerging from the cocoon. . . and now at last full-blown, a grand lady bowing left and right. For only here at the earth's surface does she react to the winds. And no skinny wench is she, but a buxom, bounteous lass, her 77,500 cubic feet of captive air subject to each passing breeze.

Free, in flight, she is serene, sublime. How unlike the Hollywood movies, the gondola a swaying pendulum. In flight one dares lean way out of this wicker laundry basket and peer below, so stable is the platform. For a balloon rides the wind. She is the wind, and though the leaves on the trees below may shiver and quake, in the basket not a hair on one's head moves.

Baskets - gondolas - come in all materials, shapes, and degrees of sophistication. So, too, do the envelopes. One may order a simple waist-high wicker basket or an enclosed pressurized capsule. The balloon envelope itself can be readymade or designed with naught but the limits of one's pocketbook to call a halt to the extravagances of one's imagination!

Gores ablaze in the summer sky, a balloon can dazzle the eye. One flaunts ornate signs of the zodiac, another duplicates the globe. "Dream of Flight" bears Pegasus, Icarus and Daedalus, and their mythical compatriots aloft. In the international competition at the Albuquerque Balloon Fiesta I met "Heaven's Glory", a red, white and blue beauty, "Punchinello" with her rainbow flame-stitch pattern, and the passionate purple "Grape Escape".

If pressed, I might name one "Flattery", so when asked why, I might explain "because it gets me nowhere!" Which is part of the charm of ballooning, for as riders on the wind, how far we go depends on two things, the strength of the wind and the time we remain aloft. Conceivably we might fly for two hours and cover the smaller part of a mile!

We can project where we think we'll probably head once airborne, but ballooning is not for you if you must know in advance that in precisely one hour and thirty seven minutes you will be landing on Ethel Crumstable's rose trellis. Ballooning, as we may, is the only way to go if you don't care if you never get where you didn't know you were going in the first place!

But the flight of fancy which a balloon voyage can most engagingly represent has a counterpart. As in all aerial sports, men compete for records in hot air ballooning — records in altitude, (45,836 feet!) distance covered, (337.23 miles) and endurance (18 hours 56 minutes). A balloon can be flown very precisely, a good pilot exercising a surprising amount of control. The glib one-syllable answer to the question

"Can you steer a balloon?" is 'no'. A more accurate answer is yes.

A good pilot can determine the direction of the winds at different altitudes and use this knowledge for directional control. A favorite of competitive meets is the Hound and Hare chase. A 'Hare' balloon is launched first, soon followed by the 'Hounds'. The Hare hopefully outwits the Hounds by frequent altitude changes, and therefore frequent changes in direction. Winner is the balloon landing closest to the Hare, a distance measured sometimes in feet and inches. A spot landing contest with a moving target!

Man has been at the problem of directional control for a long time. A prize offered in 1784 for an answer to the problem produced suggestions that stagger the mind. Sketches sprouted oars and sails and rudders, for men argued that in the air as in the sea, surely a competent helmsman might direct the course of his craft. One ingenious fellow proposed a team of eagles, to be guided like horses, for propulsion.

It was only a year before that man had first ventured into the air in this marvelous new conveyance. The brothers Montgolfier, sons of a wealthy French paper manufacturer, had been intrigued by bits of paper borne up their chimney flue. So they reasoned might a bag filled with smoke be induced to rise. The smoke itself, and not the hot air, was felt to hold the key to successful flight, so the first experiments were often noisome. Varied formulas were introduced. Dried dung, decomposed meat, and old shoes held promise.

After several trials, the first aerial passengers on record were sent aloft before the King and Queen at Versailles — a sheep, a duck, and a rooster! Emboldened by the succes fou, on November 21, 1783, Pilatre de Rozier and the Marquis d'Arlandes, the first human voyagers, conquered the air and the hearts of Paris.

Man's dream of flight became reality. The word Montgolfiere became synonymous with balloon. Present at one of the early ascensions was Benjamin Franklin, then Minister to France. "Of what use is a balloon?", a man in the crowd was heard to scoff. "Ah", was Franklin's immortal and prophetic report, "of what use is a newborn babe?"

A ballooning craze soon swept the continent, spread to England, America, and even China. The gases helium and hydrogen were enclosed and used for flight. One learned fellow reasoned that if one source of lift were good, how much better would be two — hydrogen **and** an open fire. He exploded his own theory, and himself with it.

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## ON THE COVER:

The wonderful world of the "aeronaut" is captured by New York photographer and Ninety-Nine, ANN MEUER.



Balloons were incorporated into circuses. Solo acts barnstormed the countryside. A rider went aloft on a horse secured in a sling. What the horse thought of all this is not recorded. In 1863 a Frenchman, not to be outdone, designed a balloon to incorporate a photographic lab, refreshment stand, and lavatory.

Balloons worked as observation platforms in the American Civil War and flew the mail out of besieged Paris in the Franco-Prussian War. One attempt to ferry the mail from Indiana to New York City took off with great hoopla from Indiana and landed in Indiana. In World War II barrage balloons guarded London from enemy dive bombers. Today we launch balloons to probe our atmosphere to further meteorological and astronomical research.

But man being the incurable romantic that he is has taken ballooning a giant step backward in time. European balloonists cling hard to the traditional gas balloon, but more and more converts to the hot air balloon pop up at our international meets. Envelopes have been developed that can stand rough usage, that can be stored and reinflated time after time. Inexpensive new propane burners keep fuel costs and maintenance in line with today's pocket-books. (Eat your hearts out you fixed wing cats!)

**By Sharon Conover  
Greater New York Chapter**

If the balloon photography in this issue looks like it was done by a professional, it was. Ann Meuer, a New York photographer, ballunatic and Ninety-Nine was gracious enough to donate her talents to us. But there's more to Ann than meets the lens, as Sharon Conover reports.

Ann Meuer received her private pilots license in 1941 at Solberg Airport, New Jersey. She would leave work at 4 p.m. and take subway, ferry, train and then car to the airport so she could log an hour of flying before sundown. Ann became a member of the WASP (class 44-W-3) in 1944 and since has spent many hours flying in the skies with the sound of an engine roaring in her ears. Then in September, 1974, Ann took her first flight in a hot air balloon, and by March of 75, was licensed to fly them. She now owns her own balloon and last summer flew ten days at the German Alps Festival.

She worked on the Macy Day Parade in '74 and was flying the balloon that brought the celebrities in to open the parade. She flew the balloon in the "Save New York Rally," and like many balloonists, has ended up in some pretty interesting predicaments. She interrupted Jack Nicklaus just as he was about to putt on the 17th hole at the Westchester Country Club and had to blast to avoid landing on the 17th green.



Photos by Ann Meuer

# ANN MEUER

**photographer  
balloonist —  
humanitarian**

Her balloon is available for publicity, advertising, promotions, etc., and she has some interesting ideas for the balloon in the future. Ann says "one of the things I look forward to doing is taking the balloon to underprivileged areas, hospitals and homes for the aged." She has put a cerebral palsy patient in the balloon and since there was only room for the patient and wheel chair, he was sent up on a tether alone. When the balloon cooled off it came down slowly and the crew was there to soften the landing. He was thrilled and Ann was delighted it could be done.

Ann has also taken her balloon to a home for emotionally disturbed children in New Jersey and has plans this summer to get to Bellevue Hospital and the Bird S. Collier Home and Hospital on Roosevelt Island in New York.

When Ann is not involved in ballooning, she can be found at her studio in New York, where she is a professional photographer. The Ninety-Nines have been fortunate to have had Ann's photographs of balloons on display on several occasions, and we're glad we've had the opportunity to publish some of them in this issue.

Lest you feel that the art be best left indeed to ducks, roosters, and sheep, let me assure you that ballooning knows neither age nor sex. Daughter of a professional balloonist, sixteen year old Donna Wiederkehr holds official world records in duration, distance and altitude for her class balloon. And early in January, our own Ninety-Nine, Constance Wolf helped kick off the Bicentennial Year with a flight from Independence Hall to commemorate the nation's first manned balloon ascension on January 9, 1793. Her age is a mere 70 years.

The rest of us fall somewhere in years between teenager Donna and Connie, our flying grandmother. Our career interests run from homemaker to interior decorator, orthopedic surgeon, and porpoise trainer. Some of us have built our own balloons (two miles of stitches) and some have bought them. Despite our differences we have one thing in common, a touch of ballunacy, a highly infectious condition for which there is as yet no known cure.

Should you, gentle reader, need further encouragement to join the ever-swelling ranks of the hot air aficionados, call any one of us. Call me! But best you call before five a.m. if the day is soft and the winds are gentle, or someone will have beaten you to it. Some fellow ballunatic will have roused me out of bed with a predawn call, unwilling to believe that there will ever again be a morn like this one and impatient to be off on the winds to assay the truth of that conviction.



## THE AUSTRALIAN WING

Called a "combination of helicopter, discus, gyroscope and inclined plane," the Australian aboriginal boomerang is gaining attention in the United States. ROSEMARY COLMAN reports three major throwing tournaments are scheduled soon and the Smithsonian Institution and new National Aeronautics and Space Museum opening in Washington on July 4, will feature boomerang displays. The device has often been used in teaching the basic principles of aerodynamics.





## A.E. PHOTOGRAPHS

A special presentation was made at the South Central-South East Sectional of specially enlarged and framed photographs of Amelia Earhart taken in Venezuela shortly before her final flight.

The photographs were noticed by 99 Eleanor Lowrey in an album belonging to Mr. Sam Short of Baton Rouge. They had been sent to Mr. Short by a fellow Louisianan, Mr. Henry Lynam, who owned Creole Plantation in Venezuela at the time of Amelia's last flight. The Lynams had invited AE to stay with them while she was in South America. The pictures, which to this date have been unpublished, show the takeoff breakfast in Lynam's hanger. Note the Pratt-Whitney box in the background. George Putnam, Amelia's husband, had been concerned about one of her engines and had sent this one ahead in case she wanted to change engines before continuing. (She did not). Also present besides A.E. and her navigator, Fred Noonan, and the host Henry Lynam, were Mr. and Mrs. Mac Duff, friends of Mr. Lynam from Louisiana. Mrs. MacDuff (black hat) acted as hostess that morning as Mrs. Lynam was in the states.

The other photo shows Amelia boarding her craft for takeoff.

The pictures were presented to President Pat McEwen for our Headquarters collection on behalf of the South Louisiana Chapter.

## GIFT OF SO. LOUISIANA CHAPTER





# Christine Davy M.B.E.

By M. Kentley  
(adapted from her book,  
shortly to be published)

Apologies for no photo! If you can get Christine down on the ground long enough to pose for a photographer then you are more persuasive than the rest of us. Pretty, slender, charming, Christine has spent at least 12,500 hours in command. How else would she achieve PPL-1959; CPL-1961; Instrument rating-1962; 1963-Aerial Agricultural Rating, Australian Women Pilots' Association most highly esteemed "Nancy Bird Award" and also their Navigation Trophy; C.F.I. at Alice Springs; Check Captain with Connellan Air Ways on twin engined aircraft - the first woman check captain in the "free world"; 1970-First Class I.F.R., Senior Commercial License, M.B.E. (Member of the British Empire Award) for services to aviation; Line Captain on Herons and DC3s. 1975-1st Class Air Transport Pilots License. In her 12 years with Connair, she has flown over 1½ million miles in over 11,000 hours, carrying passengers and cargo to and from such places as Bathurst, Groote and Eylandt Islands, the Kununurra, Roper and Plenty Rivers and to 35 destinations out of Darwin and 36 from Alice Springs.

On gaining her license to "fly for hire and reward" she was employed by her own Goulburn Aero Club, as an instructor and charter pilot. The Goulburn Aero is the oldest country aero club in Australia. It was formed in 1930 when, of the first dozen members to win their wings, 8 were women. Here Christine found Charter Flying fun, and a wonderful way, not only to see the country, but to gain a respect for, and gradually improve, her navigation.

In 1962, one of her pupils, Mr. Austin Cummins, won the A.O.P.A. Trophy for the best trained pilot of the year. In announcing the winner, Mr. Peter Kelly, A.O.P.A. Senior Vice President said — "Miss Davy herself earns our admiration and must be complimented, not only for turning out such a good pilot, but for the excellence of her supporting paper work, which detailed Austin's flying record, progress and results. Her work won valuable points for him".

Late in 1963 she left Goulburn for Alice Springs, flying her beloved Tiger Moth VH-CCD, so that she could satisfy the urge to "get up there, to relax and fly just as I please, from time to time" between flying the big ones for Connellan Airways. Leaving Goulburn Aero Club to become

just another pilot in the large Connellan Airways organization, she missed the atmosphere associated with working for a Club, an atmosphere distinctive to Australian aviation. The customary cups of coffee, and chatter taken with the ever present, enthusiastic pupils and pilots. However, she was able to regain some of this comradeship, as part-time Chief Flying Instructor for the infant Alice Springs Aero Club.

In 1964, when first in Alice Springs, Christine wrote: "In the Northern Territory, days do not exist when aircraft cannot fly — dust haze and rather violent, but avoidable storms being the only hazards. Navigation on clear days is no problem as any town, river or mountain has to be the right one, there aren't any others around." Although sparsely populated, the country is incredibly interesting, with its 5000 ft. high McDonald Ranges and the Simpson Desert, where herds of wild camels and wild horses can be seen amongst the 70 foot high sand hills which ripple across the desert from North to South in parallel patterns.

At that time Connellans Airways (now Connair) flew Herons, Beech 18s, Beechbarons, C185s, C182s, C180s.

The mail runs, from Alice Springs and Katherine each week, went to the cattle stations and missions throughout the Territory, South Australia, into Western Australia and to Mt. Isa in Queensland. Before flying any of these routes, each pilot was required to make two round trips as an observer and the Company required a "mud-map" to be made on the first trip — filling in roads, rivers, hills, bumps, patches, and then these maps had to be identified on the second trip.

As well as the regular runs, charter work catered for tourists, stock and station owners, oil companies and the Flying Doctor Service, which, at that time, employed its own plane and pilot for the routine monthly calls but used Connellan's for emergency calls and for this purpose, a plane and pilot were always kept on stand-by, generally making 1 or 2 flights each day to stations and missions. The patients were nearly always aboriginal people who protested lustily at sight of the aircraft, but, fortunately, soon drifted off to sleep, once safely on board. Sometimes the patient was a baby, suffering from, for them, deadly measles, or dehydration, or a woman whose skull had been damaged by an expertly swung nulla nulla.

Connair was the life-blood of the "Centre". For some of these ports of call

— mission stations, cattle stations, mines and native settlements, in remote areas, this Airline still is the only form of communication with the outside world, particularly during the Summer "Wet" Season, when the rivers flow and the roads are closed for weeks and sometimes months, on end.

When Cyclone Tracey flattened Darwin on Christmas Day, 1974, a Connair DC3 was the first aircraft in or out of that stricken city, with a load of refugees. One DC3 actually carried out 64 people on a flight. Christine was at her parents' home in New South Wales for the first Christmas in ten years when the Cyclone hit, but she landed a DC3 there at midnight on the 28th. After an evacuation trip to the Islands on the 29th, she made the return flight with more refugees to Alice Springs that night, having spent time in Darwin that day trying to salvage what she could from the remains of her flat.

Christine does come down out of the skies sometimes but not to set foot on ground. She prefers her world covered in knee deep powder snow. She was Australian Women's Ski Champion 1953-1960 inclusive and 1966, and has represented Australia twice in the Olympic Games, in 1956 and 1960.

## NEW HORIZONS

Marian Auburn, one of the outstanding women in aviation, has taken her last flight. She died March 10, 1976 of a massive cerebral hemorrhage.

