

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

AUGUST 1976



Philadelphia Awaiting 99s . . . p. 18
Powder Puff Derby Results . . p. 17

MICHIGAN SMALL RACE

VIEWPOINT

A LETTER TO THE 99 NEWS EDITOR:

The Michigan SMALL (Southern Michigan All Ladies Lark) Race had its beginning in 1956 when it was organized as a means of moving the All Women's International Air Race contestants from the Flint terminus to Pellston for the International Convention of the Ninety-Nines. It was a race for lady pilots, but unique in the fact that they could have husbands, fathers, sons or boyfriends as co-pilot, and for this reason became a most popular affair.

The race was so enthusiastically received, the Michigan Chapter voted to make it an annual affair. In 1957 the race started in Lansing and terminated in Traverse City in conjunction with the famous Paul Bunyun Festival. Since then, the First Place winner has also received a rotating wooden hand carved trophy known as the Paul Bunyun Trophy. 1960 was the first round-robin race using Muskegon as home base, and since that time the race route has been kept a secret until the night before takeoff, giving out-of-state guests equal opportunity.

Aircraft taking part over the past nineteen years have ranged from a single engine 65 horsepower to twin-engine 300 horsepower. In 1967 the horsepower was extended to 420. Contestants have flown every conceivable type of aircraft allowed and have come from distances over 2,000 miles.

1974, however, was a harsh one when the realities of a limited fuel supply and the visibility of general aviation as a "conspicuous" fuel user nearly grounded the general aviation fleet. It was the realization of the seriousness of the fuel situation and the spectre of its reappearance that motivated the Michigan Chapters to cancel the traditional SMALL Race and replace it with an event called the Michigan Aviation Festival and Rally which was designed to be open to all pilots and their families.

1975 brought the return of the cross-country proficiency race with each contestant striving for a perfect score using speed and fuel handicaps.

Mrs. Sammy McKay of Flint has the distinction of being the only pilot flying all nineteen races, winning twice. Mrs. Jean Lennertson of St. Louis, Mo. has placed 1st three times. Other 1st Place winners are:

Past First Place Winners	Where
1956-Mrs. Charles Roberts, Az.	Flint to Harbor Springs
1957-Mrs. Robert Steadman, Mich.	Lansing to Traverse City
1958-Mrs. Elmer Wiedwald, Ohio	Sturgis to Manistee
1959-Marion M. Elbinger, Mich.	Bay City to Benton Harbor
1960-Mrs. Morris Ringenberg, Ind.	Muskegon (1st Round-robin)
1961-Dottie Anderson, Ohio	Jackson
1962-Mrs. Sophia Payton, Ind.	Flint
1963-Mrs. Mary Ann Noah, Ks.	Kalamazoo
1964-Mrs. Sophia Payton, Ind.	Mt. Pleasant
1965-Mrs. Elizabeth Schucker, Mi.	Grand Haven
1966-Miss Linda Markham, Mi.	Alpena
1967-Mrs. Sammy McKay, Mi.	Grand Rapids
1968-Marietta H. Huit, Mi.	Ann Arbor
1969-Miss Juliette Auerbach, Mi.	Mt. Pleasant
1970-Mrs. Jean Lennertson, Mo.	Coldwater
1971-Mrs. Sammy McKay, Mi.	Saginaw
1972-Mrs. Jean Lennertson, Mo.	Alpena
1973-Mrs. Jean Lennertson, Mo.	Howell
1975-Mrs. Julie Clarke, Mi.	Owosso

1976 promises the best SMALL Race yet — the 20th SMALL Race in our nation's 200th year! Supported by the Ninety-Nines of Michigan and with the natural beauty of Fall in Michigan we welcome you to join us for a fun and exciting weekend October 1, 2, and 3rd. For information and Entry Kit send \$2.00 to Esther Bennett, Rt. #1, Leonidas, Mich. 49066.

Carol Bobb, Michigan Chapter Reporter

It was hoped that the article "Have You Met Any Women Pilots Lately" would encourage us to think MEMBERSHIP. It did but not quite as I envisioned. Unfortunately for me there were a few errors in the May 1975 figures. This is always a blow to a treasurer who is supposed to be accurate to the last cent. Loretta and I couldn't figure out how it happened. It was also a blow to our large Southwest Section. They appeared larger by 228 so it seemed as if they had lost ground by January 1976. So here is the doubly checked May-May count.

Sections by Population as of	May 1975	May 1976
Southwest	1191	1279
Northcentral	908	956
Southcentral	746	792
Southeast	410	453
Northwest	339	353
New York-New Jersey	274	269
Middle East	247	269
New England	131	145
East Canada	102	112
West Canada	64	47

The Middle East Section had the greatest percentage gain. The Southwest had the largest gain in numbers. As of June 21, 1976, we are 5019 strong.

Janet Green

Dear Editor:

All of us at Wings of Hope want you and the 99s to know how much we appreciate your Guatemalan Earthquake story in the May issue as well as the publication of our current appeal for memberships and funds.

It is difficult for people who have not seen the destruction down there to comprehend the enormity of the calamity — 25,000 dead, a million injured and homeless. We are so grateful Wings of Hope was there to do vital jobs only small general aviation airplanes and bush pilots could do.

Gratefully,
George E. Haddaway
Chairman of the Board

Thanks for your beautiful presentation on the "Flaps Up, Window Open, Monkey Out" article!! We all love it and the great coverage you gave our E. African section in the 99 NEWS. We're so proud and promise to send you lots more. . . .

Denise Morchand
Virginia Stephenson
Julia Rutherford

ON THE NEWS FORMAT

Ladies:

I wish to express to you that I do not like the new format of the 99 NEWS. It is hard to read and requires too much hunting for a particular section, much less a certain chapter. I could, with the old format, easily find, for example, Northwest Section, and read quickly what is happening in my own area. Now, I have no idea what is going on, because in the latest issue, I was unable to sort out NW from anyone else! I'm sure other 99s are having the same trouble. I would like to see a return to the former layout.

Marge Beltrami
Columbia Cascade
Continued on Page 33

ON THE BACK COVER are MARY VOC MACH, an original 99, holding the checkered flag and racer SAMMY McKAY who has flown every Michigan SMALL RACE. The photographer was DONITA SIMPSON.

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CONTENTS

Aviation Law	11
Calendar	6
Convention Plans Finalized for Philadelphia	18
Meet the Judges	20
Michigan SMALL Race	2
Museum Report	12
Powder Puff Derby Results	16
Spring 99 Board Meeting	4
Trees for America's Third Century	8
Viewpoint	2
Wife's Flight — Husband's Plight	15

ADVERTISING INDEX

National Aviation Underwriters	5
Beech Aircraft Corporation	7
Check Chocks	21
Sporty's Pilot Shop	4
AOPA	9, 10

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President Pat's ACTION Line



This is my final visit with you through my column in the Ninety Nine News. I have tried for the past two years to bring many things to your attention which I felt were timely. I wish to thank all of you for allowing me to serve as your President. Serving you has been a very rewarding experience for me. I have enjoyed meeting all of you as I have attended your section meetings. I have enjoyed reading all of your chapter Newsletters and have enjoyed your correspondence (most of it!) where you have shared with me your ideas and thoughts — and when you have taken me to task for not doing what you thought I should.

I am proud to be a Ninety Nine. We have made much forward progress in the past two years regarding communications, our headquarters and the 501 (c)3. We have made great strides in becoming a viable organization with much to contribute to aviation. We do have all kinds of room to continue our growth and I know we will.

My family and I all look forward to more time together and I am eager to exchange my seat behind this desk for more time in the left seat of 590PM. It is with great confidence and some relief that I turn my responsibilities over to our new President. I know that we will have many exciting years ahead.

See you around!

Pat McEwen

NOTE TO CHAPTER REPORTERS FOR THE 99 NEWS

We have had many inquiries from Chapter Reporters requesting information on what kinds of things we want to receive, bearing in mind the new format, etc. Coming up in September, when so many chapters will be changing officers and reporters, we will be giving you a form to use as a guideline for submitting chapter materials. In the meantime, we encourage you to organize your reports around the topic headlines such as Projects, Meetings, etc. that are now appearing in the magazine. (A special thanks to all of you who are already doing this.)

Starting in the fall, we are again going to require that information submitted from your chapter be in correct form (typed, double-spaced, etc.). Please continue to send us your chapter newsletters — we love to read them and many contain ideas for topics and features we would like to see developed for the NEWS. But ye old editor can't take the time to extract items for each chapter from the newsletters to put in the magazine, so you're all going to have to share in the work if you want to see your chapter mentioned.

Jan Million

99s Spring Board Meeting Held in Mississippi

The Officers and Board members were invited to the S.E. and S.C. joint Spring Sectional at Baton Rouge, La., the weekend preceding our regular board meeting, fortunately we were all able to accept. It was the largest Sectional I have ever attended and one of the most enjoyable. Our thanks to Virginia Proctor and her hard working Committee for the wonderful hospitality and fine musical programs we enjoyed.

We departed Baton Rouge Sunday morning to enjoy an afternoon of sailing with Bob and Rosemary Williams (Memphis Chapter) on their beautiful big sail-boat. The weather on the Gulf was perfect and we enjoyed the beauty of the coast from off shore. We had a lovely lunch on board before returning in late afternoon to Ocean Springs. Ms. Janet Green, our treasurer, was our skipper for the trip. She has a large collection of trophies to prove her skill in handling Sail-boats.

We arrived at Janet Green's lovely home in the early evening to get settled for the next three days of meetings. Janet and Don's home sits in the center of eighty acres of landscaped and natural woods area including the Bayou and their very own in resident alligator which we did not get to see. It was really a temptation to want to be outside enjoying the lovely surroundings rather than inside working.

Some of the highlights of our meeting brought up some very pleasant surprises as well as the usual few disappointments. The Northwest Section hosted last year's International convention with Idaho the Host Chapter. They returned \$5,000 to our headquarters from the proceeds and we certainly give them a big vote of appreciation. We have had some suggestions and corrections to our new SOPs and By-Laws as presented to the members at this convention. You will hear more about this in Philadelphia. Lois Feigenbaum gave a report on her recent trip to India and the Far East, visiting 99s and presenting the new Charter to the India Section. Lois will give you a full report later.

Our first order of business was actually conducted in President Pat's room in the Hotel in Baton Rouge. Jean Ferrell gave us a very fine detailed and comprehensive

proposal for tour arrangements to Australia with Intercontinental Tours, Inc. We however, had to delay our decision until we had heard all of the proposals being offered our organization. You will have a full report from Thon Griffith on our plans as they stand to date in another column in this issue. Thanks Jean!