Marian was born 44 years ago in Canada, became a Registered Nurse and an airline stewardess. While working as a stewardess she met her husband, Bob, and together they embarked on an exciting and colorful career that was to make her known and loved by people throughout the Western Hemisphere.

The Auburns made National Geographic films in Africa, Spain and other far flung places, then took up flying and began filming the well-known "FLYING THE CARIBBEAN", "FLYING MEXICO", "FLYING AMERICA", etc. Many of us waited for the scene when their pal, a large black poodle named "Beau", serenely rode the motor scooter with Bob and Marion into town after tying down at some remote airport.

During the filming, Marian usually flew the lead plane, accompanied by Beau, which Bob filmed from their camera plane he flew. The films, shown to audiences throughout the United States and often hosted by Ninety-Nine Chapters, were things of rare beauty.

Marion's sensitivity and loving personality were reflected in their approach to the places they visited. While all of us will miss her, her memory will remain with us through their beautiful flying films.

—Thon Griffith



# THE PROFICIENCY CONTACT

By Gene Nora Jessen

The leader of the APT threw all caution to the wind and asked this pilot to produce a guest column. ME write about PROFICIENCY. . .that struck a raw nerve!

I used to be a pilot who flew every day. Earned my living at it for ten years. Never rented an airplane. Proficient? You bet. Proficient, efficient, sharp and humble. And then I retired to participate in the population explosion and found myself firmly ensconced in the home-with-children years.

Now when we fly, we rent. Ye gods, it costs a lot of money to rent an airplane. Of course it's a known fact that housewives find time hanging heavy on their hands. Tear loose some of that time flying? Nothing to it. Just work it in between baby's nap, schoolgirl's music lesson, a little volunteer work for the church and running the dog by the vet. Proficient! Ya gotta be kidding.

So those of you who fly every day and are keeping sharp at it, don't read any further. Go on to the next column. I'm talking to the 99s who are in a dormant period of their flying and who plan going back to it strongly one day or one year soon. Those who have lost their medical temporarily. Or those who have to spend the flying money for other things right now. Or those who have family obligations, such as small children, that come first right

now. How in the world do we remain safe and proficient pilots during this time?

APT is easy. A little ole APT ride is fun, maybe disappointing, certainly rewarding. A BFR, at least where I live, is nothing to worry about. I took a flight instructor revalidation ride last week and it was a snap. But proficient? No. We don't have to be proficient to be current, legal and above reproach.

Obviously, the only solution to maintaining proficiency is maintaining flying. And there are ways to do that with a little imagination, despite the obstacles. My way around the terrible expense of renting airplanes was to go into the aviation insurance business. I affiliated with an agency, took the state licensing tests, put an extra phone in the house and started writing insurance. I won't soon become a millionaire, but I have made peace with the IRS for most of my flying now manages a tax writeoff — and my work is part time while at home with my children where I want to be. It's also an excuse to keep a hand in aviation (translate that to hangar flying) until I can be active at it again.

Another way to pay for some flying is trading skills with an FBO. When we were in the business, we relished finding a secretary we could pay partially with flying time. Bookkeeping or some secretarial work may be just what some FBO needs,

but he's not too long on cash and would love to pay you in flying time. Lots of semi-retired flight instructors trade instruction for the use of the customer's airplane.

You say you've lost your medical temporarily? Well you certainly don't need a medical to take dual. Or riding with a pilot whose skills you admire can help. I used to spend hours and hours just riding with the test pilots and storing away their good habits and helpful hints. Maybe there's a bank in your town that transports checks around the state by air. Those guys fly the same route day after day and might enjoy occasional company. It wouldn't hurt to ask if you could ride along.

Staying current means keeping up on the changes in regulations, procedures and equipment, too. A little airport bummin', hangar flying and logging some magazine time are legitimate components of maintaining proficiency. In my state it costs \$15 to take the three day flight instructor revalidation course. And who says you have to be a flight instructor to take it? Exposure to that corner of the aviation industry is enlightening.

Volunteer. Volunteer to help the state aeronautics dept. Stuffing envelopes could develop into some flying. The contact is good. How about C.A.P.? Volunteer a little flying for your FBO. To retrieve a weathered-in airplane left behind. Or to fetch a new plane from the factory. I know, those are few and far between, but it doesn't hurt to try and to let them know you're available. Volunteer to write a few aviation things for the paper. Who knows where that will lead. If you get involved helping the college flyers you'll probably get addicted just as I did — and there's a group that knows how to fly on a shoestring. Volunteer your skills as co-pilot on a 99 race or rally.

Have you investigated flying clubs in your area? I grew up in aviation when flying clubs were three guys who owned a Champ, patched it with band-aids, and bought gas a dollar at a time. But flying clubs aren't like that any more. Many fly beautifully maintained equipment and offer attractive rates. Look into it.

Annual Proficiency Training is our bare minimum standard as pilots. Proficiency is a constant challenge — especially for those of us whose current flying hours ain't what they was and ain't what they will be but are all we can manage right now. Proficiency the hard way will just have to do until we can fly all we want and gain it the easy way once again.

## STANDINGS AS OF APRIL 10, 1976

## Scoring for Safety

By Marilyn P. Hibner

SECTION	POINTS AS OF 4/10/76
East Canada Section	
(late Entry due to mail strike)	4.0
Middle East Section	2.0
New England Section	14.0
New York-New Jersey Section	11.617646
North Central Section	4.823529
Northwest Section	1.6
South Central Section	2.0
Southeast Section	7.7857136
Southwest Section	—0—
Western Canadian Section	
(Mail strike prevented Entry)	N/A

Deadline Date for Recording of Points:

June 30th, 1976\*

For Point Accumulation Period:

July 1, 1975-June 30, 1976

Deadline for Verification of Points by

Section Governors: July 15, 1976\*

Announcement of Winning Section and

Presentation of Award Plaque:

International Convention '76

(\*These dates are POSTMARK dates for mailings to the International Safety Education Chairman.)

If any of the above sections knows they have done safety education activities to a greater extent than the above scorings indicate, it is most likely due to the fact that forms are not getting forwarded to me to record same. June 30th is the deadline for mailing of such forms to me for recording. Any forms received after a postmark date of June 30th will be carried over into next year's tally of points.

Continued on page 10

## FREE CATALOG

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# Books On Amelia

## Requested for Headquarters Library

In case it was missed in an earlier issue I would like to review some guidelines for acceptance of donations to the library. In general we are interested in developing the collection to include any and all materials concerning women in aviation, especially Ninety-Nines, both current and former members. We will not restrict our aviation materials to only works by and about women, but we are also interested in developing a basic aviation library. Along with this we are interested in obtaining materials written by our members, whether or not it concerns aviation.

To try and simplify matters you may send your book lists, or the items themselves, to me, at Rt. 10, Box 546, Young Rd., Bloomington, Indiana, 47401. I'll attempt a reasonably prompt reply and will be glad to give you an appraisal for tax purposes if requested.

I have made a quick and admittedly not too thorough search of some book catalogs and discovered the following items concerning Amelia that we do not now have in our library. Any of the items in the following list would be gratefully accepted for the library.

Briand, Paul L. **Daughter of the Sky.** New York, Duell, Sloan & Pearce, 1960.

Davidson, Joe. **Amelia Earhart Returns from Saipan.** Canton, Ohio, Davidson Pub. Co., c1969.

Davis, Burke. **Amelia Earhart.** New York, Putnam, 1972.

DeLeeuw, Adele Louise. **The Story of Amelia Earhart.** New York, Grosset & Dunlap, c1955.

Howe, Jane Moore. **Amelia Earhart; Kansas Girl.** Indianapolis, Bobbs-Merrill, 1950 (1961).

Klaas, Joe. **Amelia Earhart Lives; A Trip through Intrigue to Find America's First Lady of Mystery.** New York, McGraw-Hill, 1970.

Mann, Peggy. **Amelia Earhart; First Lady of Flight.** New York, Coward-McCann, 1970.

May, Jullian. **Amelia Earhart; Pioneer of Aviation.** Mankato, Minn., Creative Education Society, distributed by Children's Press, Chicago, 1973.

Morrissey, Muriel Earhart. **Courage is the Price; The Biography of Amelia Earhart.** Wichita, McCromick-Armstrong Pub. Div., c1963. (Note: we would especially be glad to have this one and autographed if possible.)

O'Connor, Richard (Burke, John, pseud.) **Winged Legend; The Story of Amelia Earhart.** New York, Putnam, 1970.

Parlin, John. **Amelia Earhart; Pioneer in the Sky.** Champaign, Ill., Garrard Pub. Co., 1962.

Wayne, Bennett. **Women Who Dared to be Different.** Champaign, Ill., Garrard Pub. Co., 1973.

Zierau, Lillee D. **Amelia Earhart; Leading Lady of the Air Age.** Charlottesville, N.Y., Sam Har Press, 1972.

Dorothy Niekamp  
Ninety-Nine Librarian

## NOTAM to Convention Planners

Is your chapter getting ready to host an upcoming sectional? Take some advice from those that have been burned and be wary of "new" hotels in your convention planning. The endless months of work put in by So. Louisiana and Mississippi Chapters was almost thrown to the winds at the last minute by a hotel that had difficulty upholding its commitments.

Staffing was the worst problem — whether inexperienced or not enough help or both was hard to tell. Anyway, rooms and dining facilities were overbooked and guests were shuffled off to other places or

asked to wait, wait, wait for everything. Many areas of the facilities were not completed (the hotel was scheduled to open July of 1975, but did open in March of 1976), and they were still laying carpeting in late April in some rooms when 99s moved in on Friday afternoon. The swimming pool was not finished, nor were the tennis courts. The big lounge with entertainment was not yet open and the computer on which they listed and registered occupants was not functioning properly. They apparently had no alternative to the computer as we asked three different times for individual listings due to a possible terminal illness in the family of one of our party and still her family could never locate her in the hotel. She was "not registered." On the other hand, we got continual calls till past midnight and beginning again at 7 a.m. for a man who did not occupy the room. Whether he was a previous guest or registered elsewhere in the hotel we never figured out.

At any rate, promises and good intentions do not get the job done. Do not rely on promises made by hotel management on further operational status of their facilities. They can often not control completion dates due to weather, labor strikes, etc. but that does not necessarily mean that they will inform you of their inability to meet contract obligations or release you from your contract to find other accommodations if their facilities are not up to promised status.

## Scoring for Safety. . .Continued

Also, there seems to be slight confusion regarding points allowable for Safety Clinic in Association with the FAA (and GAMA). The 10-point value for this activity assumes that the Chapter is SPONSOR of the Clinic (or one of several official co-sponsors). In this case, your Chapter's name should appear on the FAA's mailing circular for the clinic in the section entitled "SPONSORED BY". Then your chapter is, in fact, entitled to claim 10 points for the sponsorship of the activity. However, if, on the other hand, your chapter attends the clinic and sits in the audience, but does not sponsor the activity, it would then become an organized safety program attended by the chapter's membership (the same as if you had a safety program at one of your regular chapter meetings). That type of activity is worth 5 points. If attendance by some of your chapter's members was coincidentally realized at such an FAA Safety Clinic, but was not formally planned by the chapter as a chapter program and, therefore, there is no point value for same.

Another question that has been raised is . . . "are points allowable for CFI's (who are 99's) who attend CFI Re-validation

Clinics to renew their CFI certificates?" Sorry, CFI's, re-validation clinics should be at least a moral responsibility on your part to keep you a well-informed and worthy CFI; and in some cases, your attendance is **mandatory** if you require it to renew your CFI certificate. Being a CFI myself and having attended a Re-validation Clinic, I can't see the justification of considering it some "extra" effort beyond the basics a CFI should do in good conscience. However, on the other hand, if a chapter were to plan that their chapter members, as a group, attend such a clinic for the Safety Education value of it and consider it a planned chapter program for safety education, then the Chapter would be entitled to claim 5 points for it as a chapter safety education program. Or, if the chapter were to be the sponsors (or co-sponsors) of the clinic, they could claim 10 points for their sponsorship of the clinic. CFI's, on the other hand, if actively instructing on a regular basis, most likely are qualified for a year's compliance for the Pilot Safety Maintenance Program and therefore can submit a claim for points on that basis. However, please note that you must have ANOTHER CFI sign off your completion of the year's Pilot Safety Maintenance; you cannot sign yourself off because you coincidentally hold a CFI, in addition to being the pilot that completed the year's program of safety maintenance.



# Ninety-Nine Flies Mercy Mission to Guatemala

By Kay Brick

DID YOU KNOW that our International Secretary, THON GRIFFITH, flew a mercy mission to Guatemala soon after the devastating earthquake there? (Over 1000 have occurred since the first 7.9 one which was only 1/10 in intensity from the maximum — ever — anywhere).

Dr. Willard of "Liga" contacted Thon and explained that they had been in daily radio contact with their mission in Guatemala City (staffed by doctors operating out of Roosevelt Hospital there) and were being urged to bring orthopedic surgeons, anesthesiologists and eye surgeons with THEIR OWN "TOOLS", MEDICATIONS, ANESTHETICS, PAIN KILLERS AND MATERIAL FOR MAKING CASTS. They offered her a 285 h.p. Debonair to fly, but it could hardly carry all the needed supplies, even with the two other airplanes ready to go. Hubby George (and his Griffith Company) came to the rescue. He offered to fly the Deb, and Thon the Beech Baron. ("He's a better sport about flying a strange machine than I am," she said). She carried two young anesthetist/nurses, one male and one female, plus personal gear for both planes, and hundreds of pounds of medical supplies.

A word about "Liga". It is a 40 year old organization of doctors who have regularly gone into Mexico and operated a clinic in the area of Navajoa. In the beginning they traveled by mule, then automobiles, and in recent years via airplane. Through their missions, they also work disaster areas throughout the world so have had the type of organizational experience required in such situations. Their hospitals are operated by (or at least affiliated with) the Seventh Day Adventist Church. Although not affiliated with the church, Thon, in the mid-sixties, made several flights into Mexico for them.

While much government help is sent in such catastrophes, their supplies are usually put into warehouses for release "at a later date". The doctors' need is immediate, while they are in the country. "Doctor to Doctor" system copes efficiently with the situation. And all their help is out of their own pockets!

As we now know, over 22,000 were killed, mostly due to adobe block building. The shocks were so great the blocks were even hurled about. The worst areas hit were outside Guatemala City. Here entire villages of Indians were leveled.

It will be A MAJOR JOB to get these houses up again. They were built of adobe block and each block must weigh 50-60 pounds. There were no vertical columns,

nor horizontal reinforced beams tying the entire structure together, just brick on top of brick. When the quake hit, these bricks just tumbled down on the people sleeping inside, and they sleep 8-10 to a room. You can imagine the injuries and deaths occurring from 100 bricks falling on your body.

Another big problem in GTE is that both the highway and the railroad have been cut by landslides and bridges falling on the route leading to their two main ports on the Caribbean. It is anyone's guess when this will be serviceable again. One large bridge that crosses a canyon 200 feet deep is about 500 feet wide. The railroad pier at Puerto Barrios just plain sunk with the buildings down to the water level. This is not too bad for incoming freight, but it is unfortunate that the large belts etc. for loading bananas are on this pier. Will have to go back to 50 years ago loading them by hand.

Apparently the help being flown in has been tremendous. Luckily the airport stayed firm. Food, medicine, clothing — from Central America, Germany, Spain came in while Thon was there. Huge U.S. C 5A's loaded with 10 ton trucks to carry cargo anywhere and our C 130's landing every hour! The American Society of Guatemala (10,000 Americans in Guatemala City) ably receives and distributes aid in all forms **directly** to the needy and sufferers. With the rainy season due soon, tents are vitally needed. Now they are using anything that survived — plastic tablecloths, cardboard, loose boards which are put up in the center of the streets to avoid walls of the houses still standing from falling on them.

## Guatemala Airlift

When the earthquake hit Guatemala, the thousands of homeless and sick people were showered with medical supplies and clothing from the U.S. Helping with the air lift were the Phoenix and New Orleans 99's. Delta Airlines agreed to fly supplies to New Orleans where the shipments would be met by Aviateca Airlines and flown down to Guatemala. New Orleans chapter of the 99's were there to supervise and make sure there was an uninterrupted flow of goods being sent to the earthquake devastated country. Approximately 27,000 pounds of clothes and food were shipped out of Phoenix with the supplies coming from all over the state. Phoenix 99's set up drop stations around metropolitan area and later delivered the donations to the Delta Air Freight terminal. When contributions started to dwindle shipment was made via truck to the country. The effort was a spontaneous organization of manpower and showed that people can effectively put together a successful campaign to help those who need it.







## DOROTHY NELSON — Flying Nurse of the Philippines

Flight began at 45 for Dorothy Nelson, mother of five, who surprised her family in early 1974 by beginning flight training at Collegedale Airpark in Tennessee. Her unsuspecting husband was at the airport the day she soloed for the "shock of his life" as he puts it. Dorothy was busy in 1974 taking private and commercial certificates, and adding instrument, multi-engine and sea-plane ratings, and becoming a member of the Memphis Chapter of Ninety-Nines! Meanwhile her husband, Dr. Wilbur K. Nelson, Professor of International Health at Loma Linda University in California, had initiated Medical Aviation Programs, while serving as a World Health Organization Consultant in Manila, Philippines. In order to reach isolated island communities and the thousands of rural barrios with little or no health care, a plane and pilot were needed. Dorothy was eager to return to the Orient where she and her family had spent some ten years working in the Republic of China. In those days she was an English teacher and professor of music, but more recently she had completed a nursing course of study and then added a Master of Public Health degree to her R.N.

With co-pilot Aubrey Kinzer, Dorothy made the 10,000 mile flight from Tennessee to Manila over the Pacific route in January of 1975. There followed eight months of intensive flying into some of the most challenging strips and through the uncertain weather pattern of the Pacific. Her Aztec N 5500Y carried the new-born and the dying to medical and surgical care and

often brought teams of specialists into areas which seldom saw a doctor. Cooperating were the Seventh-day Adventist hospitals, the Philippine Air Force (which provides fuel for the mercy flights), and the Department of Health of the Philippines.

Encouraged by such noted 99s as Evalyn Brian Johnson (under whom Dorothy received her ratings) Dorothy has diligently increased her skill as a pilot and gained the respect of the flying community of the Philippines, which has honored her with citations for her "heroic services to the people of the Philippines".

Needing a versatile plane to serve among many of the 7000 islands with virtually no communication facilities, Dorothy has recently returned to the U.S. and purchased a Lake Amphibian. She is preparing to make the long journey to Manila, via the Atlantic and European route.

"There are simply opportunities unlimited for those with a heart to serve" says Dorothy, "and I am sure that many 99s would like to join and have a part in Medical Aviation Programs". MAP needs a new and larger plane, Dorothy explains, as the Aztec is aging (1964 model) and really does not quite meet the need for stretcher cases and the medical equipment which the team carries. With two established clinics, a small island developed as a youth recreation center for health instruction, and a rural hospital to be built in 1976, plus a high school in a remote island off the coast of Borneo, MAP is moving fast. An enthusiastic team of Filipino

physicians, nurses, and technicians have caught the vision of what can be done through a flying medical service, and like Dorothy (who donates all her services without salary), others are also willing to give to see their countrymen live.

If you would like to write Dorothy, through the summer of 1976 she can be reached c/o Medical Aviation Programs, Manila Sanitarium and Hospital, Box 401, Manila D-406, Philippines, or c/o Dr. W.K. Nelson, Box 1096, Loma Linda, California (Office phone 714/796-7311 Ex. 3731).

## Ninety-Nine Meetings

### SOUTHEAST

FLORIDA GOLDCOAST held a "Back to School Night" at Miami Dade Comm. College in April. KATE STREHLE conducted a mini computer test and the aerospace dept. allowed the use of their ATC simulators.

In this year's first months, FLORIDA SUNCOAST Chapter reports touring Jacksonville Center, taking the Physiological Tng. Course at MacDill AFB and exploring aerobatics with Bob Truax in Ft. Myers.

KITTY HAWK Chapter held a joint meeting with Petticoat Pilots in March. PAGE SHAMBURGER from the CAROLINAS Chapter was the speaker. "Her accounts of flight into the eye of 1965 Hurricane Betsy (popping 130 rivets) and her landing and takeoff aboard the aircraft carrier Lexington left listeners gasping," reports JANE TISDALE. "Even accommodating her tiny frame to the standard men's flight suit, with padding, added to the numerous difficulties overcome by this most dedicated flyer."

### NORTH CENTRAL

Bill Sutters of McDonnell-Douglas presented a program on the effects of lightning on aircraft for GREATER ST. LOUIS Chapter. This included a demonstration of man-made lightning hitting a model airplane. "That made everyone sit up and take notice," JAN POCOCH says.

IOWA Chapter's April meeting was climaxed with a program by GERRY BENDICKSON of MINNESOTA and BOBBIE SMITH of IOWA, giving an account of their involvement in the "O" gravity testing programs with NASA in Houston.

### NOTE TO CHAPTERS WITH MISSING REPORTS:

Due to the features in this issue on our final Powder Puff Derby, and because our magazine is limited by cost to 32 pages at this time, we have had to curtail chapter features this month. Please watch for extended chapter features in the August issue.



# When Opportunity Knocks. . . Don't Be Caught In the Bathtub!

By Ima Still Looking

A while back, I looked into my shoe. . . (that's where I carry my pilot's certificates so I'll always have 'em with me). . . and I noted my flight instructor ticket was about to expire. Since that's a no-no for a free-lance, go anywhere, anytime pilot like me, I deemed it appropriate that I find the nearest and soonest flight instructor refresher course and go re-up my ratings.

It turned out that the course I attended was sponsored by a Ninety-Nine chapter, and that chapter is, without a doubt, one of the finest anywhere. They carry out beaucoup local projects every year, and their members are some of the flyingest women I've ever seen. Maybe that's why I was so surprised to see that there were none of our new Ninety-Nine coloring books being sold at their registration table.

Now there were some 125 pilots attending this refresher course, and you know darn well how many sons, daughters, grandkiddies, nieces, nephews and next door neighbor brats that adds up to. To me, it seemed like a ready-made market for our coloring books and I just couldn't imagine why there were none being offered for sale. So I asked why. And do you know what they told me?

What coloring books? they asked!!!

Now that just about spun me in. Two big articles we'd had in 99 NEWS. . . each of 'em two pages long. . . and these Ninety-Nines still didn't know about our fantastic coloring book!

After I'd regained my composure, I reached down into my flight bag and pulled out my own personal copy. . . the one I carry around just to show people what the Ninety-Nines are doing to further aviation. . . and I showed it to them.

Of course, we all know what happened next. They began looking and oohing and aahing. . . they just couldn't believe this had all been done by Ninety-Nines. They couldn't believe that here. . . at last. . . was a book for children which showed women, as well as men, working as pilots, mechanics and controllers. . . and which showed general aviation aircraft, instead of just airline and military planes! To make a long story short, I practically had to fight 'em to get my coloring book back. And they agreed that if they'd had 50 or 100 coloring books at that course, the books would have sold themselves.

By that time, it was too late. The opportunity had passed. They'd missed their chance to promote aviation and women in aviation to an untold number of children. . . and the efforts of our international organization to produce and pay for material of this sort went unaided.

I only wish that were the end of the story, but it isn't. Just a short time later, I moseyed down to Dallas for the big Safety Seminar and GAMA's \$40,000 airplane Giveaway. Now, with four 99 Chapters in the immediate DFW area, I was sure someone would be selling coloring books. Sure enough someone was. But do you know who it was?? The poor, beleaguered Powder Puff Derby staff. . . Wanda Cummings and Marian Banks. . . and they were also trying to promote the AWTAR and sell Snoopy purses at the same time. Despite the fact that many 99s were attending the sectional, every area chapter had members at the Giveaway. . . but none had coloring books. Little wonder that only half a dozen coloring books were sold. . . and do you know how many people we failed to reach at that event? 16,000!! Once again, opportunity knocked and found us sittin' in the bathtub.

## President Pat. . . Continued

for some reason I was unable to participate, however, I could choose to be an Affiliate Member of the South Central Section. I could still vote at the Section and International levels, but I couldn't hold office at either level.

Now comes that very important classification of the SUPPORTIVE MEMBER. If for some reason my pilot certificate should not be current, and since I do participate in my chapter activities, I could elect to be a SUPPORTIVE MEMBER. (I would have all the privileges of an ACTIVE MEMBER, with the exception of serving on the International Board.) To me, the SUPPORTIVE MEMBER is our backbone, because without them, the ACTIVE member would not have the ground crew working below to assure her of those joyful hours in the sky. At this time in my life, I am an ACTIVE Member, with a current medical, a BFR and actively flying my own airplane. Should I be forced to sell my airplane, unable to rent or unable to get my medical renewed because of an illness

Sure, it's important that we work hard to support and participate in chapter and sectional projects. . . but when it is so easy, why don't we combine these activities with those of our international organization? Why not order a supply of coloring books for your chapter or yourself and take them along when you sponsor safety clinics or go to airshows. Take a handful when you speak to a civic group and make sure your F.B.O.'s have some for their showcases. Everyone needs gifts for children, and this is like nothing else you can buy for them.

## REMEMBER:

It is only through our international organization that we can afford to carry out projects of this magnitude. But only through you, working at aviation's grass roots level, can we make our efforts felt amongst the public, and recoup the money needed to carry out projects anew.

So take it from me. . . Ima Still Looking. . . the next time opportunity knocks, make sure you're there to answer.

## INDIVIDUAL COLORING BOOK ORDERS NOW BEING ACCEPTED

Order individual copies from the Air Age Education Committee, Linda Hooker, Chairman, P.O. Box 45021, Dallas, Tex. 75235. Price: \$1.60 postage paid. Bulk orders of 25 or more should be directed to headquarters.

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

beyond my control, I would still love the 99s as much as always and would want to still participate in all 99 activities at all levels. I would then become a SUPPORTIVE MEMBER.

By the way. . . for all of you who were wondering about "proof of your EFR". . . there will be a space on your renewal form for you to fill in the date of your last BFR. If you do not have a current BFR, as required for U.S. members, or if you do not meet your country's requirements for currency, you will be classified as a SUPPORTIVE member.

Remember, you can always change your classification of membership any year you choose. If your membership lapses, however, you will have to be reinstated and you must rejoin in the ACTIVE classification, just like a new member.

Thanks to you all for following me thru on the classifications of membership. I hope it will be clearer to you now, and I further hope you will elect the membership classification which fits your life at this point in time. See you in Philly. . .



# -----WELCOME-----

## INDIAN SECTION CHARTERED

The visit of our Vice President Lois Feigenbaum was indeed a memorable event for all of the 99's and their friends. We had awaited this visit and planned and planned for it since January. Then in early March came confirmation of Lois's itinerary in India and our planning shifted into high gear. On the 20th we heard with great eagerness that Lois and Bob had boarded Air India in Rome the previous day en route to Delhi and as a result of Chanda's 'string pulling' the Air India staff had extended the best possible hospitality to them including accepting Lois in the cockpit for a long spell! At Delhi Airport she was received by the President of the Aero Club of India, high officials of the Civil Air Ministry and the Tourist Ministry. They hosted Lois and Bob, taking them sight-seeing and shopping. Their stay in Delhi was highlighted by a visit to our Minister for Civil Aviation, Mr. Raj Bahadur, and finally, a 15 minute visit to our Prime Minister, Mrs. Indira Gandhi. Lois later told us that they discussed the role of women in Aviation, and its possibilities as relevant to India. The Prime Minister is duly proud of the fact that ours is probably the first country in the world to have a woman as a full Commander on a National Airline!

On Thursday, 26th March, the Indian 99's in Bombay (Chanda, Mohini, Sunila and Rabia) assembled at the airport in Bombay to await the flight from Jaipur, which would bring Lois and Robert to us. What a thrill to see them coming out on to the tarmac! We had obtained special permission to go on to the tarmac to receive them, with huge garlands of fragrant Jasmine and Marigold, without which an Indian welcome is incomplete. They are such warm-hearted people, within minutes we all felt at home in each other's company. Chanda and Mohini of course had met them on their visit to the States in 1974. Chanda and Mohini accompanied them to the hotel where they were staying. It seems they had so much to tell each other that somehow the afternoon rest, which was very much on the schedule, got

By Rabia Futehally



LOIS FEIGENBAUM, VP, speaking at INDIAN Section Charter Presentation. From left: RABIA FUTEHALLY, V. Gov.; DR. SUNILA BHAJEKAR, Membership Chm.; Mr. Nana Chudasama, President of Indo American Society; Mr. K.K. Unni, Managing Dir. of Air India; CHANDA SAWANT BUDHABHATTI, Governor, MOHINI SHROFF, Secretary cum Treasurer.

bypassed and they found it was time to hurry and dress for the Press Reception at 4:30 p.m.

An unexpectedly high percentage of the representatives of Bombay's Press people turned up at the Press Conference and the interest which Bombay took in our "Flying Grannie" Vice President was reflected in the next morning's newspapers, most of which bore pictures of Lois and others and all long writeups about the 99s and us! Lois spoke extremely interestingly to them about the activities of the women pilots in the world and specially the 99s. That night we had the fun of seeing ourselves on TV as we dined as co-guests at Mr. Jimmy Gazaelar's house, an Indian admirer of 99s.

The next day, Friday, some of the 99s took Lois and Bob to see Elephanta, a 1000 year old monument near Bombay. The launch ride to this little island monument and the walk up to the side of the cliff is part of the experience. Elephanta has one of the most interesting sculptures in stone of that era. They got back hot and tired to a cool lunch at their hotel. The afternoon saw them ready for a sight-seeing tour of downtown Bombay. In the evening the Bombay 99s hosted them to an Indian

Dinner hosted by Bob & Lois Feigenbaum for the charter members of the Indian Section.



dinner at the house of Rabia Futehally, where it was possible to chat to them informally about families and friends.

Saturday, 27th, started with a programme of shopping for Lois and a visit to a Bombay factory manufacturing sophisticated Material Handling Equipment and Electronic Equipment, for Bob. They met for lunch at the hotel. Now came an afternoon of beauty sleeping followed by a visit to Beautician and Hairdresser in preparation for that all important event, the function of the Presentation of the 99 Sectional Charter of the six 99s of India. We met at 5:10 p.m. at the Hotel Oberoi Sheraton, and the Indo-American Society, which hosted the function served the 200 odd guests tea and snacks. Then we repaired to the platform; Lois spoke, saying what the 99s were, about their various activities and about their internationality, etc. Our first Governor, Chanda Sawant also spoke, telling us about Lois Feigenbaum, introducing the new Section Members of the 99s of India. Our Chief Guest for the evening was no other than Mr. K.K. Unni, the Managing Director (equivalent to "President" in the U.S.) of Air India. He was welcomed by Lois and the others and was most charming to everyone. He gratified everybody during his Address by expressing very liberal views about women flying in our country, and promised to treat any women on par with a man of the same qualification in Air India! What wonder that then the applause was thunderous and the thanks offering to him from the 99s was from the bottom of the "99" heart! The function was a great success. That night we again saw ourselves on TV 3 times, and the next morning's newspapers just could not say enough about us. Lois is truly a marvellous speaker and she sure hit it off with the Bombay Press.