The greater part of one day was spent on the budget, the 99 NEWS and our Roster; the changes needed, the costs and dues structure. Other business included items for sale, New Chapters and Sections being formed as well as name changes requested. Are you subscribing to the NEWS for your local FAA GADO and local Air Museum? It is a good way of keeping them informed of our activities as well as being good public relations. Merchandising of our coloring book as well as costs and re-ordering were planned. We made plans for curbing and a sprinkling system which is badly needed to protect the trees and plantings that have been so generously donated at headquarters. Now all we need is money. We are hoping some more generous people will respond.

We answered many questions on the A.E. Scholarship, Powder Puff Derby, Members-at-large, and Life members. We voted to delete the proof of BFR on your renewal form. You state your date of medical and you will be asked to state your date of BFR, all on the honor system. This solves a lot of questions and problems on how to submit this information. Plans were made to expedite delegates at convention getting thru credentials check and into the meeting in a reasonable time. We also discussed changes in the nominations committee procedures and ballot counting.

We were sorry to hear Bea Steadman and Joan Ruebeck have had major surgery but are now on the recovery list and doing well. We wish them a speedy recovery. Doris Renninger and Doris Scott will fill in for the Womens Air and Space Museum and we hope to have a report from them soon.

The Officers and Board would like to thank Janet and Bob Green as well as Janet's charming mother, Mrs. Fersen, and daughter, Jay, for the wonderful hospitality and food we enjoyed in their home. See you in Philadelphia August 12-15th.

Ilovene Potter

NOTAM FOR RENEWALS

The Board has decided not to require "proof" of BFR. Instead there will be a line on the renewal form like the one for date of flight physical. Those who have BFRs will fill in the date and be Active. Those who do not will automatically be Supportive. Supportive is just like an Active membership but means that for some reason. . .time, money, no plane, kids, etc. . .they are not currently in the air.

The only thing they can't do is run for International Office.

The Supportive classification was created primarily to do away with "Inactive" because most members resented being "Inactive" when they were certainly ACTIVE in their chapters and very supportive of the Ninety-Nines. Supportive is not a "Putdown", its a distinction. We can't get along without you!

NEW HORIZONS

JANE PATTERSON and her 49½ Donald (**Pat**) of Clearfield, Utah, were killed in the crash of their Stinson on Takeoff from Burley, Idaho, on Sunday, May 23, 1976. They were returning home from an experimental aircraft show at Strawberry Glen Airfield near Boise, Idaho.

Jane was a former chairman of the Utah Chapter and was active in all chapter functions. Pat was retired from the Hill AFB RAPCON, was a popular CFI, and had recently completed an Instrument repair program. The Pattersons had only recently returned to Utah from Phoenix, where they had resided during his training.

A memorial fly-by has been conducted at Falcon Field, Phoenix, with the EAA participating, an organization the Patterson family was actively involved with.

Also killed in the crash were **Bud** and **VINA GRAHAM** of Ogden, both pilots. Vina was a member of 99s until a medical problem forced her to stop flying several years ago. She had recently received a new medical and was to become active again.

LIBRARY

By Dorothy Niekamp

As a result of previous requests the library has now received offers of books from two individuals and we are now awaiting receipt of the items. As these and other items are received, catalogued and added to the collection they will be listed and acknowledged with our heartfelt thanks in future issues of the News. I'll be more than willing to answer any questions concerning the donation of materials to the library.

One potential source of materials would be from other libraries. Occasionally some libraries do go through their collections and "weed" items they feel are no longer necessary. As individuals you could ask your local library to notify you if they are going to discard any items dealing with aviation that would be of value and interest to our library. Three recent additions to our library were obtained in this manner. These books are: "Duel of Eagles", by Peter Townsend; "Song of the Sky", by Guy Murchie; and "The Airplane and Its Engine", 3d ed. by Chatfield, Taylor and Ober.

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Sandy Wilson

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
Cuyhoga County Airport
- 20-22 Palms to Pines Air Race
- 21 Lake Erie Air Proficiency Race
- 21-22 Aloha Chapter Apuepuelele
- 22 Rededication, Louise M. Thaden
Field
- 26-29 Northwest Sectional
Sun River, Oregon
Sponsored by Willamette Valley

SEPTEMBER

- 11-13 CFI Refresher Course, St. Louis
- 17-19 Proficiency Race, Bakalar Apt.,
Columbus, Ind.
- East Canadian Section Meeting,
Toronto
- 18 Indiana F.A.I.R. Race
- 24-26 Southwest Sectional
Sponsored by Santa Barbara
- North Central Sectional
Iowa City, Iowa
- Eastern New England
Heritage Trails Flight
- 28-30 Flight Instructor Clinic, Los Ange-
les

FLASH — BALLOT RESULTS

NEW OFFICERS ELECTED

President Lois Feigenbaum
Vice President Thon Griffith
Secretary Janet Green
Treasurer Hazel Jones

Nominating Committee

Chairman, Ilovene Potter
Hilda Devereaux
Valera Johnson
Helen Wilke
Ellie McCullough
A.E. Scholarship, Elizabeth Sewell



Thelma Johnston (R) was guest of honor at 1975 charter banquet of the Stillaguamish Chapter of 99s.

Thelma Johnston, a charter member of Amelia Earhart's original Ninety-nine, was our honored guest and speaker at the charter meeting of the Stillaguamish Chapter Ninety-Nines in March 1975 where she recounted fascinating stories of flying in an open cockpit plane in the days of yesterday.

I was not present at the charter meeting but I chanced to meet Thelma when I took a picture frame out to her place for some repairwork. She and her daughter Lyric have an Antique Doll Reproduction and Repair Business in their rustic home in the foothills of Washington's mighty Cascades, nestled among the towering firs along the Stillaguamish River.

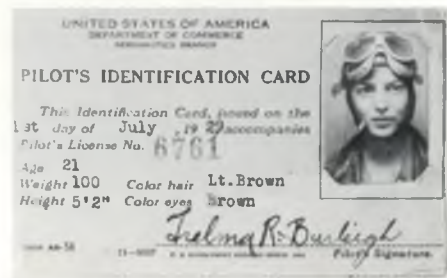
Thelma Burleigh was the first woman in Minneapolis to be awarded a pilots license by the United States government. Several newspaper articles were written about Thelma at the time. Although she lived and was employed in Minneapolis, her story even hit the New York papers. One was entitled "Girl Too Small to Fly Awarded Pilot's License". Another was "Thelma Burleigh Likes to Dance But Prefers to Fly".

When Thelma learned to fly it was on a concrete race track which was oval in shape and slanted toward the middle as race tracks are. "How did you land on that?", I asked. "Sometimes we landed on it, sometimes we landed beside it, wherever we could", Thelma said, chuckling as she remembered some of her first landings in a WWI Jenny. Every plane Thelma ever flew was open cockpit.

Learning to fly in those days was expensive as it is today. Thelma worked as a housekeeper scrubbing floors, ironing on a mangle, making beds, and cooking, earning the grand sum of nine dollars a week. It took her two weeks wages to pay for one hour of flying time.

Thelma was expected to get breakfast every morning at 6:45 a.m. and was kept busy with other chores the rest of the day, so she chose to take her ground school course and flying lessons during the early dawn hours. She caught a streetcar every

morning at 3:30 a.m. that took her within a mile of Wold Chamberlain field, and then she walked the rest of the way. Thelma was back in the kitchen and had breakfast on the table by seven. For a long time she didn't tell anybody where she was going and what she was doing. Then one day someone in the household commented on the milk bottles on the front porch being gone and Thelma answered, "Well, they were there at 3:30 this morning." Then her employers started questioning her about being up so early and Thelma's secret was out. She chuckled as she told me this, giggling at herself for having given herself away.



Thelma's first time in the air was May 4, 1928, and her first solo came in late August, after thirteen hours flying time. Her first landing was a hard one. When she pulled back on the stick her feet couldn't reach the rudderbar. After that a plane was equipped with a high rudderbar, especially for her use.

One of her instructors was Bill McMahon, known then as the "Flying Cowboy", who weighed over 200 lbs. Thelma was a slight 102 lbs. and only 5'3" tall. When Bill McMahon got out of the plane they had to put a sandbag in the front seat to make up for his weight, because it made such a difference in the handling of the plane.

The last plane Thelma flew was a Travelair with an OX5 engine in 1932. After that with the depression coming on there was no money for flying.

Although Thelma was from a family of six children, she was the only one that learned to fly. She grew up in Florida where her father had a mercantile company consisting of three merchant stores in three different towns. Her mother died of childbirth when Thelma was four years old. She left Florida at age nine and went to live with an older sister in Ohio for five years. She graduated from high school in 1926.

1929 was a big year for Thelma. Along with getting her pilot's license and becoming a charter member of the Ninety-Nines, Thelma also got married that year. She and her husband, Donald, are looking forward to their fiftieth wedding anniversary in a few years, and will be celebrating it along with the 50th anniversary of the Ninety-Nines.

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TREES FOR AMERICA'S THIRD CENTURY

99's with city of Atchison create a living symbol of world friendship through flying. . .

By Faye Gillis Wells

July 24, 1976 was the date for the dedication of the International Forest of Friendship, by the shores of Lake Warronock, in Atchison, Kansas. It was the gift of the City of Atchison, Kansas, and the Ninety-Nines to America on her 200th Birthday — a living symbol of "World Friendship through flying", as the trees from the fifty states and territories and the thirty-three countries around the world where there are Ninety-Nines, grow and thrive, side by side, into America's Third Century.

Governor Robert Bennett of Kansas led the "Parade of the Flags" as the representatives from around the world unfurled their flags in the permanent stands beside the granite markers, identifying the trees and their origins, the culmination of the worldwide efforts of the 99s begun in 1973, at the groundbreaking ceremony for The Forest. The first State flag for the forest was received by Captain Irene Wirschaftler, USNR, from Governor Milton J. Shapp of Pennsylvania. Irene, a former resident of Philadelphia, is a longtime friend of the Governor. Irene and Velta Benn flew from Washington to Harrisburg to invite the Governor to the Dedication and receive the flag.

The paths winding through the trees have been designated "The International Forest of Friendship trail," the first National Recreational Trail in Kansas. The Director of the National Park Service Outdoor Recreation Department, Dr. John Crutcher, will make the formal presentation when the ribbon is cut, officially opening "Memory Lane". Set in the concrete path are granite plaques etched with the names of the great and small who have been and are a part of aviation history. This special tribute to America's heritage is supported by sponsors who contribute \$100 for each person they would like to have remembered along Memory Lane. Sponsors should send checks made out to "The International Forest of Friendship," to Paul Allingham, publisher, The Atchison Globe, Atchison, Kansas 66002, listing the names of their honorees. Jerry Roberts (Garden State Chapter) is chairman of the International Forest of Friendship program. Appropriately so, for Jerry's family business, the Volney G. Bennett Lumber Co., is celebrating its 100th anniversary, this year.