Now came our farewell Eve with the Feigenbaums — when we went to a typically Indian Restaurant, where the food is eaten out of small round metal containers kept in a wide circle in a large flat metal "plate" and you have to eat with your hands, without spoons or forks! The entertainment was classical Indian Dancing on a stage. As they had to start the next day very early to catch the plane to Hong Kong, we took a very reluctant leave of them, promising to wave them off at the airport early next morning, which we did. Thus ended the visit of our Vice President to Bombay. She has really left behind lots of happy memories for us, and we each of us feel that we have gained two good friends. We look forward to having her with us again, and also other 99s so that we may have many, many new friends.



# NEW SECTIONS, CHAPTERS & MEMBERS

## INDIANA DUNES

The newly formed Indiana Dunes Chapter received its charter at the North Central Section meeting at Bloomington, Indiana, on May 15.

The chapter was started with transferees from the Indiana Chapter and the Chicago Area Chapter of 99s. They are already involved as registration committee at the Spring Section meeting.

Their first new members were pinned at a meeting on April 3, 1976. Muriel Kreski of Fremont, Indiana, is a school teacher who decided she wanted to start a new career.

**MURIEL KRESKI** receives a pin from Vice Chairman **MARY ANN BELLAFIORE**.



**CHARLENE FALKENBERG**, Membership Chairman, with new member **JUDY SNIPES** and her sponsor **LEE ZELLER**.

After reaching the age of 60 she took up flying and got her license last November, 1975, and is working toward higher ratings. Her sponsor was Mary Ann Bellafiore, Vice Chairman of the Indiana Dunes.

Judy Snipes of Flossmoor, Illinois, was sponsored by Lee Zeller. Lee is the Aerospace Chairman for the chapter, a position she held with Chicago Area Chapter before transferring.

Charlene Falkenberg is Membership Chairman and Corresponding Chairman for the Indiana Dunes which has 16 members and 11 prospective members at present. - Charlene Falkenberg

Charter member **FAY GILLIS WELLS** (2nd from R) presents charters to the chairmen of four new chapters in the Mid-East Section. From L are **MARYANN JESSUP**, Middle East Gov.; **ANN GRUSSENMEYER**, Delaware; **ANNE ADAMS**, Shenandoah; **ANILRA RUTH**, Southern Maryland; **Fay Wells** & **BARBARA BARON**, W. Virginia Mountaineer.

## NEW CHARTERS IN MID-EAST



Another new chapter has emerged in the Middle East Section. Where? At an airport that has displayed the same spirit of independence and public service that has made our Ninety-Nine organization grow.

Back in the early days, Louise Thaden and other early pioneers flew from the New Market Airport. Ultimately, economics drove the airplanes out. They were replaced by another kind of bird — chickens. These flourished until Mr. Jesse Dove bought the land and buildings in 1966. Out went the chickens and hogs. The runway was rebuilt and recently paved. Lights are being added. In his tribute to Mr. Dove as an outstanding citizen, Senator Harry Byrd pointed out that Mr. Dove has developed this airport without county, state or federal money. This is unusual for an airport open to the public. So, it was fitting that our new

Shenandoah Valley Chapter should be organized there on Saturday, September 20, 1975.

Anne Adams, organizer, was elected Chairman; Ethel Garber, Vice Chairman; Virginia Thompson, Secretary; Mary Horner, Treasurer; along with various committee chairmen: Membership, Nancy Beloit; APT, Barbara Barber; and Amelia Earhart Scholarship, Elizabeth Cuadra. Governor, Maryann Jessup completed the list of charter members. - Virginia Thompson.

In addition to that for Shenandoah Valley, the charters for three more new Middle East Chapters were presented at the Sectional in April, by charter 99 **Fay Gillis Wells**. The new chapters are **Delaware**, **West Virginia Mountaineer** and **Southern Maryland**.

## IMPERIAL SOLO

Latest addition to the Southwest Section is California's "Imperial-Solo" Chapter. New Chairman **MERI HURLEY** and the eleven charter members were presented their charter in Las Vegas on April 3. **LYNN COULTHARD**, representing the sponsoring **EL CAJON** Chapter made the presentation.

## NEW MEMBERS

**PUGET SOUND** Chapter welcomes 18-year-old **ANN CULLERTON** to membership. She has been flying for two years already, is working on her instrument rating and has applied to Big Bend College where she plans to continue aerospace studies in the fall.

**LAURA CONNER**, new member in **IDAHO**, is chief flight instructor at Valley Aviation in Boise and recently received her 1 million mile pin at the Idaho Safe Pilot award banquet.

In **SAN FERNANDO VALLEY**, new member **PAT CANNON** has been named member of the month, for her work as airmarking chairman. A big "Paint Brush" Plaque was her reward.

**COLORADO** Chapter voted in six new members in March. . .and they're all outstanding. Among them: **KATHARINE GEBBIE** holds a PhD in physics from University College, London, and is a private pilot. Her mother was an active New England 99 until her death. **TRICE GUNDERSON** is a private pilot and computer systems analyst. Her father is a former instructor and her mother was a WASP. **TARA PATTERSON** started flying in 1971 at the University of Illinois, where she received a BA. She has since earned instrument and CFI, and is working on her CFII. Sorry space prevents us from listing the rest of these new members and their accomplishments. Welcome!

**FLORIDA GOLDCOAST's** newest member, **JUDY SLACK**, gave a resume of a recent trip on which she co-piloted an Aero Commander from Buffalo, New York to Tehran, Iran, via Labrador, Greenland, Ireland, France, Greece and Turkey.

Newest member of the **BLUE RIDGE** Chapter is **MERRY ROBERTSON**. After a five hour trip by car to the beach, with four children and pets. . .with hubby blissfully flying there in an hour, ten minutes. . .she decided it was time to "join 'em." She became a private pilot in Feb., 1976.



# The Powder Puff Derby...

*Adapted from*  
**25 TRANSCONTINENTAL SKYTRAILS**  
*by Kay Brick*



The Winners of the first Powder Puff Derby — 1947. Pilot CAROLYN WEST (ctr.) and Co-Pilot BEATRICE MEDES (L) shown prior to takeoff from Palm Springs in their 85 h.p. Ercoupe.

Harbinger of the famous Powder Puff Derby was the first "race" in 1947 from Palm Springs, California to Tampa, Florida. The Florida Chapter of The Ninety-Nines, laden with eager post-war WASPS, created the Florida All-Woman Air Show and invited races to terminate in Tampa as part of the show. Further details failed to be disseminated but California Ninety-Nines rallied to the point of having two entries — Dianna Bixby in her military A-26 bomber and Carolyn West with her little Ercoupe. Weather prevented the start from Clover Field, Santa Monica as originally planned. "Sun-up and five-ish on a nippy desert Palm Springs morning," as Mardo Crane, pioneer Chairman, recalls, she, Dee Thurmond, Irma "Babe" Story and Helen Hooper Moore enthusiastically directed Carolyn with co-pilot Bea Medes to the starting line to await Dianna. After great delay the "timers" waved the Ercoupe off for its 21 hour 45 minute flight to Tampa. It was all "honor system" for time and no authorized stops. Not until they reached Tampa did they discover that Dianna had never started due to engine trouble. In that they "raced against their own advertised air speed, this 'Amelia Earhart Memorial Race' could be called a contest," relates Mardo, "and the possibility of an annual all-women transcontinental light plane race was now more than just an exciting idea."

In 1948, with permission of the Florida Chapter, Mardo's committee set about organizing the second race into Miami, site of the 2nd Florida All-Woman Air Show. Basic rules were drawn up for the 6 planes that entered. . . . Planes up to 300 horsepower; daylight flying only, minimum of a private pilot's license with 25 hours in type of plane flown; co-pilots to be female; still the "honor system" for timing "verified" to the racer by tower operators. Fog warnings diverted the race start once again to Palm Springs.

Now the need for money asserted itself — phone calls, wires, travel, publicity and most important, prize money. Jacqueline Cochran rallied to the need and the 1948 and 1949 races were called the "Jacqueline Cochran All-Woman Trophy Race."

About this time the "honor system" of timing was challenged and "time clocks at check-in airports" were suggested. Locating and setting these up created the "Trail Blazing" by race officials. This has become an even more vital early task as the race has grown and is now sequed by 1 or 2 Route Surveys of the designated stops prior to the



# A Fond Look Backward

race. Surveyors meet with airport officials, fixed base operators, Ninety-Nines, NAA Timers, Tower Controllers, Flight Service Stations, FAA Safety Inspectors, Weather Bureaus and Chambers of Commerce to assure that all is in readiness for the racers insuring safe and smooth operations.

In 1950, the "Ninety-Nines Transcontinental Air Race" drew 33 entries. The purse was provided by Odessa, Texas and Mrs. O.A. Beech. NAA sanction which approves rules and timers and guarantees the prize monies was obtained for the first time. Enthusiasm at designated stops was whipped to a peak, but officials failed to realize they were too close together and one stop, where armfuls of long-stemmed roses among other goodies awaited the contestants, was overflowed by all. In spite of "tightened inspections" before and after this race, unjust complaints of illegal aircraft alterations threatened the very continuance of the race.

Late in 1950 the race became "The All-Woman Transcontinental Air Race, Inc." a non-profit corporation with a 4 member Board of Directors. . . Chairman Mardo Crane, Betty Gillies, Ethel Sheehy and Arlene Davis. Overlapping duties between the National Race Committee, which heretofore had been planning the race, and AWTAR Board were smoothed out. Today a 9 woman Board, all of whom must be Ninety-Nines, liken the assembling of the race to putting a very intricate puzzle together. It has become a year-round job to keep the race winging across the nation. The route must be set, surveyed; rules revised; data-processing and personnel for tabulation of scores must be secured; funds raised; official timers appointed and in-

structed; the official race program must be prepared and printed; awards and trophies must be secured; airplanes test flown and handicaps assigned; race aircraft must be inspected at start and finish; promotion and publicity beneficial to all race sponsors must be conducted; navigational services must be arranged. All of this must be

ships were eligible. Award money was given by aircraft companies for specific placement.

As early as 1950 the "look alike" trend in dress started. The hardy, daring lot in flying (zoot) suits and helmets of the 1929 era gave way to the fashion conscious women pilots of today, with that touch of



TIG PENNOCK & THON GRIFFITH



IRIS CRITCHELL & SAMMY McKay

The "look-alike" trend began in the Fifties and continues to inspire fashion-conscious racers.

coordinated with the NAA, FAA, FCC, U.S. Weather Bureau, Coast and Geodetic Survey, Flight Service Stations, Air Traffic Control, Tower Operations, Chambers of Commerce, State Aviation Officials, Ninety-Nines Chapters, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Radio Operators, State Governors, and hundreds of individuals and other volunteer groups such as Zonta, which complete the operation. These requisites have made the routine of running a full-time office essential.

In 1951 and 1952, during the Korean War, the race operated as a training mission, "Operation TAR" — the objective to "provide stimulation as a refresher course in cross-country flying for women whose services as pilots might once again be needed by their country." The race was opened to all women pilots, not just Ninety-Nines; it was considered "a race" if at least one entrant finished and qualified within the time extension limit; racers could check with the Civil Aeronautics Administration (now F.A.A.) to determine if their

efficient glamour of which non-flyers are unaware. Many teams have complete wardrobes of matched outfits specially designed for the race. Attractive, light weight and indicating a team effort, some feature their sponsor's product on pocket, sleeve or purse. Girls appear with ingenious outfits of aluminum or peopled fabric, or with the flower of their beloved state dominating their dress, or a pilot emerging from the cockpit may be a "tiger" whose pedigree indicates an oil company or make of car.

The first mother-daughter teams to race were Ruth Rueckert and daughter, Marsha, age 6 in 1951, and Betty Gillies with college daughter, Pat, who had a private license with 200 hours. Subsequently, any "passenger" under 16 was ruled out as not contributing to a racing endeavor. Today, only pilots may participate making the youngest possible entrant age 17. Seven mother-daughter teams flew the race in 1966 and in 1975, the first grandmother-granddaughter entry was accepted, indicative that air age education begins at home.



BLANCHE NOYES (R) Chief NAA Judge and timer for many years, greets JACQUELINE COCHRAN, sponsor of the 1948 & 1949 races, on her arrival in Miami, Florida.



In 1952 the Simplex Time Recorder Company first provided standard time stamps, heart beats of the race, at all race stops, and has continued this vital service for 19 years. Logos with "Powder Puff Derby", race location and time appear in the punched logs. The race adopted knots and nautical miles as the standard measurements as used by the International Civil Aviation Organization, but by popular request in 1968 returned to "miles per hour" and "statute miles." Handicapping, formerly based on manufacturers advertised cruising speed, now involved a new method, based on performance figures for each make and model of stock aircraft supplied by the manufacturer. Later, flight testing of all eligible aircraft was inaugurated and coordinated with the manufacturer's specifications, consideration being given for speed fairings but no longer for range, weight playing an offsetting factor. From these figures a "Par Speed" is assigned each make and model. The winner is that aircraft which averages the highest ground speed in relation to its "par speed."

About this time an Awards or General Race Fund was created since aircraft industry backing was insufficient for the rapidly growing race. Special category awards were added to the top five winners such as Novice and Best of Class. Gradually present policies evolved: that awards be given based on achievement only; that they be given only in the name of a company or organization; that banquet presentations be made only in the name of companies who contribute to the General Race Fund without which the race could not continue.

Following the 1952 race, Betty H. Gillies succeeded Mardo Crane as Chairman and for 9 years lavished her talents and devotion to its growth. Kay A. Brick on the East Coast continued as Vice-Chairman. The 1st place Powder Puff Derby Trophy with the names of the winners inscribed thereon, donated by the San Diego Chapter of The Ninety-Nines, rotated into Smithsonian. The rules now called for two-way radio communication and FAI Sporting Licenses. Pilot requirements jumped to require a minimum of 100 hours solo including 25 hours cross-country time. Gone from the scene were the Fairchild 24, Luscombe, Stinson, Swift, Navion — new beauties were the Beechcraft Bonanza, Cessna 180 and Piper Tri-Pacer. Soon after the race was organized, a 10 year age limit was placed on eligible aircraft. This eliminated the WW II weary military type and those with so many modifications that fair handicapping became impossible. During start inspection, the CAA discovered aircraft from many parts of the country in careless condition. . . AD's not compiled with, papers out of order, insurance invalid. This ultimately brought about the present rigid standards, a periodic inspection within 50 hours and 3 months, which provides a greater measure of safety for all.

In 1954 Jeppesen & Co. began its

continuing service of preparing special Avigation Kits for all crews, and the Flying Tiger Line began carrying the racers' luggage giving the Powder Puffers a lighter, safer flight and enabling them to appear at their prettiest at all social functions.

Each year the race rules mirror sharply the basic trends in general aviation development and the AWTAR has often been referred to as the "sounding board of general aviation."

By 1956 the "Showcase for General Aviation" had outgrown the private home and an office on Long Beach International Airport, California was set up with Barbara London as Executive Secretary. In 1961, when the burden of responsibility shifted from Chairman Betty H. Gillies to Kay A. Brick, the race headquarters moved to Teterboro Airport, Teterboro, N.J.

After entries reached 85, making rapid manual calculations difficult, data-processing firms. . . UNIVAC, IBM, HONEYWELL. . . entered the picture enabling officials to provide daily results to an eager press. By 1961 rules were tightened to prevent racers from hanging spectacularly

out of the aircraft doors onto the struts as the planes rolled up to the time clocks. A record number of entries, 101, taxed facilities and personnel, and was accompanied by rising costs of operation. A major decision had to be reached by the Board of Directors as to method of limiting entries. The simple solution of placing a ceiling was highly impractical since as many as 25 enter on the last allowable entry date, having spent months in developing a sponsorship. Capacity to handle large numbers at the clocks and for overnight also contributed to the decision to upgrade the requirements for entry, instead. . . until 1971. Many organizations, the Ninety-Nines among them, were beginning to seek "voluntary upgrading" by pilots in view of faster aircraft and more complex radio and traffic procedures. Repercussions were volatile. However, more than a sole objective, that of cutting entries down the next year, was accomplished as pilots sought advanced instruction with fervor. Entrance in the Powder Puff Derby became a recommendation of competence in itself. Mr. Najeib Halaby, then FAA Administrator, wrote "You are to be applauded for



Flying the race "the mostest" PAT GLADNEY, PAULINE GLASSON and GINNY RICHARDSON have entered 22 times. Ginny won on her 19th try. Pauline has given 18 different co-pilots the opportunity to fly the race with her.

FRAN BERA, Queen of the Winners, has won the PPD seven times!





your careful management and sensible rules of your previous races, but your new rule this year that pilots must hold commercial certificates, or private certificates with instructor and/or instrument ratings is a real safety advance. You are wise to let your beginner pilots, with private tickets, serve as co-pilots and build time and experience." The Powder Puff Derby had grown up.

Enthusiasm generated for the Derby's silver anniversary in 1971 made it necessary to set a limit of 150 aircraft entries with standbys ready to replace any drop-outs. This large field of entries would not have been possible had not, in 1966, the rapid sequencing into airport patterns for landing, resulting fast taxiing, and running to and from time clocks to punch log books been abandoned.

The present system of contestants being timed by NAA Timers in the towers as they fly by a timing line, and again when racers' wheels lift off the runway on take-off, has been happily accepted by controllers and racers alike in the interest of safety.

While some women race almost yearly, . . . some as many as 22 times. . . for the

challenge, the fun and comradeship, and for improving their skill as disciplined pilots, each year the dream of flying the Powder Puff Derby comes true for 45% of the entries who have never flown it before. Some finish in the money, too!

The Derby, now in its 29th unblemished year, has sought to maintain its impeccable record through its rules and education, key to the ceaseless search for safety. Today's private planes are built with speed and performance capabilities equal to or exceeding those of the early transport types. The complexity of air traffic procedures, although balanced by planes with more efficient navigational equipment, requires even higher degrees of proficiency. All planes entered must have recent periodic inspections and governing officials seek to aid the racers to a more knowledgeable operation of these efficient power plants.

When the checkered flag goes down and the planes take wing the tingling morning of take-off, the blessing of the Board of Directors goes with each crew. The racers are on their own, their progress to be charted by the NAA Timers and Judges. However, the work of Board officials is not

over. Those at the Start will board the Official Race Plane preparatory to monitoring the race from aloft en route to the Terminus. The baggage space will carry the sealed copy of the official NAA departure times of the contestants, plus race programs to be dropped off at various points, inspection devices to be used again at the terminus, and the gold-sealed, be-ribboned proclamations issued by Governors of the states through which the race route passes dedicating the week as "Women in Aviation Week." A call from the airborne officials to the military reinstates activity to portions of restricted areas through which the race contestants may have been cleared to pass. This "AWTAR Special" has first-hand knowledge of weather conditions affecting fliers along the way, it monitors the air waves contestants are using, and drops into the designated stops to check operational progress.

A plaguing problem over the years has been the financing of the race. Without recourse to a sustaining fund, the Board of Directors each year must seek funds anew to continue this international event. Its support depends on contributions from cities or organizations at the start and finish points, from companies in the general aviation industry, from volunteer contributions from individuals and Chapters in The Ninety-Nines, and from race entry fees.

While funding of the race goes to sustain a sporting event, this single activity has tremendous impact on the vast public, the majority of whom have never ever been aloft. These attractive pilots demonstrate the ease and safety of flying from coast-to-coast.

Further, AWTAR officials have inspired and encouraged other races on local and international levels, having made available rules, operating procedure forms and handicaps derived from a continuous flight testing program.

In 1967 the AWTAR Scholarship for further aeronautical advancement became available to the "Pilot with the Highest Score Flying the POWDER PUFF DERBY for the First Time."



MARION ANDREWS, whose talent produced the striking covers of the Official Program from 1956 to 1973 designed the unique gold POWDER PUFF DERBY pin, a latticed half-globe encrusted with a map of the United States and the words, "POWDER PUFF DERBY", which may be worn only by those who have flown this challenging classic.

Honorary Starter "Snoopy" waves off first of 95 planes in 1969.



Top Ten Winners — 1975





It was in the 20th Anniversary year that the pacesetter POWDER PUFF DERBY was documented in a 50 minute color TV film by WCBS-TV. It is still being shown continuously. Thus those who cannot follow the trail of wings, can race with the Powder Puffers on film.

Many famous people have participated in the race as honorary starters, official greeters, banquet speakers, and as guest page editors. In 1969 artist MILTON CANIFF, in his syndicated strip, "Steve Canyon", "entered" his character pilot, "Bitsy Beekman" and her "Bug" in the POWDER PUFF DERBY for an eight week run, copies of which in booklet form have been circulated throughout the world.

Last year, over 1 million readers followed the adventures of Marcie and Peppermint Patty as they flew along the race course in Snoopy's Sopwith Camel.

In 1974, due to the energy crisis, the race was cancelled for the first time in 28 years. To fill the gap, the AWTAR Board spent the year compiling a history of the race in a Commemorative Album.

That Fall, MARIAN BANKS, 17-year Board Member and winner of the 1972 race, became Chairman. KAY BRICK started her 25th year on the Board of Directors as Ex-Officio Advisor, and the Headquarters was moved from Teterboro to Dallas' Love Field.

The race resumed in 1975, but problems of financing had become more severe. As a concession to the aircraft industry, we monitored fuel consumption in order to keep their support.

With the spiraling costs of running the race, the dwindling contributions, and the inability to generate additional or new sponsorship, the combined Ninety-Nine and AWTAR Boards of Directors agreed that, unless major help appeared, continuation was not feasible.

With the 29th Anniversary Race this July, the Derby will have covered 5 million race miles with over 3,000 entries welcomed by 43 states and 176 different cities. . .and the winner will be the 29th on the perpetual trophy in the Smithsonian.

To all those who have flown and to those who have contributed to planning, funding and administering of this most famous of all air races, the Ninety-Nines say thank you — Thanks for the Memories.

Santa Clara Valley Chapter entries came to Rancho Murieta to see their number drawn.

## The Last Powder Puff Derby



Helping with the First Day Drawing are BETTY GILLIES, Charter 99 & former chrm. of AWTAR, BETTY WHARTON, THELMA DREW, Sacramento Valley chrm., & CAROLYN WEST, winner of the first race.

## FIRST DAY DRAWING HELD AT RANCHO MURIETA

Three hundred and sixty women pilots, in 200 airplanes, will compete in the 1976 Powder Puff Derby. Forty of the contestants will fly solo; the remaining 320 will fly as two-women teams. The order in which they will take off from Sacramento Executive Airport on July 9, 1976, was determined by a drawing on Saturday, March 27, 1976. With a total of 200 planes permitted in this year's race, it will be the largest Powder Puff Derby ever. The biggest previous race was in 1971, when 150 planes took part. Of the 238 applications received, 211 qualified for the race. Two hundred numbers for take-off positions were drawn. The remaining 11 entrants will be "stand-bys" who will participate only if some of the first 200 are unable to fly for any reason.

The drawing to determine the sequence of take-off followed a luncheon at Rancho Murieta. Sandy Case was chairman of this event and Thelma Drew was mistress of ceremonies. The luncheon, and the start of this year's Powder Puff Derby, are sponsored by the Sacramento Valley Chapter, Ninety-Nines, Inc.

Prospective entrants and friends from various parts of the United States attended

the luncheon. Virginia Gilbreath, the prospective entrant who traveled farthest for the event, came all the way from Charlotte, North Carolina, to see her number drawn.

The first plane to take off in this year's Derby will be flown solo by Micki Thomas, from Pompton Lake, New Jersey. The number 99, always a favorite for this race, was drawn by Mary Ann Hamilton, a former winner from Kansas.

Three planes from Canada will participate, all flown by two-women teams: No. 47, Lorna DeBlicquy and Marilou Comerford; No. 102, with Barbara Brotherton and Margaret McPherson; and No. 175, flown by Betty Schermerhorn and Carolyn Thomas.

One plane from Anchorage, Alaska, will compete; Clarissa Quinlan and Betty Rogers will be the 158th to take off.

The Bahama Islands will be represented by one team, Francesca Davis and Leona Sweeting, in plane No. 30. Two entries were received from South Africa; Ingrid Heinz and Theresa Marias will fly No. 146, while Valerie Humphreys and Ann Dryer drew a stand-by number.



JEANINE CECCIO & PAT DAVIS



JACKIE PETTY & NANCY RODGERS



# Getting Ready for the Big One

## Sacramento Welcomes PPD

200 planes will begin the 29th and final race at Sacramento Executive Airport in California's capital city. The Sacramento Valley Chapter will hostess derby week starting on Friday, July 2, with headquarters at the Red Lion Motor Inn. Our secondary hotel is the Sacramento Inn where the get acquainted luau will take place on Monday evening, July 5 (the day impound closes). We are looking forward to a casual evening around the pool with a buffet luau being served from 6:30 to 8:30 (eat at your leisure, enjoy the background music of a live band, meet the new racers and renew acquaintances).

The start committee has planned some optional tours of interesting spots in and around Sacramento — the State Capitol, Sutter's Fort, Crocker Art Gallery, Governor's Mansion, and the Stanford Home, Old Sacramento (recently refurbished area by the Sacramento River waterfront) plus a

trip to Folsom, gateway to the Mother Lode gold country where you can stroll and shop the tiny picturesque street lined with antique shops and rustic characters.

Transportation to and from the airport and inns will be provided daily. On Wednesday evening, July 7, we will bus the racers and their guests to the Convention Center in downtown Sacramento for the official take-off banquet and all of its excitement.

Friday morning, July 9, will start with breakfast at 6 a.m. at the Red Lion Inn and that final briefing, then off to the airport to see our honorary starter, Sheila Scott, (British Section Governor, authoress, friend) drop the 1776 British and American flags to officially start Micki Thomas of Pompton Lakes, New Jersey on her way to Riverside, by way of France, hopefully by 9 a.m.

For those adventuresome souls who like

to see more countryside — beautiful Lake Tahoe, Reno (the biggest little city in the world), the snow-capped Sierras, the gold country, and the city-by-the-bay, San Francisco (site of the 1977 International 99 Convention) are short distances away. A good side trip to the wine country of the Napa Valley or a delightful day at the Nut Tree could beckon some hearty soul. Swimming, relaxation, and the inevitable trips to polish that airplane just once more will take its toll, too.

We, the Start Committee, eagerly look forward to meeting the racers, the friends, the Ninety-Nines who will participate in this final and memorable derby week. So, come on out to join in the fun in Sacramento, California this July!

Thelma Cull, Chairman  
1976 PPD Start

## FLYING THE APPALACHIANS

By Maryann Jessup, Helen Sheffer & Dale G. Helt

Most natives of the West, at one time or another, have said that the Appalachian Mountains aren't really mountains — compared to the Rockies or Sierras, they're merely "foothills." The Appalachians may not be as high, but they are every bit as treacherous.

The Alleghenies are a range of the Appalachians extending from Pennsylvania to North Carolina. Although the average elevation of the Allegheny ridges is between 1800 and 2500 feet ASL, with the highest ridge rising to 3213 in Southern Pennsylvania, they were nick-named "graveyard of pilots" by the original air mail pilots. The reason for this is the condition that differs the Appalachians from the Rockies — poor visibility. Those lucky pilots from the West: Denver claims CAVU 315 days a year; Martinsburg, West Virginia only 95.

One of the most rugged areas is the western foothills (they really are foothills!) of the Appalachians in West Virginia. A part of the 1976 Powder Puff Derby route will pass directly over this area.

It cannot be overemphasized that weather — particularly winds, ceilings, and visibility — must be thoroughly studied before takeoff. Geography produces serious effects on the weather over the

Alleghenies. Here the air masses come out of the subtropical Gulf of Mexico and the Caribbean, bring with them humidity and the nuclei of sea salts. Cloud bases form at much lower altitudes than in the Rockies because of the relatively small separation between dewpoint and temperature. The wide expanse of the Ohio and Tennessee Valleys contribute industrial haze, and the

increased amount of pollutants often results in such low visibility, particularly in the summer months, as to hinder safe VFR flying and to obscure thunderstorms. A condition frequently exists which has earned itself the name of "NINETY-NINES VFR" complete with formula: vertical visibility is inversely related to the horizontal, i.e., the higher you go the less





## Flying the Appalachians

...continued

you can see forward. On the ground you may have three miles visibility. This becomes two miles at two thousand, and one at three. A prolonged high pressure system can extend the haze layer to 13,000 feet.

Another factor is the effect of the easterly winds moving westward and up the eastern slopes of the Alleghenies, which occurs when moderately strong high pressures move eastward off the New England coast. In this case the long trajectory of cool polar air over a wide expanse of the North Atlantic results in an on-shore flow of relatively moist stable air which quickly reaches its dewpoint as it descends the east slope of the Central Alleghenies. A shroud of low hanging stratus will quickly obscure the ridge tops or the eastern ridges in western Maryland, Pennsylvania, and the Virginias making visual flight across the Alleghenies impossible for a period of time that may last several days. One year, two PPD contestants on their eastward home flight read all the paper-backs in Wheeling. After four days a glimmer of hope came over the ticker and they went up, only to see this endless white blanket engulfing the east. A solitary hole let them land at Cumberland where they read another two days. Usually the tops of these decks terminate around four to six thousand feet and permit safe flight above these heights.

Most pilots have some knowledge of mountain weather conditions and flying techniques, but a few reminders before the Derby couldn't hurt:

- In the mountains, wind is weather, too.

- Winds travel with greater velocity across ridges and through narrow valleys, due to venturi effects.

- Winds travel up slopes on upwind side

and down on lee side, then roll like waves. Downdrafts on the lee side can reach 2,000 fpm.

- Surface winds usually flow up from valleys from noon until early evening, and reverse in late evening, due to ground heating and cooling effects.

- Winds are generally stronger in Fall and Winter than in Spring and Summer, but these are the seasons to watch for thunderstorms.

- Wind velocity and direction, ceiling, and visibility at one point can be drastically different from conditions at another point only a small distance away. Thus, the mountains are famous for their "mini-weather systems" and "weather factories."

- Ceilings in mountainous regions have been known to drop at 2,000 fpm.

- Frontal passages can be expected to leave wind shear and turbulence in their wake.

- Ceilings and visibility should be major considerations when flying in the Appalachians, which is not necessarily true of other ranges.

- Ceiling and visibility trends in the Appalachians are quite difficult to predict, and quite worthy of constant attention.

Mountain flying, even for the old sages, requires an additional set of operational considerations in the interests of safety and convenience. The following suggestions are just that — suggestions. If you feel that something else should be considered, do so.

- A survival kit should be carried at all times. It should contain whatever you feel is necessary, but at least: 1 gallon of water stored in a plastic container; food rations; two flashlights and extra batteries; matches; blankets and heavy clothing; a pocket knife; aluminum foil; water purification tablets; and, a first aid kit.