The famous, five-handed Ames ceremonial shovel will be on display at the Forest. The 99s who flew the shovel, by relays, from Parkersburg, W.Va., to Atchison, created so much publicity, the Ames people changed their offer of Lend to Give. Ames is the oldest shovel company in America. . .it celebrated its 200th anniversary in 1975.

Among the great who were planning to come to the festivities was Neta Snook Southern, who was Amelia Earhart's instructor. She is sponsored in Memory Lane by her home town of Ames, Iowa. And the Honorary Citizens of Atchison were to be there — **BLANCHE NOYES, BETTY GILLIES, MELBA BEARD, VIOLA GENTRY, ALICE HAMMOND**, all of whom were at the First Flyaway, in 1963, at the commemorative Stamp ceremony for A.E.'s airmail stamp.

Both the International President, Pat McEwen, and the President-elect, Lois Feigenbaum, were planning to be there to represent America's Heritage and America's Horizon.

The 99s are the "Flying Emissaries of the Bicentennial". They have the only non-commercial, international, aviation program officially recognized by the American Revolutionary Bicentennial Administration.

AE FIRST DAY COVERS RECANCELLED

The Amelia Earhart Memorial Scholarship Trustees were authorized by the United States Postal Service to have a limited number of our 1963 original AE Airmail First Day covers recancelled on July 24, 1976, by the Atchison, Kansas, Post Office. (Amelia's birthplace).

These special covers commemorate the dedication on that date (Amelia's Birthday) of the International Forest of Friendship — a joint Bicentennial project of the Ninety-Nines and the City of Atchison, Kansas.

They are to be given to donors of \$5.00 or more to the Amelia Earhart Memorial Scholarship Fund of the Ninety-Nines, and checks should be made out in that manner to be income tax deductible.

They will be available at the International Convention of the Ninety-Nines in Philadelphia, or by sending a check and self-addressed and stamped #10 envelope to Alice H. Hammond, Permanent Trustee, 15 Oakdale Drive, Millville, N.J. 08332.



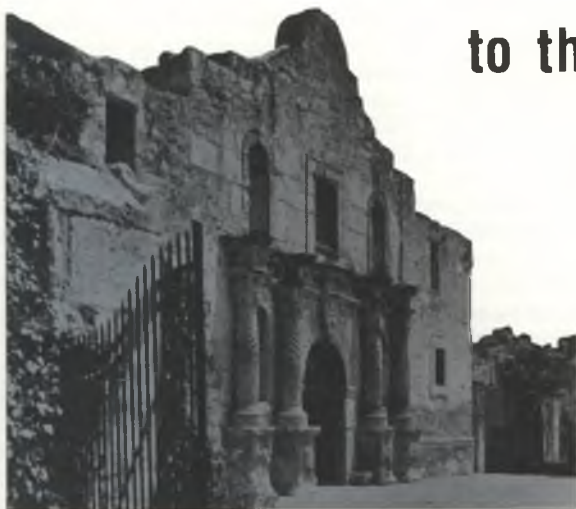
Gov. Shapp of Penn. presenting the State of Penn. flag to Captain IRENE WIRSCHAFTLER USNR, to be unfurled at the dedication of the International Forest of Friendship.



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Thursday & Friday — to be scheduled.
Saturday, October 30 — FAA Forum.
- **PRIZES** — fabulous array of Grand Prizes including a MAYALAND and WESTERN CARIBBEAN AIR-SEA CRUISE, exciting daily Exhibit Hall Prizes, Clinic Door Prizes.
- **Participating hotels** to fit every budget from modest to ultra deluxe — all within walking distance of Convention Center — all on Plantation Party Shuttle Bus Service route.
- **Flight Training Clinic** — enroll in one of these courses to upgrade your flying skills:
Pinch-Hitter Course, Basic Airmanship Refresher, Instrument Refresher, Survival Training.
- **Cocktail Parties, Banquets, Mexican Fiesta, Entertainment.**
- **Scenic and historic sightseeing options.**
- **AOPA/AVEMCO Beat The Pro Golf Tournament.**
- **Aviation Films, Aviation Weather Course.**
- **Non-Package Plan registrants** may pay following daily registration fees on arrival in San Antonio to attend: One day, \$6.50; two days, \$12.75; three days, \$18.75; four days, \$24.50. A limited number of tickets for social activities (cocktail parties and meal functions) will also be available for purchase.

To sign up — use the registration form on the back. Be sure to look for all of the exciting details and program additions in your August and September AOPA Confidential Newsletter or write for brochure.

Be sure to visit the 99's Booth in Exhibit Hall!

1976 AOPA INDUSTRY EXHIBIT AND PLANTATION PARTY PACKAGE PLAN REGISTRATION FORM

Please read carefully
before filling in your registration form:

All package plans include: Registration fee; souvenir bolo tie or bracelet; scheduled shuttle transportation between Convention Center, participating hotels and San Antonio International Airport; unlimited admission to Exhibit Hall; aviation films; aviation clinic programs; prepaid taxes and gratuities for activities included in Package Plan; chances to win all prizes given away from day of your registration through Plantation Party night. (Hotel lodging and incidental charges not included.)

You may choose from a five, four or three day package plan with specific arrival dates. Anyone desiring to attend the party on days other than those specified in the three package plans must register on a daily basis by paying a daily registration fee.

In addition to the above inclusions, the 5-day Package Plan includes 4 cocktail parties; 3 banquets and entertainment programs; and 1 program luncheon. Arrival for the 5-day Package Plan is Tuesday, October 26, before 6:00 P.M. The registration fee, payable in advance is \$73.50.

The 4-day Package Plan in addition to above inclusions, covers 3 cocktail parties; 2 banquets and entertainment programs; and 1 program luncheon. Arrival for the 4-day Package Plan is Wednesday, October 27, prior to 6:00 P.M. The registration fee, payable in advance is \$63.75.

The 3-day Package Plan is comprised of everything listed in paragraph #1 plus 2 cocktail parties; 2 banquets and entertainment programs; and 1 program luncheon. Arrival for the 3-day Package Plan is Thursday, October 28, prior to 6:00 P.M. The registration fee, payable in advance is \$55.50.

Package Plan pre-registration saves approximately 15%. Cancellations will be honored until October 12, 1976; after which a \$12.00 per person service fee will be charged.

Hotel reservations at participating Plantation Party hotels will be made for you by AOPA, but payment for accommodations is not included in Package Plan rates. Please select the hotel of your choice on the registration form at right.

Mail to: AOPA INDUSTRY EXHIBIT AND PLANTATION PARTY
P.O. Box 5800
Washington, D.C. 20014

PLEASE PRINT CLEARLY OR TYPE

NAME _____ (first) _____ (last) _____ AOPA # if member _____

NAME OF PERSON SHARING ROOM _____ (first) _____ (last) _____ AOPA # if member _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE () _____ BUSINESS PHONE () _____

Please reserve ☐ single; ☐ double hotel accommodations at hotel selected below (indicate first (1) and second (2) choice):

Hotel (1st & 2nd choice)	Rates per night*		Blocks from Convention Center
	Single	Double	
<input type="checkbox"/> Hilton Palacio del Rio Hotel	\$30.00	\$41.00	1 (Shuttle
<input type="checkbox"/> La Mansion Motor Hotel	26.00	33.00	5 service
<input type="checkbox"/> St. Anthony Hotel	25.00	30.00	6 available
<input type="checkbox"/> Menger-Hotel	20.00	24.00	3 between hotels
<input type="checkbox"/> Menger-Motor Inn	24.00	30.00	and Convention
<input type="checkbox"/> Travelodge at Courthouse Sq.	21.00	25.00	6 Center)
<input type="checkbox"/> Crockett Motor Inn	17.00	22.00	4
<input type="checkbox"/> La Quinta — Convention Ctr.	15.00	19.50	3

*Plus 6% State and City Tax Arrive _____ Depart _____

PACKAGE PLAN REGISTRATION:

Payable in Advance

- ☐ 5-Day Plan attending Tuesday, October 26, through Sunday, October 31 A.M. \$73.50
- ☐ 4-Day Plan attending Wednesday, October 27, through Sunday, October 31 A.M. \$63.75
- ☐ 3-Day Plan attending Thursday, October 28, through Sunday, October 31 A.M. \$55.50

Name _____ will participate in AOPA Air Safety Foundation Flight Training:
☐ Pinch Hitter Course \$ 75
☐ Basic Airmanship Refresher \$100
☐ Instrument Refresher \$115
☐ Survival Training \$75

Name _____ will participate in golf tournament at \$16.00 per person incl. greens fees, transportation, cocktails, luncheon, awards, plus electric cart (shared with second person).

☐ I will be flying a _____ (type of aircraft), or

☐ I will rent a plane, preferably _____ (type of aircraft)

Others who will be receiving instruction in the same plane:

Name _____ Course _____

Name _____ Course _____

DEPOSITS REQUIRED WITH PACKAGE PLAN RESERVATION:

Package Plan selected x number of persons attending \$ _____

Golf Tournament Fee \$16 x number of persons \$ _____

Flight Courses 100% of course fee(s) \$ _____

TOTAL ENCLOSED \$ _____

Or charge total to my:



☐ BANKAMERICARD
☐ MASTER CHARGE
 ACCOUNT NO. _____

EXPIRATION DATE _____
 (In addition to regular Master Charge Account No. include four numbers above name.)

EARLY PACKAGE PLAN REGISTRATION BONUS: Please send my early registration bonus (registration must be received at AOPA by August 23), the booklet or training manual indicated. (One selection per person.)

- ☐ How to Fly Floats ☐ Instrument Procedures Pilot
☐ Pinch-Hitter Pilot ☐ Instrument Pilot Flight Test Preparatory
☐ 360° Rating Pilot ☐ Mountain Flying Pilot

For further information call Toll Free: (800) 638-0853. From Md. call (301) 654-0500.

AVIATION LAW

A Question of Liability: The Renting Pilot vs. The FBO

By Sylvia Paoli

The question of liability as between pilots who are renting airplanes and the fixed base operators from whom they are renting, has been debated vigorously back and forth, with the end result being that most renter pilots have been well advised to carry their own personal liability insurance that will protect them in rented aircraft.

In an Arizona case, **Anderson Aviation Sales Co. v. Perez**, decided in May of 1973, a fixed based operator was held liable for the subsequent crash and death of a renter-pilot and his passengers. The pilot, Dockery, rented a Piper Comanche from Anderson Aviation about 6:30 p.m. to fly five passengers to Blythe, California. He made arrangements with the receptionist, signed Anderson's lease agreement, and hurriedly pre-flighted the airplane, an event witnessed by Anderson's chief pilot and managing agent, who was himself preparing to take off on a charter flight to Los Angeles (which was cancelled shortly after that pilot received an adverse weather report). Dockery took off at 7:01, after sunset, saying he'd file a flight plan en route. At exactly the same time, the FAA reported a power failure at Blythe which resulted in no runway lights there. Dockery's first knowledge of that event was when he called in nearby for landing instructions. An automobile was placed at the end of the runway to help illuminate the landing strip with its lights.

According to expert testimony, Dockery became spatially disoriented and crashed while attempting the landing. The engine was developing power, the propeller was rotating, landing wheels were not down and the landing lights were not on at the time of the crash.

The verdict against Anderson Aviation was based on a legal theory of "negligent entrustment". Essentially, that is the situation which occurs when a person gives a "dangerous instrument" — such as a car or airplane — to someone who is not competent or qualified, or whom the lessor has reason to believe is not qualified. The plaintiffs claimed that Anderson was negligent when it leased the plane to Dockery, since they knew he was an inexperienced pilot and not in full compliance with the currency requirements of the FAR's. The decision involved, to a great extent, the evidence presented as to Anderson's ability to "foresee" the consequences of leasing a plane to such a person.

The Court held that the jury could legitimately have found Anderson negligent for any one of several reasons: (1) allowing all arrangements to be handled by a

receptionist when the chief pilot was available and should have handled them, according to company policy; (2) insufficient check-out of the pilot's currency and no check-out for night flight; (3) allowing the pilot to take off without filing a flight plan; and (4) failure to notify the pilot of weather conditions near Blythe and the power failure. The verdict of \$385,000 for the plaintiffs was upheld.

In **Sanz v. Renton Aviation, Inc.**, a 1975 case tried in the state of Washington, there was a different result. The pilot had rented the plane from Renton Aviation, and had been told at the time that the aircraft-rental agreement expressly prohibited night flight and that he was only to fly during daylight hours. The ensuing crash occurred after dark. The plaintiffs, heirs of the pilot's passengers, further contended that Mr. Kautzman, the pilot, was not only not qualified for night flight, but wasn't even currently qualified to fly passengers in daylight. Their main contention was that the fixed base operator could, by more diligent inquiry, have ascertained Kautzman's deficiencies and prevented the flight until he was brought current. Since Renton did not so inquire, the ultimate responsibility for the crash and deaths should be ascribed to them.

The appellate court, holding to the contrary, based its finding on some very fine distinctions in the law. Mr. Kautzman was found to be negligent in his operation of the aircraft, and the accident was attributed **directly and solely** to his negligence. Therefore, the Court reasoned, any further error that might or might not have been committed by the rental agency was immaterial.

Plaintiffs contended that anytime a renter violates the law, the owner-lessor also violates it, on the theory that the renter is the "agent" of the owner. The court felt, however, that in the laws concerning "operation of aircraft", if Congress had desired for civil liability to be extended to owners solely because of their ownership — even when it was shown that a renter had flown recklessly — it could have expressly so provided. Since it didn't so provide, there is no reason to impose no-fault liability upon the owner **UNLESS** the pilot is a designated agent of the owner and acting for him in some official capacity.

In **Renton** the Court looked primarily at the pilot's actions and, finding negligence there, did not look further. In **Anderson**, a different Court looked primarily at the FBO's actions and determined that the accident could have been prevented by more diligence on the part of that FBO. Finding negligence there, the Court didn't

look further. The difference in these cases is very slight. Ultimately, the pilot could be held responsible for ALL crashes, for only that pilot has control of the plane and the last possible chance of averting the disaster. Yet one Court found **against** the FBO who rented the plane and another found **for** the FBO. Thus it is evident, that to a substantial degree, the outcome of such cases must depend upon the **strength** of the evidence offered by both sides.

* * *

LEGISLATION INFORMATION

Joan Kerwin, Chairman

There have been many articles recently in almost every aviation oriented magazine regarding the unavailability of 80/87 octane aviation fuel. I'm sure you have all read at least one of them with all the admonitions for proper leaning, checking spark plugs, more frequent oil changes, etc. Apparently, we are supposed to roll over and play dead without a whimper, and "learn to live with it". We may very well have to, but hopefully, we can put up a howl before we do.

Here are some of the facts:

While the oil companies are switching to 100LL and higher lead 100/130, the engine manufacturers are still producing engines which specify use of 80 octane fuel. . . According to **Avco Lycoming Flyer** (Feb., 1976), in their "Flyer Issue No. 12, dated February, 1971", they were aware at that time that, "There is a new trend by the oil industry to eliminate aviation grade 80/87 fuel, . . . provide a single grade 100 fuel for the general aviation market." Why, knowing about this five years ago, haven't they adjusted their engines or discontinued the manufacture of those engines requiring 80/87?

Why can't the oil companies charge a few cents for their 80/87 and absorb a small loss (since 80/87 was the smallest volume of the aviation grades produced) in their large profits on other fuels, since they didn't see fit to warn general aviation owners and pilots of their intentions long before this?

Where is the F.A.A., responsible for safety regulations, when there are "indications of exhaust valve head deterioration with continued use of higher leaded fuel" (Flyer, Feb., '76). Are we to wait for some fatal accident due to inflight failure? If so, where will the responsibility lie? Pilot error? Improper pre-flight?

Where is the Federal Environmental Protection Agency? Those who scream about the air pollution caused by auto and airplane exhaust should be aware that 100LL contains 2 m.l. tetraethyl lead per gallon and straight 100 aviation fuel contains 4.6 m.l. lead. On one hand we are forced to pay more for our automobiles with exhaust emission devices ordered by

Continued on page 12

INTERNATIONAL WOMEN'S AIR AND SPACE MUSEUM, INC.

When the International Women's Air and Space Museum filed its incorporation papers with the State of Ohio, twelve names appeared as the founding trustees of the corporation: Jacqueline Cochran, Grace Harris, Joan Hrubec, Blanche Noyes, Doris Renninger, Doris Scott, Jacqueline Scott, Page Shamburger, Bernice Steadman, Louise Thaden, Virginia Thompson and Nancy Tier. All but three were original trustees of the original Museum Trust.

On April 24th, at Dayton, Ohio, the first Board of Trustee's meeting of the International Women's Air and Space Museum, Inc., was held for the purposes of: (1) approving the new corporation's Code of Regulations, (2) accepting resignations, (3) electing trustees and officers and (4) launching the business of the Museum Corporation. All of this and much more was accomplished.

Regretfully, the resignations of Jacqueline Cochran, Doris Renninger, Page Shamburger, Bernice Steadman and Louise Thaden as Trustees were accepted. The Museum Corporation will miss their active expertise and support. Without the foresight, tenacity and resolve of these individuals, the International Women's Air and Space Museum, Inc., would not, nor could not, be striving in all earnestly to become a reality. All will serve as Advisors along with Blanche Noyes, who requested advisory status following the meeting.

New trustees elected to the Board are: Marilyn Collette, Doris Miller and Jewel

Vom-Saal. The Corporation officers elected for a one year term are: Doris Scott, President, Joan Hrubec, 1st Vice President, Nancy Tier, 2nd Vice President, Virginia Thompson, Secretary, and Marilyn Collette, Treasurer.

The International Women's Air and Space Museum, Inc., is established in Dayton, Ohio.

The Museum mailing addresses are:

Shipment: 272 Leo Street, Dayton, Ohio 45404. Mail: P.O. Box 1387, Cayton, Ohio 45401

The Museum telephone number is: 513-223-8223.

The pendulum is in motion and the drive for reality continues, as we seek to establish a center for preserving the contributions of women in air and space.

The Board of Trustees of the International Women's Air and Space Museum, Inc., acknowledges that without the pure conviction and trust of the Ninety-Nines, the Museum could not have reached its present status. We, therefore, HUMBLY thank you all for your continued encouragement and belief. We sincerely hope you will continue to be a strong movement behind our accomplishments.

The International Women's Air and Space Museum, Inc., now welcomes all individuals, organizations and businesses interested in preserving the history of women in aviation and space.

We must become ever mindful that what we consider current affairs today is in actuality the history of tomorrow and should be recorded and preserved for future generations.

**International Women's Air and
Space Museum, Inc
Joan L. Hrubec, Trustee**

knowledgeable members set up a table/display and be available to discuss their respective organization/club and its projects, services, aircraft, etc. with interested members of the public. Urge them to also bring any pass-out materials they may have. Groups to consider including would be: Experimental Aircraft Association, Antique Aircraft Association, Aviation Explorer Scouts, Wing Scouts, CAP and Cadets, ROTC and Jr. ROTC, 4-H Aviation groups, Agricultural/Crop Dusting pilots, Law Enforcement Pilots (State, Municipal & Sheriff depts.), College, Jr. College, & High School Flying Clubs, etc.

3. Arrange for an airshow, fly-by of various types aircraft, penny-a-pound rides, hot air balloon rides, etc. or other activities which might interest the general public and bring them out to the airport. (This can be both profitable to your chapter and other participants as well as an educational experience for the public.)

4. Sponsor an art contest for various age groups and/or categories with a general or specified (you specify) aviation theme. Display all entries at the airport in a conspicuous place such as the terminal lobby. Have the judges select the winner(s)

Legislation Information. . .Continued

the F.E.P.A., and on the other hand we must pay more for more frequent overhauls, oil changes, etc. due to using higher lead fuels which cause higher pollutant emissions. Those who are first to jump down our throats because of all the "noise pollution" caused by our airplanes are nowhere to be seen or heard from in the aviation fuel controversy. Maybe they haven't heard. WRITE ON!

Some addresses:

Administrator
Environmental Protection Agency
1626 K St. N.W.
Washington, D.C. 20460

W.R. Pierson, President
Amoco Oil Co.
200 E. Randolph Dr.
Chicago, IL. 60601

Harry Bridges, President
Shell Oil Company
One Shell Plaza
Houston, Texas 77001

Citizens Advisory Committee
on Environmental Quality
1700 Pennsylvania Ave. N.W.
Washington, D.C. 20006

Wm. P. Tavoulareas, President
Mobile Oil Corp.
150 E. 42nd St.
New York, NY 10017

Wm. C. Douce, President
Phillips Petroleum Co.
Phillips Bldg.
Bartlesville, OK 74004

John McKinley, President
Texaco
135 E. 42nd St.
New York, N.Y.

and award prizes on National Aviation Day during ceremonies appropriate to the occasion.

You may wish to include one or more of the above ideas in your plans for the day or you may want to formulate your own — just use your imagination.