- During preflight planning, if 30 knots or more is forecast, postpone your flight. Remember, winds cross ridges with much greater velocity — sometimes twice as much — than forecast.

Plan for terrain clearance of half the land elevation — ceilings and visibility should allow for this. Remember, weather reporting stations are scarce in mountain areas, and conditions can vary greatly from one to another.

Maintain sufficient altitude to allow a glide to a relatively safe emergency landing, should one be necessitated. There are few "nice, soft fields" in the mountains.

Be aware of air and dewpoint temperatures. If the spread is closing, expect to encounter some fog.

Discuss your flight plans with pilots experienced in the area. This takes little time, will probably be fun, may save your life, and will at least make your flight a bit easier.

Monitor Flight Service Station frequencies for constant weather updates. This will also allow you to communicate with them immediately if the need should present itself.

Plan your flight to pass over populated areas, along highways, railroads, and rivers, and over well-known mountain passes.

File a flight plan, and go. But first, be quite sure that your trip will be made without any "educational experiences."

Fly over one side of a valley, not over the middle. This will allow a 180 to be made more easily and safely.

Cross ridges at a 45 degree angle, rather than a 90 degree angle. This way, if a turn must be made to avoid a severe downdraft, you need turn only 90 degrees, not 180.

Do not use a ridge line as a horizon reference, as it is probably sloping. This would result in a constant climb or constant descent.

When moderate or severe turbulence is encountered, maintain maneuvering airspeed. Be wary of stalls in downdrafts.

Stay alert — expect the unexpected.

Enjoy the beautiful panoramas our Appalachians can afford, and have a pleasant flight.

## 1976 AWTAR WAYS AND MEANS

The Snoopy "Keep 'em Flying" bags have arrived and are on their way to 99s at strategic places across the country. We have sold several dozen bags here already and they are popular as shoulder bags, R.O.N. bags, picnic bags, tennis bags, beach bags, booze bags, etc. The kids love them for overnight bags. They make excellent birthday and special occasion gifts for all ages. Mailing is very expensive so please contact your closest "distributor". The following 99s have bags in addition to me. All the Stop Chairmen along the PPD route plus the Start and Terminus Chairmen — Thelma Cull (Sacramento), Betty MacPherson (Fresno), Janice Hoffman (Riverside), June O'Neill (Grand Canyon), Harriet Brin (Santa Fe), Angela Boren (Lubbock), Rita



Eaves (Oklahoma City), Kay Newth (Little Rock), Georgiana McConnell (Nashville), Barbara Baron (Parkersburg), and Kate Macario (Terminus in Wilmington). In addition Carole Vilardo (Las Vegas), Ilovene Potter (Greater Seattle Chapter),

Jerry Roberts (Garden State), Charlene Falkenberg (Chicago Area Chapter), Kathy Long (Dallas Redbird), Judy McCrum (Montana Chapter), Peg Davidson (Connecticut), Ruth Dobrescu (Long Island) and Marian Banks (Dallas Headquarters).

Many, many thanks to all you girls who are helping me with this project. I really do appreciate your pitching in.

We still have a few Snoopy "Keep 'em Flying" pins for a minimum donation of \$3 each. Please help us to have a sellout on the bags and pins so that we can send the money in to AWTAR and

KEEP 'EM FLYING for another year  
Pam Vander Linden, Chairman  
1976 AWTAR Ways & Means



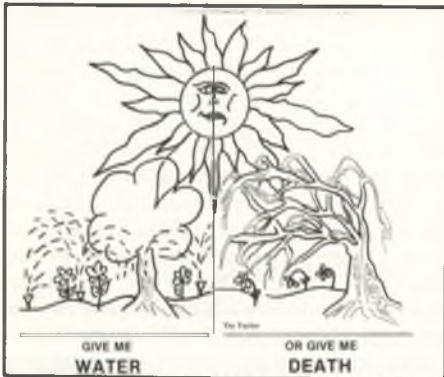
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2. **FAA World**, Federal Aviation Administration, August 1975, pp 12-14.
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**Editor's note:** We have taken the liberty of combining two separate articles we received from Ninety-Nines in the Middle East Section on Flying the Appalachians. Dale Helt is to be credited with researching and providing the fine information on Do's and Don'ts, while Helen Scheffer and Maryann Jessup provided the information on the weather systems contributing to the particular cloud and visibility situation typical of the area.

## NOTAM TO RACERS

If you even **think** you might **RON** at Grand Canyon, make a reservation. Nearest other accommodations to GC are 85 miles away in Flagstaff — and Stop Chairman June O'Neill's mobile home, comfy as it is, just won't hold 300!!!



Donations needed for landscaping projects at Headquarters! We are ready to plant more trees and install the much needed sprinkler system and curbing as soon as your dollars get here. Help now. It's tax deductible, you know.

## THE FRIENDSHIP TOUR INVITATION EXTENDED —

We're sorry space prevented us from running the application for the Middle East Friendship Tour in this issue. The M.E. Section is still welcoming participants in this event and would love to hear from you. Please refer to the application in the March issue.

## DON'T FORGET TO REGISTER FOR CONVENTION —

Hotel reservations are due by July 1! Refer to applications printed in the May issue.

JUNE 1976

# FIRST AID FOR PILOTS

By Dr. Dorothy Rutherford, Australian Section

As pilots, we are trained not only for the right to fly happily around the countryside, but also for the responsibility as Captain of an aircraft with consequent duties to its passengers and attendants. We are involved in the general welfare of our flying companions and consequently should have at least some knowledge of first aid and assistance to the sick and injured.

In the following notes, I shall indicate a few general principles of health and accident care which we should all know.

The cardinal rule in dealing with an accident case is **do not do anything which will make the victim worse:** —

E.G.: — No **ALCOHOL** (Note also contraindicated for legal purposes)

NO Strong disinfectants to further damage injured tissues.

NO oils nor creams on burns — (Use dry dressings only)

NO Iodine (Some people are sensitive to this)

NO eye drops (Eye drops must be sterile and non allergenic)

Try not to **drag** him away from the site of the accident (he may have a broken neck or spine and unless his head and back are properly supported, his spinal cord may be damaged — causing death or permanent paralysis).

However, try to get the patient to a hospital as soon as possible, providing he can be moved safely. Of course, with aircraft accidents you may be forced to act quickly to remove the patient from an aircraft which is likely to catch fire.

**DO NOT SMOKE** near the site of the accident. Prevent onlookers from smoking and from giving the victim a cigarette, as petrol fumes may still be present. Prevent onlookers from treading on the wreckage. There may be victims trapped underneath. (You would be surprised at the silly things onlookers do!)

Once the victim is clear of wreckage the following routine is reasonable.

1. Check that his airway is clear and that he is breathing: — i.e. (a) look in the mouth, Has the tongue fallen back? Foreign bodies or dentures blocking throat? Clothing loose around neck? (b) Note skin colour — Is it pink, blue, dusky or grey?

2. If **NOT** breathing: — **ACTION** Clear the airways — (pull tongue forward) — Hook out dentures with fingers, taking care not to get bitten — if he has a head injury, spasm of jaw could occur). Hold chin forward and commence artificial respiration or mouth to mouth.

3. Check pulse. External cardiac massage if you are trained for this.

4. Check for bleeding (especially the scalp which is very vascular and patient could bleed to death if this goes unnoticed.) Bleeding can normally be controlled with

a firm pad and bandage over the bleeding site but be careful with head wounds not to increase pressure where there may be a fracture of the skull. i.e. do not increase pressure of bone fragments on the brain.

Do not use tourniquets unless absolutely necessary and if used, document this fact (time) and draw the Medical Officer's attention to this. See they are periodically loosened (at least every 15 mins.).

5. Gently check for fractures (broken bones) **ACTION**. If possible immobilize these before shifting your patient. (This applies to large flopping wounds also). e.g. Splint limbs or if no splint, strap leg to leg — or arm to chest, etc., as required.

A roll of newspaper can act as a collar to support head and neck if there is a suspected fracture and can also be used as a splint. Avoid twisting or bending head — keep it in a neutral position with slight traction and transport patient on back with head supported on both sides. Here again see that a clear airway is maintained.

6. If patient is conscious: Give simply **calm** reassurance. This helps to check restlessness and panic. Conduct yourself in a calm confident and efficient manner — (even if you do not feel so).

7. Assist the medical team — Do not hinder or delay ambulance personnel.

8. Take Notes: Time and place of accident. Name and address and phone no. of patient and immediate next of kin or person to be contacted, if possible. Note level of consciousness — light, deep, intermittent. Colour — flushed, pale, dusky, blue, grey. Pulse — Rate, rhythm, force. Respiration — rate, depth, type (sighing, rough). Pupils — dilated, pin point, equal. Restlessness — Vomiting, headache, giddiness. **ANY TORNIQUETS** and time of application.

**NOTE:** For sucking wounds of the chest. Place a large dressing (a wet towel is a good "plug") to cover the defect and retain it with a bandage. Splint the chest with arm — elbow bent and fingers pointing to opposite shoulder and secure with a bandage. **KEEP THE PATIENT SUPPORTED IN A SEMI-SITTING POSITION**. If you lie this case flat, he will quickly die.

Finally — If a passenger should collapse whilst you are flying, remember **FLY THE AEROPLANE FIRST**. i.e. do not let panic and an unusual situation cause an accident. Take yourself in hand and concentrate on the safety of your aircraft and other passengers. **PROTECT THE CONTROLS** from interference by an unconscious body. — You should be familiar with a method of quickly strapping an unconscious co-pilot firmly so that he cannot slump forwards on the controls — it is a good idea to invent and practice a simple method in your aircraft.



# Canada's Marion Orr Saluted for Contributions to Civil and Military Aviation

By Joan Johnson

In 1939, Marion Orr soloed at Barker Field near Toronto in a 40 h.p. Cub. For a time, she worked at St. Catharines and Goderich Airports, then, with Vy Milstead, reported to Montreal to answer a war time call for Ferry Pilots. Selection included a check flight in a Harvard. Marion, with 400-500 hours, an instructor's rating but no IFR, and Vy sailed to England in a meat freighter, arriving 17 days later as the only two Canadians of the 107 women pilots of the Air Transport Auxiliary.

Before starting ferry duty, some training was given on Harvards and several cross country familiarization flights were made. Except for some multi-engine training at a later date, the introduction to a new aircraft was usually a brief rundown on the cockpit layout and study of the 'blue book' — a compendium of pilots' notes on all aircraft.

Aircraft types were usually taken in sequence; for example, 32 flights in Hurricanes being mandatory before the first flight in a Spitfire.

Marion, stationed in Hampshire flew Masters, Battles, Lysanders, Defiants, Mustangs and Tempests as well as twin-engine types — the Beaufort and Beaufighter — 65 types in all. The Spitfire was her favourite, from the early version to the MK22 with the Griffon engine and contra-rotating props.

The ferry pilots flew 4 or 5 different types up to 8 flights a day, connecting consecutive deliveries where possible, but frequently using Ansons or Fairchild 24s as taxis. They worked 2 weeks straight with 4 days off, flying in all weather and usually taking off if the destination conditions were reasonable.

After the war, Marion returned to Toronto and bought Aero Activities in 1946. Later she moved to Maple, Ontario where she stayed until 1956. She then commenced helicopter training and became the 36th "Whirly Girl". With 250 hours on choppers and a total of 15,000 hours, she has once again qualified for an instructor's rating at Toronto Airways at Buttonville, Ontario — on a Cessna 150.

Marion Orr was recently presented with the Amelia Earhart Medallion. In her presentation, Dorothy Renwick, Chairman of the First Canadian Chapter said it was "not only for your outstanding achievements in civil aviation, but also for your significant contribution to Canada's war effort".



MARION ORR (R) receives the Amelia Earhart medallion from First Canadian Chapter Chairman DOROTHY RENWICK.

## A LIVING MEMORIAL FOR SHIRLEY MAHN

By Elizabeth M. Brown

To many of New England's pilots and to most of the FAA personnel in this region, February 4th will remain embedded in the mind for a long time. On this date Shirley Mahn, corporate pilot for Timberland Machines, New Hampshire; well-known flight instructor at Whitefield Airport; and charter member of the Northern New England Chapter of 99s made her last flight. The accident that took her life is still being investigated by the NTSB and no findings have been made as of this writing. The weather was indeed bad that night in Burlington, Vermont, but those who knew Shirley's skills venture that it must have been much worse than anyone thought. They quickly point out her extensive experience in the mountains, her familiarity with the aircraft she was flying, and her driving perfectionism and professionalism.

It was a stunning loss, then, for her family, her friends and her colleagues to bear.

It will be some time before we of N.N.E. Chapter can believe what has happened. We who saw her last on that October Saturday at Whitefield, coming across the field, jacket open to the autumn air, followed by the half-stray German Shepherd she had adopted and now took with her on short flights. She was smiling and welcoming. . . we were in her territory, and she loved having us visit. She had time for us that day between a couple of flights, and we made the most of seeing her at that meeting. She had been the founding vice-chairman of N.N.E. back in 1962. Now, although she was busy, she tried to be around when the Chapter had work to do. She was official starter for the All Woman New England Air Race last June, and her help and advice were as always timely and invaluable. That's the way we'll think of her, and we'll think of her for a long time to come.

No wonder then, that soon after the tragic accident in Burlington a group of her friends got together to decide how to honor her memory. Ben and Ethel Saunders, her son and daughter, her 99s sisters, and FAA officials and New Hampshire Aeronautics officials all met March 10th. After reviewing several proposals and after much consideration, they made three decisions.

First, the Memorial fund would be set up in Shirley Mahn's name and would immediately seek contributions from friends, aviation interests, pilots, and others who knew and admired Shirley for the pilot that she was. Secondly, that the funds obtained would be used to award a scholarship to a Flight Instructor for the Flight Instructors' Clinic. Depending on the amount collected, there could be more than one award. Thirdly, that there will be a Shirley Mahn Living Memorial. The form for this will depend entirely on the amount that is raised in the drive, but believing that generosity would prevail, the committee hoped for an amount that will make a truly appropriate selection possible.

The most important fact to remember is that the drive to obtain donations will end June 15th. To help the fund grow, please mail your gift now. Checks may be made out to the Shirley Mahn Memorial Fund. All gifts may be mailed to:

The Shirley Mahn Memorial Fund  
c/o Elizabeth M. Brown, Chairman  
Northern New England Chapter, 99s  
Cape Arundel, North  
Kennebunkport, ME 04046

### NEW FILM ON AE DUE

A new film on Amelia Earhart which was to star Shirley MacLaine is looking for another actress, PUGET SOUND newsletter reports. Shirley reportedly couldn't "feel" the part. Susan Clark is a new possibility being mentioned. Anyone with more info on the film should please share with 99 NEWS.