The important objective to keep in mind is to get the public involved and make them aware of the impact that aviation has on their every day lives. Make your plans now; contact your local newspapers and radio and TV stations asking them to put on public service announcements inviting the public to participate in your National Aviation Day activities; pass out handbills at shopping centers and other public places; in general, do everything you can to get the word to the general public of your coming activities — involving young and old alike.

AIR AGE EDUCATION 99 STYLE

By Linda Hooker

National Aviation Day — August 19th.
WOW — What a fantastic opportunity to get the whole chapter and community involved in Air Age Education! Here are just a few suggestions of how to celebrate the occasion AND educate the public on the past, present, and future of aviation as well as the benefits derived from aviation while having fun.

First begin by making your plans then contact your local airport management outlining to them what you plan to do, why, and how and ask their cooperation and assistance. Everyone will benefit.

Activities to consider for the day's agenda should include:

1. A fly-in of antique and experimental aircraft to be put on static display with modern day aircraft of various types. And don't forget the balloons, gliders, and helicopters.

2. Ask all the aviation oriented clubs and organizations in your locale to lend assistance by having at least one of their

Gama Giveaway

**IT STARTED IN MICHIGAN
AND FINISHED IN DALLAS**

**By Lillian Snyder,
Public Relations Chairman, U.S.A.**

The City of Dallas, and Love Field in particular, hosted a general aviation extravaganza on April 24th, as 16,000 pilots, mechanics and aviation enthusiasts gathered for the announcement of the winners

of Safe Pilot Sweepstakes II and a day-long slate of safety seminars and other general aviation activities. The Safe Pilot Sweepstakes II, sponsored by GAMA and other general aviation organizations to encourage pilot attendance at safety seminars, was "kicked off" in Michigan on April 3 and 4, 1975, with seminars in Grosse Pointe and Flint sponsored by Michigan Chapter Ninety-Nines.

The highlight of the day was the announcement by FAA Administrator Dr.



Ed Stimpson, President of GAMA; M/Sgt. Robert Curry, Sweepstakes winner; and Dr. McLucas, FAA Administrator.

TO: ALL NINETY-NINES

FROM: INTERNATIONAL BOARD OF DIRECTORS (Mary Vial, NIFA Liaison)

NOW'S YOUR CHANCE TO BE A MEMBER OF THE 1977 UNITED STATES PRECISION FLIGHT TEAM

WHAT: Six regional competitions to qualify pilots for the 1977 U.S. Precision Flight Team Championships, sponsored by NPA and NIFA. The five top scoring pilots from each region will participate in the National Fly-Offs where the final official four member U.S. Precision Flight Team will be selected.

TYPE COMPETITION: Precision competition in flight planning, navigation and landing events.

WHO'S ELIGIBLE: All licensed pilots who are citizens of the U.S. and who have logged at least one hundred (100) dual and solo flying hours.

TYPE AIRCRAFT: Single engine — your own, or travel and share with friends, or arrange to rent on arrival.

WHERE AND WHEN:

- #1. Wilmington College, New Castle, Delaware
September 18-19, 1976
 - #2. San Jose State University, San Jose, Cal.
October 9-10, 1976
 - #3. Bowling Green State University, Bowling Green Ohio
October 23-24, 1976
 - #4. Southwest Texas Junior College, Uvalde, Texas
October 30-31, 1976
 - #5. Florida Institute of Technology, Florida Technological University
Melbourne, Florida, December 4-5, 1976
 - #6. Southern Illinois University, Carbondale, Ill.
March 26-27, 1977
- National Championships — scheduled for early 1977
World Championships — scheduled for August, 1977, Linz, Austria

REMEMBER: Your Board of Directors **URGES YOU TO COMPETE. LET'S HAVE SOME 99s ON THE U.S. FLIGHT TEAM!**

HOW: THE U.S. PRECISION FLIGHT TEAM DEPENDS ENTIRELY ON VOLUNTARY DONATIONS TO COVER THE COST OF RUNNING THE MEETS AND GETTING THE TEAM TO THE WORLD COMPETITION. Teams from other countries are subsidized by their governments, but OUR U.S. TEAM NEEDS YOUR \$\$\$\$\$\$\$. CHAPTER AND INDIVIDUALS, PLEASE SEND YOUR CONTRIBUTIONS TO:

U.S. Precision Flight Team
Suite 307
805 15th Street, N.W.
Washington, D.C. 20005

**FOR FURTHER INFORMATION AND ADVANCE REGISTRATION FORMS,
WRITE TO U.S. PRECISION FLIGHT TEAM AT THE ABOVE ADDRESS.**

**COME ON, NINETY-NINES, LET'S GET BEHIND
THIS FABULOUS FLYING EVENT!**

John L. McLucas that Robert P. Curry, a 40-year old senior master sergeant in the USAF was the winner of the grand prize, a choice of any \$40,000.00 airplane manufactured by any member company of the General Aviation Manufacturers Association. Sgt. Curry has been flying since 1963, holds SEL/MEL and Instrument as well as basic and advanced ground instructor ratings. He plans to retire from the Air Force in December and become a full-time general aviation flight instructor/charter pilot.

The sponsor prize, a \$3,000.00 flight simulator, given by Analog Training, W. Long Beach, N.J., was awarded to the Lafayette, Louisiana Chapter of the Civil Air Patrol. The purpose of the sponsor incentive program was to encourage FBOs, flying clubs, and others to support the FAA Accident Prevention Program by sponsoring free voluntary safe pilot seminars throughout the country. Our president, Pat, committed the Ninety-Nines to sponsoring 300 seminars during the year and every Ninety-Nine can be proud that we exceeded that commitment.

The two runnerup prizes from National Business Aircraft Association, \$1,000.00 gift certificates to be used to improve pilot proficiency, advance ratings, or obtain a pilot certificate were awarded to Andrea Douglas of Cerritos, California, and Dean J. Mandler of Bartonville, Illinois.

Paul J. Brown of Sublette, Kansas, won the Rhine Discovery Tour for two and Robert W. Rose of Miami, Florida, was awarded the trip to the AOPA Plantation Party in San Antonio for two. Both prizes were given by the Aircraft Owners and Pilots Association.

Over 5,000 Safe Pilot Seminars were conducted in the year-long program and were attended by 250,000 pilots which is 1/3 of the general aviation pilot community. Preliminary figures for the industry show an overall 12% improvement during the period.

Every speaker from Dr. McLucas to Ed Stimpson gave the Ninety-Nines a large measure of credit for the success of the Safe Pilot Program. That kind of participation makes the job of the Public Relations Chairman easy and the Ninety-Nines look good as an aviation organization. The FAA Accident Prevention Specialists still need our assistance in sponsoring the safety clinics. Let's keep up the good work.

LOIS VISITS 99s AROUND THE WORLD

By Lois Feigenbaum

On Friday afternoon, March 12th, my 49½er, Bob, and I left St. Louis for a trip around the world. For him it was mostly business with a little sightseeing, and for me it was mostly visiting with 99s and a little shopping. Our first stop was Rome. Sightseeing is beautiful in Rome with its magnificent churches, museums, fountains and, of course, The Vatican. I then visited one of our most outstanding and illustrious 99s, Fiorenza De'Bernardi, and her mother. Fiorenza's father was probably the most famous aviator in Italian history, and was an ace in World War I. He was a leader in Italian aviation and his opinions were constantly solicited by Italy's Kings and Ministers. He taught Fiorenza to fly when she was a young girl. Her father lived to see Fiorenza gain the skills of a top commercial aviatrix. She has flown most anything that flies and today is a corporate pilot and a stand-by pilot for Alitalia. She and her Mother told me of the many times Amelia Earhart visited their home. They were most charming.

India was to be the high spot of my trip since the Board of Directors had empowered me to meet with the 99s there and present the Charter to the New Indian Section. Chanda Sawant, the Governor of this new Section, established our itinerary. As we arrived at the airport in Rome, we were met by the manager of Air India who assisted us and escorted us to a private lounge. When it was time to board our 747 Jumbo Jet, the manager informed me that he had a seat reserved in the cockpit of our plane. "Sorry, Bob, but there is only one seat available."

When we arrived in Delhi and disembarked we saw a large group, obviously there to greet some dignitary. I was the subject of this royal welcome. We were each presented with beautiful floral garlands amid popping flash bulbs and a rose petal strewn path to the car. The Aero Club of India had a reception for me with civil aviation dignitaries. I was treated to an exciting glider ride over the city. Plans had been made for a balloon ride but brisk winds prevented this event. However, I was presented with a certificate making me an honorary member of the Balloon Club of India. I had a most enjoyable private audience with India's Prime Minister, Mrs. Indira Ghandi. We discussed Women's Role in Aviation in India and the rest of the world, and the Ninety-Nines. From there we went for a private audience with Mr. Raj Bahadur, Minister of Civil Aviation. He gave me a beautiful Indian calendar



In Korea. Mrs. Sook-Ja-Chung, Lois, Mrs. Yang-Soo-Chu, and kneeling, Kyung O. Kim.

book and a set of reproductions of Barahmasa paintings for our Headquarters. I gave him a Ninety-Nine coloring book and a Snoopy Pin for his grandson. Afterwards I went to the Press Club of India for an interview by the members of the Delhi press.

We left Delhi for Agra to see the fabulous Taj Mahal, then the Pink City, to see the beautiful Palaces and Museums. In the afternoon we rode up the mountain to Amber Palace on an elephant and later took a ride around the Rambaugh Palace Hotel on a camel.

In Bombay, where we were again royally welcomed by the girls from the new Indian Section, we had three whirlwind days which included a major television and press media conference. One evening we had dinner at the home of Mr. and Mrs. Jimmy Guzder and another evening a wonderful traditional dinner at the home of Rabia Futchally, the Vice Governor of the Indian Section. Each of the Ninety-Nines brought

her favorite dish. On the last day a beautiful affair was planned for the actual Charter presentation with about two hundred (200) people in attendance. The Master of Ceremonies was the President of the Indo-American Society and the guest speaker was Mr. K.K. Unni, the Managing Director of Air India. It was truly a love affair, and I was proud to be representing the Ninety-Nines Board of Directors. After this affair, Bob and I hosted a dinner for the Ninety-Nines who had been so wonderful and gracious to us.

Then we were on our way to Seoul, Korea and a wonderful visit with our ever popular Ninety-Nine Kyung O. Kim. A beautiful bouquet of forty-eight red carnations with streamers saying "Welcome to Korea" was sent to our room. Kim was joined by two of her lovely friends, Mrs. Sook Ja Chung and Mrs. Yang Soo Chu to take me for a wonderful day of sightseeing around Seoul, which included a private fashion show at the salon of Andre' Kim, the world famous couturier.

After nine days of business and shopping in Hong Kong and Taiwan, we went to Japan where we visited beautiful Kyoto during cherry blossom time. Bob and I were entertained by our Osaka Ninety-Nine, Junko Manako, her 49½er Natoake and her two future-99 children.

The next day we took the Kodama (Bullet train) to Atami and celebrated our twenty-eighth (28th) wedding anniversary enjoying an authentic Japanese mineral bath at a resort in the mountains of Hakone. From there we went to Tokyo. This is a city with much hustle and bustle and skyscrapers and expressways such as New York. The Tokyo 99s met with me at my hotel and we had a most enjoyable visit. I was surprised to find that the Japanese Women's Aeronautic Association has sixty-seven (67) active women pilots. I talked to the 99s about forming a Japanese Section. Wouldn't it be wonderful to have the opportunity of presenting a Charter to this new Section?

After two days in Tokyo, we left for the beginning of our final leg home. We landed in Honolulu to spend three days of nothing but sun and relaxation. While in Honolulu, I had the opportunity of having lunch with our dynamic Hawaiian Ambassador of Good Will, Pat Shearer, who sent a magnificent bouquet of large red antheriums to our room. We left Honolulu and arrived home on April 18, after five (5) most memorable and exciting weeks.

As I look back on this trip, I can hardly believe my good fortune in meeting so many wonderful people and making so many new friends all over the world.

Wife's Flight...

...Husband's Plight

Robert E. Drew

I'll never forget my first Powder Puff Derby in 1970 as a 49½er (or is it a 198'er?).

After all the usual preparatory frustrations, confusion and excitement, my wife was about ready to "go". To say she was impressed by all the preparatory briefings, etc. would be putting it mildly. In fact, on the morning before race start, as she was leaving our hotel room, she patted me on the head and kissed our poodle goodbye.

Anyway, the next day, she was number TAR 90 to take off on a beautiful day in Monterey in "my" Mooney.

While driving home to Southern California after the race start, I thought it would be a nice gesture on my part if I hopped on an air liner and met her when she landed at the race terminus at Bristol, Pa. when she landed. Actually, I wanted to see what shape she would be in after that trans-continental dash.

So, I studied the race route, checked weather, Mooney performance (which is always the best) and computed ETA's. I figured by leaving Los Angeles at midnight the second day, I would arrive in Philadelphia the next morning, rent a car and drive to Bristol and arrive a couple of hours ahead of our poodle's mistress.

Well, I got to the TWA terminal a little before midnight, alright — BUT!!! While waiting for my flight to be called, I decided to tour one of the new 747's which had just arrived and must say I was impressed. However, while I was fooling around my flight was cancelled and all passengers changed to United. So, now we have a wild husband explaining to a patient TWA agent about meeting his wife in her first Powder Puff. That agent, who I am sure was a former Chaplain in the Marine Corps in Nam got me another flight, which required a plane change in Pittsburg with a personal escort by the Pittsburg TWA agent. In doing all this, he told the stewardesses to take care of this guy 'cause his wife is in the Powder Puff Derby. Of course, I didn't realize it at the time, but this is a secret code signal to provide royal treatment and get rid of all the extra drinks and food so by the time I got to Philadelphia, I didn't know whether I was in the City of Brotherly Love or Yosemite National Park with a group of Hells Angels.

Following renting a car after copious amounts of liquified caffeine and getting lost on the way out of Philadelphia (I drove through the zoo three times and on the last

pass an orangutang waved a friendly greeting to me. I guess they take that brotherly love stuff seriously). I finally arrived at the little mud field in Bristol and the excitement started all over again. Loud speakers, coffee and doughnuts, car pools, weather information and everything else that goes into completing a well-organized race.

Forty minutes, sleepy and hungry later, the P.A. system said Mooney 6544U TAR 90 Thelma Drew. . . fly by!!!! I couldn't believe it! When she landed and taxied up to the reception area and finally saw me, that poodle's mistress looked like she had just landed after a twenty-minute peapatch

flight. On top of that, she came in Number 29 and also received the Low Time Pilot Award.

When we left Bristol to fly home to California via Detroit, we were on the gages a good deal of the time and finally after many years of flying, Thelma was no longer concerned about a stray cloud on the horizon or similar inconsequential so-called flight hazards. To say the Powder Puff was a maturing experience would be putting it mildly — now, she tells me how to fly — it was worth it and there is no substitute for such good and valuable experience.

And when we got home, the poodle kissed her!

Miss Powder Puff



Mardo Crane (r) founder and first chairman of the famous Powder Puff Derby, and Vera Arnold (l) shown with the vintage (1946) Ercoupe upgraded by Vera's 49½ Sid, for the flight ahead of the last PPD. The women pilots, both members of the Santa Clara Valley 99s, touched down at most race stops to announce the coming of the contestants. It was a symbolic, bicentennial flight for the tiny Ercoupe, the same type plane flown in the PPD in 1947, and then piloted by Carolyn West and Bea Medes, who flew it from Palm Springs, California, to Tampa, Florida, never knowing they were the only ones in the race. In the sense that it was a race against their own advertised cruising speed, it was called a real race. Mardo and Vera dubbed their Ercoupe "Miss Powder Puff", for the sentimental flight from Sacramento, Ca., to Wilmington, Del.

Report From Wilmington

by Wanda Cummings

The 1975 winner did it again. Trina Jarish, solo in her Beechcraft A-36 made the best score of 176 entries who finished the 1976 Powder Puff Derby.

Sponsored by Collins Radio, Trina covered the 2,926-mile course from Sacramento, CA to Wilmington, DE at an average speed of 209.7, 28.7 over her handicap of 181 mph and won \$10,000.

In their third race together, sister-team Shirley Cote and Joan Paynter won \$5,000 for second place in a Beechcraft V-35 with a plus score of 27.9.

Just 5 seconds behind was Helen McGee, Sonora, CA, making the highest speed in the history of the race, averaging more than 225 mph in a Piper Comanche 400 to take third place.

Marian Jayne and her daughter Nancy, one of the 15 mother-daughter teams entered, flew a Cessna 210 averaging 27.06 over their handicap to come in 4th.

Fifth was Pauline Mallary and Bonnie Quenzler in a Beechcraft Muskateer with a plus 25.34.

Remaining top ten were: Ginny Wegener and Lynn Carey, 6th; Dallas Redbirds Pat Jetton and Elinor Johnson, 7th; Pat Forbes and Jeanne Rumm, 8th; Laverne Gudgel and Marianne McCulloch, 9th; solo Margaret Ringenberg, 10th.

Start of the longest race ever couldn't have been smoother. Thelma Cull and her crew had a way of handling every problem. Co-Chairman Barbara Goetz put it all together and, with co-pilot Gerry Mickelson, was second to land in Wilmington. Meanwhile, AWTAR's Inspector Betty

Wharton and West Coast Rep Audrey Shutte eased through the eligibility of 199 planes and tanned (?) in impound.

Around 8:30 A.M. on July 9, Mardo Crane and Vera Arnold took off in a shiny Ercoupe, the same type plane piloted by Carolyn West and Bea Medes in the very first Powder Puff. It had been covered with autographs of racers and friends. Forty five minutes later, the racing planes began to fire up, taxied by the spectators at Sacramento's Executive Airport, and idled in sequence at the Starting Line.

Honorary Starters Sheila Scott and Kay Brick stood on the runway with respective British and American Flags, and TAR 1 was off. Official Starter, lovable George Griffith, then took over, and all 199 were in the air in less than two hours.

Fly-By for timing at Riverside was done over March Air Force Base. In a new ruling whereby the fast planes took off first, March tower had an interesting experience. The planes came in bunches, and it was only by courtesy of AF video tapes (still being reviewed the next morning) that times could be verified. Former winner Margaret Meade was chief timer, and AWTAR is grateful for her knowledge and expertise at this difficult stop.

At noon the second day, 77 planes were waiting for VFR at Riverside. When 3 miles visibility was finally announced by Ontario FSS, there was a rousing cheer and a mass exodus.

Chairman Marian Banks and I gathered the timing slips and followed in TAR Alpha (one of two official ships). By the time we reached Santa Fe, it was closed. Racers waited again and TAR A left for Lubbock IFR, visions of race-extension bringing disquiet.

Lubbock weather had not been that bad

in three summers. They did everything possible to make the Stop delightful, but time was running short. At this point, officials were disappointed to hear that Pauline Glasson (our Woman of the Year) plagued by radio problems, had withdrawn from the race.

Again, VFR was suddenly called, and the rush was on. I caught Fran Bera in my movie camera, and her short legs were a blur, rushing to fuel, file, and fly.

On the final day, still exercising our advantage of IFR, we caught up with TAR Bravo. Betty Wharton, Audrey Shutte and Kay Brick were in Parkersburg when Gloria Huffman and co-chairman of last year's Start Lynn Greer declared emergency. Today, July 15, both are recovering nicely with prospects of being released soon from PKB's Camden-Clark Memorial Hospital.

Racers were still filtering into Wilmington just before deadline at 8:00 P.M. EDT July 12. They were from 39 States (including Alaska) and 4 countries. There were 60 new racers and 5 former winners. First-timer Sharon Fall of Cincinnati was pilot in command with just 200 hours. Gini Richardson, 1971 winner, was flying her 23rd TAR with 23,000 hours.

Terminus Co-Chairmen Kate Macario and Anne Grussemeyer, fighting overwhelming odds of space available, managed an exciting finish with the biggest banquet in race memory. Among the honored guests were the three former Race Chairmen, Mardo Crane, Betty Gillies, and Kay Brick. We were all grateful that our safety record remains intact.

The Brandywine Hilton Hotel was suddenly a ghostly place. Board Member Linda Hooker had arrived from timing in OKC, Peggy Noltensmeyer was typing the final news release, and long-suffering

COUNT-DOWN FOR THE POWDER PUFF

Wanda Cummings

I imagine it's like being Mother of the Bride. The closer to the ceremony, the more details accumulate.

From the original 38 on Stand-by, there have finally been enough cancellations to allow ALL THE 99's on the list to race. This includes the second team from So. Africa, VAL HUMPHRIES and ANN DREYER, and 1950 winner JEAN (PARKER) ROSE.

The guest list is impressive. There will be four more former winners in the line-up. . . 7-timer Fran Bera, Gini Richardson, Trina Jarish and Mara Culp. Fifteen teams are mother/daughter, 60 are first-time racers, and 22 entries are flying solo.

That's as of June 10. Last-minute changes continue to pour in, and those remaining on Stand-by continue to hope.

For two weeks, the race program was so bogged down in a publisher dispute that ulcers were imminent. Fortunately (?) Chairman Marian Banks and I both got the flu instead.