# New Ratings

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

## SOUTH CENTRAL

ELLEN SPELLMAN — Arkansas — Airline Transport Pilot  
 BONNIE ANDERSON — Arkansas — Commercial  
 NORMA VANDERGRIF — Oklahoma — Instrument; Commercial  
 SUE MASON — Oklahoma — Instrument Instructor  
 SONDR A RIDGEWAY — Topeka — Multi-engine  
 STORMY MAZUCH — Nebraska — Glider  
 JANE KING — San Antonio — Flight Instructor  
 MARIAN BANKS — Dallas Redbird — Airline Transport Pilot  
 DOROTHY McDONALD — Golden Triangle — Commercial

## SOUTHEAST

JENNY COOK — Florida Suncoast — Seaplane  
 GWEN ZIMMERMAN — Florida Suncoast — Multi-Engine Land; Glider  
 KAREN BEARSS — Mississippi — Multi-Engine Land  
 MICHELLE CLUNAN — Mississippi — Instrument

## NORTHWEST

MARY JANE LUSHER — Columbia Cascade — Commercial  
 DEBBIE LINDEMAN — Yakima Valley — Commercial  
 JILL RICHARDSON — Yakima Valley — Commercial and Multi-Engine  
 GINI RICHARDSON — Yakima Valley — Commercial, Flight Instructor, Glider

## SOUTHWEST

CHRISTY HOYT — Monterey Bay — Instrument  
 ELIZABETH DINAN — San Fernando — CFII  
 SHIRLEY THOM — San Fernando Valley — Commercial  
 JILL SILTON — San Fernando Valley — Seaplane

MARY LANGLOIS — Las Vegas — Instrument  
 JEAN McCONNELL — Long Beach — Flight Instructor  
 DONI DODDS — Long Beach — Commercial  
 MONICA COOK — Tuscon — Commercial and Instrument

## Bread & Butter Aviation

TERRY LONDON of LONG BEACH chapter is one of two women pilots recently hired by Western Airlines as a flight officer. Western joins Alaska, American, Braniff, Delta, Eastern, Frontier, North Central and Piedmont, as the ninth U.S. major carrier to have hired women pilots in recent times. The door to airline hiring was opened in 1973, when Colorado Chapter member EMILY HOWELL joined Frontier Airlines.

In case you missed the classified notice in the last issue of 99 NEWS, the Navy has opened its pilot training program to eight more women. We learned of this just in time to get it into the May issue and hope anyone interested placed their application by the June 1 deadline. Requirements for the Navy openings were a private pilot's certificate, college degree with technical background, good grade point average, 20/20 uncorrected vision and good health and physical condition. Benefits included

half a million dollars of flight training; \$12,000 a year starting pay in flight school and \$19,000 after four years; plus full medical and dental care. If you missed your chance this time, keep in touch with your local Army, Navy and Air Force recruiters for the next openings.

CENTRAL ILLINOIS reports member LINDA GARLOCK is with ATC in Dallas.

JOYCE FAILING and NANCY SMYTHE of LONG BEACH made a Bicentennial Flight for Hughes Helicopter, with Joyce piloting a Hughes 500. She flew all the way to Washington, D.C., with the highest altitude attained 1200 ft. Joyce reports, in all her years of flying, she has never had a more thrilling flight.

## NASA To Recruit Women Astronauts

This summer, the U.S. National Aeronautics and Space Administration will announce precise qualifications for and solicit applications from persons desiring to

## MIDDLE EAST

JOYCE WILLIAMSON — Central Pennsylvania — Instrument  
 JOANNE WRIGHT — Central Pennsylvania — Commercial Helicopter

## NORTH CENTRAL

SHIRLEY WALL — Greater St. Louis — Instrument  
 AMY LAWS — Greater St. Louis — Instrument  
 SHARON FALL — All-Ohio — Commercial  
 PAT GILGALLON — Greater Detroit — Instrument  
 JEANNE BEDINGER — Iowa — Instrument Instructor  
 LOIS TRUCHINSKI — Wisconsin — Instrument

## NEW ENGLAND

LORRAINE JENCİK — Connecticut — Airline Transport Pilot



**LORRAINE JENCİK — new ATP!**

participate in the manned space shuttle program. Qualified women will not only be eligible, but will be encouraged to apply!

Two types of astronauts will be selected, according to George Abbey, director of flight operations at the Johnson Space Center in Houston, Texas. The "pilot type" of astronaut will have the primary responsibility of flying the vehicle. The "mission specialist" astronaut will be in charge of handling the shuttle payload. On the shuttle, which will operate up to 40 flights a year, beginning in the early 1980's, only the pilot and co-pilot need know how to fly.

Qualifications of the pilot-astronauts will be similar to astronaut requirements of the past. Most are expected to be civilian or military test pilots. The mission specialist astronauts could be scientists, engineers or technicians. Physical requirements will not be so strict as those for pilot-astronauts. Experts who develop space experiments will also be allowed to fly on the shuttle, "more or less as passengers," performing their experiments in space. Such persons will be allowed to make only one flight in a lifetime.

The class of astronauts so recruited. . . the first since 1969. . . is expected to number about 30. After an application period of several months, the field of candidates will be narrowed to about 200. This will be further cut by investigations, interviews and physical examinations. The final group will undergo two years of training at the space center.



# Ninety-Nines In The News

*Heralding our Organization's Headliner  
Members*

LORNA KRINGLE of PUGET SOUND made a presentation at a session of the National Congress on Aerospace Education in Las Vegas, centering around career awareness in aerospace for elementary and jr. high school students. Approximately 80 educators from all parts of the U.S. attended.

YAKIMA VALLEY's GINI RICHARDSON is International Treasurer of the Whirly-Girls.

BAY CITIES JEAN TINSLEY, one of the few women in the world (if not the only one) to qualify as both a helicopter and gyroplane pilot, was the subject of a feature article in the *San Jose News*.

SAN FERNANDO's AUDREY SCHUTTE has been named the FAA Western Region winner of the Flight Instructor of the Year award. Operator and chief pilot of Viking Aero Service, Van Nuys, she has flown over 9000 hours. . . 5700 of them as an instructor. She has also been the recent subject of an article in the *L.A. Times*.

JOAN CASSITY of GOLDEN WEST Chapter received a write-up in "Peninsula Times" and JANIE POSTLETHWAITE was featured in the *S. San Francisco Recorder*. Best of all, that chapter is assured good publicity for their upcoming Mini Derby. . . *San Mateo Times* aviation writer George Golding has entered.

HI DESERT's Vice Chairman MARY LUE GARRISON has been reelected Vice Chairman of the Apple Valley Airport Commission.

A 99 in the Puff? That's what PHOENIX Chapter's "Cloud 99 reports. Seems SANDI HAAG, in a *Sawyer Aviation* ad, has made her debut in *Playboy* magazine.

International Secretary, THON GRIFFITH, was featured on the Las Vegas television program "Today at Noon", during the S.W. Sectional. And winner of the flight with traffic reporter "Captain" Bill Lewis was none other than charter member ACHSA (PEACOCK) DONNELLS of BAKERSFIELD Chapter.

Seen in *L.A. 99's Fly Paper*: "Don't try to be shy — we all know you're not." That was a plea from their chairman for more news for "Flypaper." "Unless we get it for Flypaper, nothing will get into the 99 NEWS," the report continued. Of course that's not quite true. . . 99 NEWS will consider anything you send, whether it's written in your newsletter. . . on toilet paper. . . or the wing of a carrier pigeon. We even like clippings from your local paper. So now that you know how easy it is . . . send us your news!

The drawing for SACRAMENTO VALLEY's fabulous solid aluminum seagull, raffled off at the S.W. Sectional, was won by DOROTHY ERICKSON of that chapter.

JAN MAURITSON of TULSA Chapter was named a district recipient of the FAA's Flight Instructor of the Year award. This is the first time a woman instructor has been given this honor in the area. Jan has over 6,000 hours and is a "gold seal" CFI.



JAN MAURITSON of Tulsa receives the District Flight Instructor of the Year Award.

ARKANSAS Chapter's CARY HUNT is running for Justice of the Peace in District 5B of Little Rock.

SPANISH PEAKS JOAN ALYEA and 49½ Dale have sold an article, "Film-Makers in Mexico," to *INSTRUCTOR* magazine.

PENNY AMABILE, ANN MEUER and BOBBIE KENNETT, members of GREATER NEW YORK Chapter, were featured in the "Westchester" magazine in April — a four page article on ballooning, of course.

"After Amelia. . .", the special feature aired on the "Aviation Weather" television program in late March featured several 99s pursuing aviation careers. They included RUTH BENEDICT, EDNA SOMERLOCK, CONNIE MARSH and YVETTE HORTMAN of MARYLAND Chapter.

EASTERN PENNSYLVANIA's two most celebrated members. . . balloonist CONSTANCE WOLF and trans-oceanic ferry pilot LOUISE SACCHI, will be honored at the '76 convention in Philadelphia this summer. Louise is a veteran of some 300 crossings.

LIBBA BROWN of BLUE RIDGE Chapter was one of the select few chosen to dance with the Carolina Ballet Co. in a special performance in Greenville's Memorial Auditorium in March.

VERA DENZ, a ground instructor and member of WESTERN NEW YORK Chapter was featured in the Delta Kappa Gamma Society Newsletter. (Intl. Women's Education Honorary Society.)



Dr. John L. McLucas, FAA Administrator, was the guest speaker at the Mid-East Section banquet.

Spring Sectional Chairman for the Middle East, RUTH TAKSEL BENEDICT, Assistant Editor of *FAA General Aviation News* magazine, presented her boss, FAA Administrator Dr. John L. McLucas, as guest speaker for the Saturday evening banquet. He noted that although commercial air carriers show a better safety record than general aviation per passenger mile, general aviation shows up in a much more favorable light when the statistics are computed on the basis of the number of takeoffs and landings.

VIRGINIA THOMAS of ALL-OHIO taped a 6 minute spot to be used in April on a Radio Station WIZE news broadcast in Springfield, Ohio.

IOWA's ELEANOR LINDERBAUM and Robert Drew were to be married on May 15.

MICHIGAN's LILLIAN SNYDER covered the FAA Administrator's first press conference in Wash., D.C., for *Midwest Aero News*. She says the reception guest list for Dr. McLucas at the National Aviation Club that evening read like a Who's Who in American Aviation.

CHICAGO AREA Chapter held its achievement awards banquet on Mar. 27. POLLY GILKISON received the service award for her activities as NIFA Chairman and BEE SIEMON, a 99 since 1949, received a special appreciation award for her years of service. First place winners in the achievement categories indicated were: Highest Total Points, BARB SILAGI; Chapter Activities, CHAR FALKENBERG; Ratings, etc., SANDY KLOCK; Flying Time, BARB SILAGI.

## ATC UNION NIXING TOWER TOURS?

RUTH TEEL of CENTRAL ILLINOIS reports the following: "Was rather surprised when making arrangements for my annual 6th grade field trip to Capital Airport. Seems there's a possibility that tours through control towers may be discontinued." This is not the FAA's doings, she says, but it seems the ATC union is trying to do away with them. Some controllers feel such tours are not their job. "In real busy times, I'd agree," writes Ruth, "but seems we'd be losing a real valuable aid to aerospace education if this couldn't be worked out to everyone's satisfaction somehow or other."





Editor SAUNDRA LAPSLEY "plots a course" for Dallas.

## NEW EDITOR Waits in the Wings

Jan Million to  
Head 99 NEWS

This is my last issue as editor and advertising director of 99 NEWS. In my own masochistic way, I'll miss these 70 hour weeks; but I'll especially miss all of you, your letters, your phone calls and chapter reports. It's been fun, and I'm glad to have had the opportunity — however short — to serve you.

Tiner is being transferred to Dallas, where he'll be Accident Prevention Specialist at the FAA's GADO on Love Field, and since I feel the News is where it belongs. . . at headquarters. . . I have declined to take the magazine with me. Jan Million, who has been working with me diligently, ever since her return from Maryland, will be taking over and I feel confident that I am leaving the News in good hands.

As you read this, Tiner and I will be leaving for St. Thomas, Virgin Islands, where we'll pick up our new 27 ft. sailboat, the Melusine, and pilot it back to the states via Jamaica and Cozumel, Mexico. After our return in mid-July, we'll then set about finding a new place to live, a new job for me and a new 99 chapter.

So for now, you might say I'm just sailing off into the sunset. . .

Saundra

### BFR REQUIREMENT FOR RENEWAL CLARIFIED

A space will be provided on your renewal form for you to list the date of your Biennial Flight Review. **Proof will not be required.** For members outside the U.S., you need only indicate that you have complied with your country's recurrent proficiency requirements, if any.

# VIEWPOINT

## VIEWPOINT 1996

By Betty Wharton III

My Grandmother Wharton learned to fly and joined the Ninety-Nines in 1963. These days, of course, everyone knows the 99s are women pilots, but back then they were still something of an oddity. A lot of her contemporaries were even afraid to fly in the old Boeing 747, and so they were sure Grandma was a little "dotty" for flying around the country in her own little airplane!

I used to love listening to her talk about the good old days when they could leave any time of day, fly as high as their little plane would go, and land at any airport they took a notion. She said their first Cessna 172 had ONE little radio, with NINE crystals! Can you imagine trying to fly now with such limited communication? No transponder, no encoding altimeter, no R-NAV, no proximity warning indicator, no **Weather Radar** even? Why, we couldn't get from San Diego to Phoenix these days, since everything above 5000' is positive controlled airspace, and the mountains in between are 7500' high! However, we can only afford to fly once a month, with aviation fuel costing \$1.94 per gallon, Controlled Flight plans \$10.00 each, and it's about all we can do to raise the \$2,100.00 federal use tax anymore. . . and the **Insurance** rates. . . whew!

I guess these are some of the things that killed off the transcontinental air races Grandma used to tell me about. Boy, that Powder Puff Derby must have been some kind of exciting. . . navigating with just a line drawn on those old fashioned VFR charts! Gosh, just the thought of flying full throttle, in uncontrolled airspace, with those primitive radios scares me silly! And they didn't even need their ATP rating to do it. . . just a commercial or instrument! Wow! She said they raced against their own handicap, given to their particular airplane, and some races were won by .025 of a second!

Sure, we may be safer now. . . according to government stats, anyway, and we DO have opportunities that Grandma didn't. I just applied for a first pilot position with Gargantuan Airlines, and I'm pretty sure I'll be hired. . . just last week a girl was accepted into the Astronaut program. . . and I have a cousin flying corporate jets for Non-Standard Oil Co. But when I think about the comparative freedom they had in Grandma's day, and the fun they must have had on week-ends, just airport hopping for

the sheer joy of flying, I think the old girl might have had a point. . . them WAS the good old days!

Claud & Betty Wharton  
6441 Montezuma Road  
San Diego, Calif. 92115  
2nd V.P.-AWTAR Board & San Diego  
Chapter

## AIRMARKING TEXAN LAUDED

### LETTER TO THE EDITOR:

The last issue of the NINETY-NINE NEWS was read with much enjoyment. I am, and all 99's should be, proud of the airmarking done by their members. The story of the Texas accomplishments by a handful of 99's, and fewer, is truly phenomenal. . . the fund raising, organized equipment, planning, lost sleep and play-time, and devotion have contributed so MUCH to SAFETY. No credit was given by the Editor for the article, but it should be known that the modest report was prepared by PAULINE GLASSON who has been the prime and continuing force behind the Texas airmarking.

Let's give a toast to that fantastic gal!

Kay Brick  
Barbara Evans

**Ed. Note:** Modest Pauline insisted she wanted credit for the article to go only to Tip of Texas Chapter. We're glad you've given us this chance to give credit where it's assuredly due.

## LELA CARWARDINE — 83 and Flying High

Ninety-Nine Life Member LELA CARWARDINE celebrated her 83rd birthday by flying her little 1947 Cessna 120 for the first time in 6½ years. Through the years, the little 85 h.p. plane had taken her solo to Alaska, Cuba, the Bahamas, through Eastern and Western Canada and 3500 miles through Mexico, not to mention in all but two U.S. states. It had flown her children, grandchildren and some of her great grandchildren. In 1969 it had been badly damaged and most agreed it should be scrapped, but Lela wouldn't allow it to end that way. So in their leisure time, two aviation mechanic friends undertook the repair job. Their goal was to have it ready for Lela to fly on her birthday this March, and sure enough, 87 Foxtrot flies beautifully once again.