Now 113MB is trembling with anticipation of the Route Survey. Once the Eastern Stops are "done", we'll drop back by Dallas to take delivery of the race program, currently pumping along the presses. (To order your copy by mail, send \$3.00 to AWTAR Headquarters BEFORE August 15.)

At the risk of sounding Texan, this is the longest, the biggest, and, we hope, the bestes' ever! . . . and no man to put asunder.



THE WINNER — TRINA JARISH

Puff Results

treasurer Barbara Evans was facing a monumental balancing of the budget.

At the scheduled AWTAR Board meeting, Pam VanderLinden was recognized as fund-raising champion. There is no longer need for feeding our coffers. If you have not yet purchased a Snoopy Bag, contact Pam. She will be selling them for benefit of

another project.

At the suggestion of the Smithsonian Institute, there will be an event next July, following the first route in 1947, to round out 30 years. Guidelines of this event will be announced at Convention in Philadelphia, and details forthcoming.

AWTAR is behoven to the countless 99s

and friends of the race who have given their all. We are indebted to the exhausted Marian Andrews, Joan Hrubec and Doug DuPerow who, along with scorers, did not sleep until all scores were final. Hopefully, for the many unclaimed workers, pilots, friends and officials, the event in 1977 will be all fun.

Special Awards

Highest Score

Com'b Time 700 hrs/ less Ruggles/Graham + 19
1st AWTAR Bedinger/Romney + 21
Non-U.S. Crew Humphreys/Dreyer + 15
Mother/Daughter Jayne/Jayne + 27

Daily Top Score

1st Dy Jarish + 28
2nd Dy Mallary /Quenzler + 25
3rd Dy Cote/Paynter + 27

Best of Class

145-165 hp Pilaar/Wheeler + 19
166-199 hp Mallary/Quenzler + 25
200-239 hp Wegener/Cary + 24
240-294 hp Gammell/Potter + 18
285-450 hp Jarish + 28

Place	Name	Airplane	PAR/MPH	Score
1	T. Jarish	Beech A-36	181	28.77
2	S. Cote	Beech V-35	184	27.97
	J. Paynter			
3	H. McGee	Comanche 400	198	27.85
4	M. Jayne	Cessna 210	180	27.06
	N. Jayne			
5	P. Mallary	Beech C23	124	25.34
	B. Quenzler			
6	G. Wegener	Cessna 180	147	24.06
	L. Cary			
7	P. Jetton	Beech C33A	182	22.63
	E. Johnson			
8	P. Forbes	Cessna 182	143	22.23
	J. Rumm			
9	L. Gudgel	Beech A36	181	21.78
	M. McCulloch			
10	M. Ringenberg	Mooney M20C	153	21.73
11	E. Kropp	PA-28R	153	21.53
	J. Batchelder			
12	M. Culp	Beech A36	181	21.51
	A. Marshall			
13	M. Pearson	Piper PA-28	130	21.45
	H. Booth			
14	J. McElhatton	Cessna 182	143	21.27
	P. Gladney			
15	R. DeAngelo	Cessna 182N	143	21.26
	D. Waltz			
16	F. Bera	Beech F33A	182	21.18
17	J. Bedinger	Piper Arrow	124	21.06
	C. Rowney			
18	S. Case	Beech C23	124	20.99
	S. West			
19	C. Beckner	Beech A36	181	20.68
	R. Kinlen			
20	N. Futterman	Beech A36	181	20.50
	V. Showers			
21	D. McAllister	Cessna 182	147	20.25
	I. Nealon			
22	B. Barris	Gru. Am. AA5B	144	20.21
	L. Rogers			
23	M. Fletcher	Cessna 210H	180	20.17
	M. Byers			
24	M. Pinkney	Cessna 182	143	20.16
	K. Moskow			
25	J. Schiffman	Cessna 182	145	20.01
	R. Wilson			

Place	Name	Airplane	PAR/MPH	Score
26	C. Pilaar	Decathlon	122	19.98
	G. Wheeler			
27	J. LaMar	Cessna 172	121	19.93
	M. Sebelius			
28	E. Wright	Cessna 182	143	19.81
	J. Hall			
29	B. Stevenson	Mooney M20F	161	19.71
30	P. Mlady	Cessna 182P	147	19.52
	J. Luke			
31	R. Ruggles	PA-28R	147	19.47
	J. Graham			
32	J. Gammell	PA-24B	179	18.88
	I. Potter			
33	M. Robbins	PA-28	132	18.88
34	L. Richards	Cessna 182P	147	18.84
35	V. Mapelli	PA-24-26OB	179	18.62
	S. Beuchat			
36	G. Richardson	Aero CMDR 112	146	18.52
37	M. Barnick	Cessna 172	116	18.49
	W. Gardiner			
38	C. Jones	PA-28-151	122	18.11
	C. Jones			
39	M. Stears	Piper Lance	174	18.09
	E. Bennett			
40	T. Sturdevant	PA32-300	154	18.08
	B. Jennings			
41	S. McKay	Cessna 210 J	183	18.01
	R. Hirth			
42	S. Weinhardt	PA-28	132	17.92
	C. Grover			
43	R. Chapman	Cessna 182N	145	17.90
	D. Graf			
44	J. Odom	Beech V35	184	17.84
	A. Gustafson			
45	J. Johnson	Beech V35B	184	17.72
	P. James			
46	E. McHenry	Cherokee 181	132	17.67
	D. Stocklin			
47	M. Bryant	Cessna 182P	145	17.63
	G. Terry			
48	L. Jones	Beech A36	181	17.58
	H. Hamilton			
49	T. Hensley	Cessna 172	119	17.49
	M. Wilson			
50	V. Bruce	Cessna 182	147	17.47
	S. Wachs			

99'S "LOVE" SPIRIT IN '76

TENNIS TOURNAMENT

Are you a tennis buff??? If so, then hurry and send your name to June Hanson, 1416 Trimble Road, Edgewood, MD 21040 or phone 301-676-2845, to enter the 1st Annual 99 Tennis Tournament to be held during the International Convention in Philadelphia.

Tournament date is Saturday, August 14th from 10:00 AM to 12:00 Noon at the exclusive Cherry Hill Indoor Racquet Club.

Enter as a singles team or get a partner and enter as a doubles team. If you have no one to enter with just say you are interested in playing and we'll match you with a partner.

There will be 8 doubles teams and 8 singles teams. . . only enter one or the other inasmuch as both tournaments will be played at the same time.

The entire tournament will be played in

approximately two hours. More details on rules and entry fees will follow.

The winners will be awarded trophies so let's try to enter Section teams and have a real competitive Section against Section match. Perhaps your non-playing friends, relatives, pets, etc. will come out and cheer you on!!!

Transportation will be provided to the courts for players and spectators.

**A LIMIT OF 24 PLAYERS WILL BE ACCEPTED SO "ACE"
YOUR NAME ON TO JUNE HANSON NOW!!! FIRST COME. . .
FIRST "SERVED"**

DEADLINE FOR ENTRIES AUGUST 5th

Seminars and Education Programs Planned for Convention

A word from your Flying Activity Chairman concerning our biggest Fly-in of the year. The International Convention in Philadelphia on August 11 through August 15.

I am helping to plan the educational programs for the convention along with my Co-Chairman, Lee Zeller. We have what we believe is a most interesting and educational series of programs for you to enjoy.

Wednesday, August 11 — 4:00-5:30 p.m.
Simulators furnished by the Analog Training Company

Thursday, August 12 — 8:00-10:00 a.m.
Round table discussions headed by the International Committee Chairmen

**Thursday, August 12 — 10:30-11:30 a.m.
8:30-10:00 p.m.**
Simulators furnished by the Analog Training Company

Friday, August 13 — Safety and Education Seminars presented by Aviation Education Program Division of the FAA

Saturday, August 14 — 10:00-12:00 noon

All you ever wanted to know about your aircraft engine. . . by H.M. Enck from AVCO Lycoming.

Add all this to your recent information received on that which has been planned for you by Gail Lingo, Convention Chairman and her committee. A Wing Ding of a Convention. Join the Fly-in to Philadelphia, August 11-15, 1976. See you there.

**Charlene Falkenberg, Chairman
International Flying Activities**



99's Spirit in '76

By Joan Jones

Plans are being finalized for Convention '76, Philadelphia, Pa. The Benjamin Franklin Hotel is situated in the heart of this historic city where the past can come alive either by simply browsing at your leisure or partaking in our planned candle-light tour.

Tennis tournaments and educational programs have been arranged throughout the convention. The Amelia Earhart luncheon will be held on Thursday, August 12. That same evening will include a dinner with entertainment which is uniquely a part of our city. The mummers string band will provide a most enjoyable musical display.

After the business portion of the convention, you can relax with the candle-light tour Friday evening followed by the Sound and Light Extravaganza at Independence Hall.

Part of Saturday is free for shopping or touring on your own. Much information regarding sightseeing will be available for you at the hotel. Saturday evening will include a truly memorable banquet. Speaking at the festivities will be a prominent figure in aviation. On Sunday there will be a Fly-Away Breakfast followed by transportation to the airports.

The Convention Committee sincerely hopes that you enjoy your stay in Philadelphia during our International Convention.

Reminders: Airline and hotel reservations must be made well in advance due to the increased number of visitors to the city during the Bicentennial.

Our shoppe, called Betsy's Boutique, will be open: Aug. 12, 5-6:30 p.m.; Aug. 13, 12-2 p.m., 5-6:30 p.m.; Aug. 14, 9 a.m.-1 p.m.

Any chapter wishing to sell items in the Boutique can contact: Sylvia Merritt, 3127 Jolly Road, Norristown, Pa. 19403.



JOAN JONES
Publicity Chairman



GAIL LINGO
Convention Chairman

GAIL LINGO, Convention Chairman (3rd from right) with several Committee Chairmen helping with this event. (l-r) JOAN JONES, JUDY DeMARCO, GAIL, NANCY GAYNOR, NANCY HALL and KARIN MINAURO.



ON THE COVER are GAIL LINGO, Convention Chairman, and EILEEN WEIGAND, Co-Chairman and Treasurer, in the Colonial styled costumes which will be worn to identify the EASTERN PENNSYLVANIA CHAPTER. The picture was taken at Franklin Institute in the Hall of Aviation, where tours will be available during the convention. Hanging from the ceiling is a Wright Model B, Bi-Plane #13. The Beech Sierra in the center was donated by ANN LEMMON, 99 and member of the Franklin Institute Aviation Advisory Board.

The British Airways 707 has taped flight announcements and a cut-away portion of interior showing construction and systems.



MEET THE JUDGES

Convention time means awarding the hard-earned, highly-coveted Amelia Earhart Scholarships.