# International Forest of Friendship Dedication

July 24, 1976

The International Forest of Friendship, located in Atchison, Kansas, was proposed by the Ninety-Nines, Inc. as a memorial to one of its founders and first president, Amelia Earhart, famed aviatrix and Atchison native. The project is co-sponsored by the city of Atchison which is providing walkways and shelters for the park as its Bicentennial project.

Ground was broken for the Forest three years ago on July 24, 1973. Since then, the Forest has been planted with trees from all fifty states and territories and from the thirty-two countries around the world where there are 99s. The last nine trees were planted the first week in May of this year. The trees are young and small but they will grow to mark the years of our third century.

Events planned for the Dedication



Weekend will begin Friday evening, July 23rd, with a Banquet to be held on the Benedictine College campus in Atchison. Reservations are not required but would be very helpful to the planning committee. Banquet tickets will be around \$4.00 and those desiring to make advance reservations may contact: The Bicentennial Committee, Post Office, Atchison, Kansas 66002. The actual Ceremonies of Dedication will take place at the Forest site on the shores of Lake Warnock just before noon on Saturday, July 24th (Amelia's birthdate).

The city of Atchison is doing everything

possible to make visiting dignitaries and Ninety-Nines feel welcome and provide them with service and hospitality. Local service organizations will be providing transportation from Amelia Earhart Airport to the activity sites. Meals and lodging will be available to visitors for a very nominal fee in the Benedictine College facilities.

Atchison's Amelia Earhart Airport, on the Kansas City Sectional, is located about 50 miles from Kansas City. The Airport has a 3000 foot paved runway. Visitors are requested to bring their own tiedowns.

## Ninety-Nine Projects

### NORTHWEST

Upon learning that their area did not have an ELT Finder closer than 300 miles, the IDAHO chapter has made plans to finance, through pilot contributions, a finder and 3 antennas. These would be placed in planes belonging to local F.B.O.'s, one of which should be available for search and rescue at all times.

LINDA HARRIS of GREATER SEATTLE earned \$150 for Guatemalan Relief by doing 20 miles in a Walkathon. Also, this chapter invited six other Western Washington chapters to participate in an educational and social reception to encourage NW women pilots to join the 99s. The event was held May 29.

### NEW ENGLAND

A "squadron" of ten New England Section members had Pease AFB Air Traffic Controllers doing double-takes, when they landed at the base to attend a physiological training session. The visit was, of course, prearranged.

### SOUTHWEST

Many Southwest Section chapters have been active in the support of the campaign by Mr. Bob George to get "invisible" power lines marked. On some hillsides and in valleys, these represent a real danger to pilots. ABIGAIL WAGG of BAY CITIES urges those desiring more information on this campaign to contact her.

REDWOOD EMPIRE Chapter is supporting the sale of 99 coloring books by buying a copy for each teacher in the chapter.

Wine and Cheese Affairs are proving to be a real money maker for the chapters in the San Francisco Bay area. They are



working together to sponsor functions in different locations on different dates, throughout the region. Money will be used for the 1977 International Convention. For more info on the affairs, contact Fran Milford, 1451 Linfield Ln., Hayward, Ca. 94545.

Now that PALOMAR's runway is resurfaced and the ILS is slated for operation sometime in June, that chapter is preparing to mark it properly. MARY PEARSON welcomes 99s flying into the airport and will put visitors in touch with chapter members. Watch for her "Flight Trails," plainly visible from the Ad building.

JEANINE CECCIO and WILLY GARDNER of SANTA CLARA VALLEY set up displays about the 99s and aviation for the Bicentennial Fair sponsored by the Santa Clara Girl Scouts and Campfire girls.

MARLYN HOWARD'S Brownie troupe displayed MARION BARNICK's simulator and MARLYN reports how her 6-year-old daughter gave flying lessons to a sweet senior citizen who rolled up in a wheelchair!

VIRGINIA BOGGAST of INLAND CALIFORNIA held a "get acquainted with aviation" day for her grandson's kindergarten class. Students were allowed to sit in airplanes and the rudiments of flying were explained to them. The following Saturday, she flew the teachers to Santa Ynez.



## PROJECTS — MIDDLE EAST

FINGER LAKES Chapter held an engine maintenance clinic at Penn Yann Airport, conducted by PAT MIDDLEBROOK's husband Daryl. SALLY HERSHBERG has kept busy talking to Camp Fire Girls. And MARCIA GITELMAN is distributing the highly informative booklet on engine operation and maintenance, "Key Reprints from the Avco Lycoming Flyer."

SHIRLEY LUDINGTON of CENTRAL NEW YORK Chapter is helping get the 1979 Convention Fund off the ground with "eggury" done by her mother. The egg in question is a blown and handpainted "Amelia Earhart Ostrich Egg" which will be raffled off for fifty cents each or 3 for a dollar. Winner will be named at the Fall Sectional. For your entry, contact her at 414 Academy St., Fulton, N.Y. 13069.

MARYANN JESSUP and VIRGINIA THOMPSON of SHENANDOAH VALLEY; JACQUELINE SCOTT, WASHINGTON, D.C.; and RUTH GWINN, MOUNTAINEER Chapter attended the four day engine school at AVCO-LYCOMING, usually reserved for aircraft mechanics. Anyone interested in this course or their latest flyer on how 100 octane gas affects engines designed for 80/87 octane should contact Tom Baier, Liaison Training Supervisor, Avco Lycoming, Williamsport Div., 652 Oliver St., Williamsport, Pa. 17701.

## CANADA

EASTERN ONTARIO 99s are an active group in the field of air education and P.R. In a month's time, LORNA DeBLICQUY gave a slide talk on "Women who have influenced me in Aviation" to the Quarter Century in Aviation Club in Ottawa. FELICITY McKENDRY spoke to a Beta Sigma Phi group and to high school students. As a group, they've been sending letters and telegrams opposing the decision to implement bilingual air traffic control in Quebec and have supported the protests against increased user chargers — in some cases up to 500% increases — at Canada's International Airports. Additionally, LORNA organized the annual Crippled Children's Fly Day in which pilots donated their aircraft and time to take the public for rides. All proceeds went to the Crippled Children's Fund.

## SOUTH CENTRAL

An Air Safety Clinic sponsored by ARKANSAS Chapter in El Dorado was attended by 82 pilots. The group also airmarked El Dorado airport.

A big thanks to the members of the OKLAHOMA Chapter who stayed after their meeting to help address a 400-mailing to advertiser prospects for 99 NEWS.

COLORADO Chapter has donated \$100 to the U.S. Aerobatic Team to support them in this summer's competition in Russia. In addition, a collection of dona-

tions after a film on the competition turned up another \$200!

LUBBOCK held their spring aviation safety clinic the last of March, with guest speakers MARIAN BANKS and WANDA CUMMINGS of the AWTAR office the feature attraction.

FT. WORTH Chapter airmarked Welcome to Meacham in 25' high letters on the airport.

JUDY KITCHEN took her second grade class to the airport and let them learn first hand just what goes on. The class toured the FSS, a terminal, a Frontier Airlines Convair and the faithful Cessna 150. (See photo)



SHREVEPORT reports completing "the most beautiful airmarking to date" — name and elevation at Bastrop. The group has also been asked to fly down the main street of neighboring Minden at 1000 MSL during their Bicentennial parade.

NEBRASKA's EVELYN SEDIVY, FLORENCE BORING and DAWN PARKENING were among aerospace educators attending the National Aerospace Ed. meeting in Las Vegas.

GOLDEN TRIANGLE moved into Oklahoma territory for its year's first airmarking at Texoma Lodge, on Lake Texoma.

## SOUTHEAST

HILDA RAY of ALABAMA conducted a guided tour of the Walker County Airport for some 50 preschool age children in March.

## NORTH CENTRAL

BARBARA JENISON of CENTRAL ILLINOIS has had a letter from Jerrie Cobb, thanking the chapter for their \$50 donation. Jerrie also reported that many of her letters had not reached their destination since poorly paid postal clerks in Latin American countries steal stamps off letters to resell and burn the letters! Anyone wishing to correspond with Jerrie should address: The Jerrie Cobb Foundation, Inc., 2299 Riverside R.R. #2, Moore Haven, Fla. 33471. Missionaries hand carry Jerrie's mail back and forth for her.

CHRIS POSTER of GREATER ST. LOUIS conducted a tour of Weiss Airport for a group of excited Girl Scouts in March. A "lucrative" hangar dance was held in

April and another FAA Safety Seminar on May 5.

MINNESOTA was represented at the Ntnl. Aerospace Ed. Conference by LINDA HAEDGE and SUE SCHWARTS. They flew out on a military airlift. Back home, Linda has talked to a PEO Chapter and a ground school group on women in aviation.

In MICHIGAN, BEV PRICE, COLLEEN BRADLEY and prospective member Mary Jenkins are sponsors and advisors to an Aviation Explorers Club for high school young men and women.

On Aug. 14 & 15, ALL-OHIO Chapter and McDonald's will sponsor "Ronald McDonald's Air Show," with proceeds going to Columbus Children's Hospital, a nationally recognized charitable pediatric health care center. Advance ticket donations may be made (\$1.50 for adults and 75 cents for children under 12) to Children's Hospital Development Dept., 561 S. 17th St., Columbus, OH 43205. Tickets may also be purchased at the gate, at Port Columbus Airport.

MINNESOTA Chapter, in an effort to explain the Ninety-Nines to prospective members and the public, has recently published a booklet, "Meet Minni. . . a Minnesota Ninety-Nine. The booklet was written by ELAINE JENSEN.

## WOMAN AND MACHINE

SHENANDOAH's BARBARA BARBER and husband are rebuilding the engine of their Cessna 175. She calls it fun, but hard on the nails, and is also reupholstering the plane with fire resistant material.

JOYCE WILLIAMSON's husband Ken has reportedly purchased a white and gold 260 Comanche for that CENTRAL PENNSYLVANIA member to fly in the PPD.

From NEBRASKA, the ALLEYS have a new Mooney and SALLY CLARK is the proud new part owner of a Tri-Pacer. Her "part" is temporarily stored in her basement where she'll perform a restoration in her spare moments.

In TULSA, DEANNA ROBERTSON has two new Cessna 150's for use in her flight school. JOHNNIE SALTER is the happy owner of a '67 Cherokee 140, N99J, and SUE DUNCAN has a new blue and white Taylorcraft.

In GREATER ST. LOUIS, BETTY and Jim BOARD have added an aerobatic Bellanca to keep their fully instrumented Cessna 150 company. Betty has been freelance instructing, as well as piloting "Copter Sue" on Friday evening traffic watches.

IOWA's RUTH ROBB has bought ½ interest in GLORIA HARMON's Cessna 172.

JANE HUBBEN of LAKE ERIE Chapter is the new owner of a Cessna Skylane.



# FLYING ACTIVITIES

**Transport Canada Scuttles Poker Run**  
**NIAGARA TRILLIUM** and **FIRST CANADIAN** Chapters report that their annual poker run for 1976 has been cancelled, due to government application of user charges. In a letter to **LOIS APPERLY**, First Canadian Chapter, Mr. G.K. Mank, Special Events Coordinator, Air Traffic Services, estimated that with respect to Cost Recovery Guidelines, the cost to the 99s for air traffic control services at the 3 airports to be used would be \$761.28. Additional charges and over-time for utilization of the Mobile Control Tower at Guelph would bring the total cost to approximately \$1500.

For any "pre-arranged meeting of a number of aircraft at a specified aerodrome," the sponsors must apply to Transport Canada for permission to hold it 60 days prior to the proposed date and the Ministry has the right to determine if any special services are required.

For those still wanting to play poker, the **MAPLE LEAF** Chapter still plans to hold their run on June 13.

## SOUTH CENTRAL

**GOLDEN TRIANGLE** went flying in to Granbury, Texas, where airplanes parked "three deep." They recommend the once famous Nutt House hotel for lunch, plus the many unique shops around the square and the restored Opera House.

**FLORIDA GOLDCOAST** attended a Bicentennial Fly-In sponsored by Homestead AFB and were treated to a tour of all facilities.

August 21 is the date set for the second annual proficiency race of **LAKE ERIE** Chapter, to be held at Cuyahoga County Airport in the eastern Cleveland suburbs. Rain date is the 22nd. Info kits from Helen Keidel, 435 Dumbarton Blvd., Richmond Hts., OH 44143. Price: \$3.

**INDIANA** Chapter is sponsoring its Fairladies Annual Indiana Race (F.A.I.R.) on Sept. 18 at Bakalar Airport in Columbus. This is a proficiency race of approx. 250 mi. for all women pilots. Race kits may be obtained for \$2 from Dianne De Coito, P.O. Box 97, McCordsville, Ind. 46055.

The **PHOENIX** Annual Air Rallye sponsored by the 99s will be held Oct. 9. This will include the Roadrunner Air Race for men and the Kachina Doll Race for women. Race kits will be available after Aug. 15 from Carol Borgerding, 4546 E. Sunland, Phoenix, Az. 85040.

## NORTHWEST

**JILL RICHARDSON** of **YAKIMA VALLEY**, 19 year-old University of Washington sophomore, has made her first parachute jump with the university Sky Divers.

## AUSTRALIA

**AUSTRALIA** is planning its first Coast to Coast Air Race for October 20, 1976. Prospective international competitors in America, Britain, Germany, France and Southeast Asia have already inquired and some will fly the Pacific to compete. The race will be a handicap event from Perth to Sydney, and there will be sections for jet and piston-engine planes and helicopters. There will be many special awards, including one for best woman crew. Over 200 entries are expected for the 2,500 mile event. Sponsors include Ansett Airlines and I.B.M. Details are available from the Australian Air Race Committee, Box R 123, Royal Exchange, Sydney, 2000.

## SOUTH AFRICA

The South African Air Force has allowed the formation of a Lady Squadron. To date, 21 women have been accepted, and the **SOUTH AFRICAN** Section hopes **BETH SALZER's** name will be added to the list. The pilots will have to have a minimum of 150 solo hours and possess their own planes. Those who have difficulty meeting the requirements have been encouraged to assist as navigators. The decision as to where the squadron will be based has not been made. **BETH** also competed in the Round Natal Air Rally on April 3.

## SOUTHWEST

**BAY CITIES** Chapter marked its 44th birthday with a fly-in to Oroville, where many 99 chapters including Golden West, Redwood Empire and Sacramento were represented.

**ALOHA** Chapter is planning a fly-in every 3 months, so everyone will at least stay current. The June 12 destination will be Kalapaupa, complete with a tour of the caves on the east shore and picnic. **ELEANOR SHARPE** is the new chairman of **APUEPUELELE**, scheduled for Aug. 21-22.

Those interested in the Pacific Air Race should set aside Oct. 2-3. The route is from Gillespie Airport, Santee, Ca. to Buchanan Airport, Concord. Contact Eva McHenry, 4285 Altamirano Way, San Diego, Ca. 92103 for more info.

**TUCSON** Chapter reported 36 entries in their "Ye Olde Original Tucson Treasure Hunt" held May 7-9.

## NY-NJ

**WESTERN NEW YORK** will attempt its first poker run on June 6.

**FINGER LAKES** is planning a poker run as practice for a photo rallye to be held in late summer or early fall. The Rallye will be open to all interested.

## 99 CLASSIFIED

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

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

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

### 99s in Business

**PAM VANDER LINDEN, PALOMAR CHAPT.** 99 with **FALLBROOK REAL EST. CO.** specializing in **AVOCADO GROVES & LAND, FAMILY & RETIREMENT RANCHES.** ALSO U.S. rental agents for **CONDOMINIOS JACQUELYNN, KINO BAY, SONORA, MEX.** Beach front **CONDOS** day/wk/mo. For information contact Pam at **FALLBROOK REAL EST.** 330 S. Main St., Fallbrook, CA 92028. 714-728-1143.

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