The Honorary Judges for the 1976 Amelia Earhart Memorial Scholarships are three truly distinguished people in the field of aviation. Their extensive accomplishments cannot be adequately capsulated into short biographies without omitting many fascinating aspects of their backgrounds and characters. We can be proud of each of them and cherish their contribution to our scholarship program.



MADAM ANNA CHENNAULT

Madam Chennault, truly a woman of achievement, has received international acclaim for conquering many fields.

This beautiful woman was married to the renowned Claire Lee Chennault, advisor to Gen. Chaing Kai-shek following the Japanese invasion of China in 1937. He created the American Volunteer Group best known as "the Flying Tigers". Prior to the U.S. entry into war, this group, flying their fighters decorated with tiger fangs, fought to combat Japanese air superiority. The group was incorporated into the Army Air Forces and Chennault rose to the rank of Lt. Gen. His widow holds the position of Vice President of International Affairs for The Flying Tiger Air Lines.

She has excelled in her own right as aviation consultant, lecturer and writer. Writing in both English and Chinese she boasts 22 major publications and 2 best sellers.

A graduate of Ling Nan University she holds honorary degrees from Chung-ang Univ., Seoul, Korea, from Lincoln Univ. and Manahath Educational Center.

Her awards, honors, memberships and appointments are numerous. To name but a few, she is: an advisor for Radio Free Asia; on the Administrative Committee of UNESCO; appointed by President Ford to the American Revolution Bicentennial Advisory Council; and a member of the Citizen's Advisory Committee on Aviation. Madam Chennault currently contributes columns to the Central News Agency and the Hsin Shen Daily News.

She has broadcasted for Voice of America and has served as editor, writer, correspondent and public relations officer in Taiwan, in Shanghai, China, as well as in this country.

MR. JOHN M. FERRIS

Mr. Ferris is Senior Vice President, Group Executive of Avco Corp. His career has carried him into many fields of aviation as a pilot and in aviation maintenance, in both the military and civil life, in this country and in Brazil.

A native of Bay City, Michigan, he accepted an appointment to the Army Air Corps Flying School in 1935, graduated and served in the states and the South Pacific.

In 1943, as Chief of Maintenance of the 7th Air Force Service Command, he was responsible for all maintenance planning for the Central Pacific and the coordination of operations with the 5th and 13th Air Forces in Australia and the Marshall and Gilbert Islands. He retired in 1946 with the rank of Colonel from his post as Chief of Maintenance Control at Wright Field, Ohio. In 1959 he accepted the position of Export Manager of Avco Corp. where he became Vice President of Sales and Service of the Lycoming Division.



In 1974 he rose to Vice President of Avco and Group Executive in charge of the Avco Lycoming Engine Group, then in 1975 to Senior Vice President.

Mr. Ferris holds current FAA Commercial Pilot Certificate with Single and Multi-Engine land and instrument ratings.



MR. ROYAL D. FREY

Mr. Frey, a distinguished aviation historian with a Master's Degree in History from Ohio State University, has held the post of Curator of the Air Force Museum, Wright-Patterson Air Force Base, Ohio, since 1972. He served the museum as Chief of Research from 1959-1972 and as Historian from 1952-1959.

Recognized internationally as an outstanding authority on aviation history he serves on many advisory and policy making boards. Among these are the Board of Directors of the American Aviation Historical Society and the Board of Nominations of the Aviation Hall of Fame. He is Chairman of the Aviation Committee of the International Assn. of Transport Museums.

His career has meshed military aviation, academic pursuits and aviation history into the composite honored historian he has become, starting in 1942 when he enlisted in the Army Air Forces cadet program. During WW II he served as a fighter pilot based in England and is credited with 2 victories in air-to-air combat in P-38s.

In 1944 he was shot down over Germany where he was a POW until May 1945. He again served as a military pilot when he was called back to active duty in 1951 when he logged approximately 700 hours in jet fighters. His country called him from his civil pursuits a third time in 1961.

He retired as a Lt. Col. from the Air National Guard in 1966.

Woman And Machine

From the **Ninety Nine Tale Spinner** (Columbia Cascade Chapter) comes this report from **MARGE BELTRAMI**. . . "Danny and I have finished rebuilding our Aeronca L-3 (an old military airplane) and flew it for the first time in early April. Now comes the job of getting the bugs out. . . now that we've found out it actually **will fly!** We discovered the air speed indicator doesn't work, the altimeter reads only within about 1,000 feet high or low (not too accurate — at 1,000 feet it once read 3,500) and it rattles like crazy!! It's like flying a sardine can! Oh, yes, the trim tab went off its track too. Right now, it's painted (??) brown and silver — very ugly — but hopefully it will have a nice orange and yellow paint job come summer."

Later that month. . . "We've gotten most of the bugs out! It still red lines at 129, but no longer stalls at 140 (would you believe 35?) This poor old sardine can cruises at 70, climbs and lands at 60. How's that for a fantastic speed range??? Our altimeter still

has not quite settled down to the extreme sensitivity I feel it's capable of! 1500 feet indicated seems about right for 1,000. But 1,000 feet might be 700 or 800."

"We made our first L-3 cross-country clear to Woodland for lunch. We were escorted by a Champ and a 140. The Champ passed us up and had to make a 180° to pick us up again. The pilot said he didn't think a Champ could go faster than **anything!** The 140 had it even worse — he had to establish a holding pattern over the hills to wait for us!"

* * * * *

After a few years of enjoying the owning and flying of her DH 82 Tiger Moth in New Zealand, **SYLVIA L. SHELDON** was granted the opportunity of having Z K BRL registered in her name. Not being a British subject, it was a great favor and exception they granted in her behalf!

Start listening on Davenport Unicom for N704OE, a Cessna 175 that **NORMA** and **Robert SMITH** recently bought.

VAN ADDERSON (Greater Seattle) was floating on air, having finally gotten her "wings" (Cessna 182) out of the hanger for its annual, after one and a half years of renting a 150.

MARGE and **Duane CARMINE** (Bay Cities) are now the proud owners of an Arrow II.

Would you believe — another Super Cub for **NANCY CREWS** (Long Beach). She headed back to the factory in PA to pick up a 1976 PA-18 and deliver it to Hawthorne Airport. For all you Cub bugs, it'll be on lease back at Bates Aviation.

ETHEL and **Bob ROBINSON** (Palomar) are back from the Pacific Northwest where they picked up their new Arrow in Portland.

SHIRLEY GODDARD (Finger Lakes) has a Cherokee 180.

DIANE MANN (Nebraska) is having fun in her "spare time" working on a C.P. homebuilt. The number is N999DM. She is now the proud owner of 13 fuselage frames.

DR. ANNE SPOERRY (East Africa) said goodbye to her trusty Cherokee Six and bought a gleaming new Cherokee Lance with retractable undercarriage. The new plane cuts twenty minutes off the old Cherokee's two-hour, twenty-minute flight time to Lamu, where Anne holds clinics every month, and similar time-saving to the Flying Doctor airstrips in the Northern Frontier District of Kenya.



the ALL-NEW chock that makes sense...and cents

Make money for your chapter with a sensible chock. Old fashioned chocks can work loose from the tires in high winds. They're bulky in the baggage compartment. They float away in the rain. You or your chapter can make easy money with the safe, smart check-chock.

- wrap-around design - holds to the tire
- adjustable - fits snug to any size tire
- light-weight - weighs less than 2 lbs.
- stackable - easy to transport
- constructed of flexible, abrasive plastic - never deteriorates, never needs paint
- holding power - ice, snow, rain, wind, hilly surfaces are no problem
- economical - \$7.95 and they last forever

Easy to sell... Take them to an airshow or any place where airplanes congregate. Pilots instantly recognize safety features — especially in congested, high liability areas where planes can roll or blow into other planes.

Today... Send for wholesale prices and more information. You can take the information to your next meeting and start earning money right away.

Please send me more information on how I can market check-chocks at a good profit. Requesting this information obligates me in no way.

Name

Address

99 Chapter

CHECK-CHOCK
c/o Norma Vandergriff
Box 429
Edmond, OK 73034

EASTERN CANADIAN

EASTERN ONTARIO chapter was planning a Fly Away to Iroquois in early June. On the agenda were a spot landing contest, a picnic and a bomb dropping contest.

SOUTH AFRICAN SECTION

Congratulations **JENNY LOUW** on being placed 8th, and well done **BETH SALZER** for flying in 10th in the **ROUND NATAL AIR RALLEY**.

MIDDLE EAST SECTION

MARYLAND chapter had approximately 12 planes participating in a Fly-by over the sailing-ships in Baltimore Harbor on July 15th. The girls had been practicing their formation flight for several months and rushed back from working the PPD Terminus in Wilmington to do it. A tight schedule and a busy group.

Members of three Virginia chapters (**HAMPTON ROADS**, **SHENANDOAH VALLEY**, and **VIRGINIA**) were on hand for the air show at Charlottesville-Abermarle Airport in June. They sold 99 visors to the large crowd in attendance between such maneuvers as precision acrobatics by Bob Hoover in the Shrike Commander and the P-51 Mustang, a balloon ascension, the Air Force Thunderbirds, and **CONNIE MARSH** in her own home-built aircraft.

VIRGINIA chapter members are trying to get acquainted with women pilots in the area whom they do not know personally by having each of their members make a poster to put up in one of the area airports.

CENTRAL PENNSYLVANIA chapter reports terrific success with their two-pennies-a-pound project. And at the other end of the state, **EASTERN PENNSYLVANIA** flew 41,983 pounds of people and grossed \$962.10!!!

NEW YORK-NEW JERSEY

Eight planes piloted by 99s and 49½ers flew to 5 different airports to pick up cards during the Poker Run held by **FINGER LAKES** chapter in May. Appropriately enough, the winner was **JUDY BENNETT** with a **PAIR OF NINES!!!**

NORTH CENTRAL SECTION

Local 99s played a big part in the two-day **Dayton Air Fair** in July. Billed as Ohio's Bicentennial Aviation Event, the impressive lineup of events included every kind of military display including the Golden Knights and the Blue Angels, Barnstormers, balloon ascensions, the Goodyear Blimp and Airplane Rides.

The **INDIANA** chapter helped the new **INDIANA DUNES** chapter get its treasury greened up by helping with a Flying Poker Party on Fathers Day. All proceeds went to the new chapter.

The **MICHIGAN 99s** sponsored a Commemorative Fly-In for Al Meyers in May. Al Meyers died in March following five years of failing health. An aircraft designer, engineer and manufacturer, he had been inducted into the Aviation Hall of Fame in New York in 1974. The proceeds were used to sponsor Aviation Safety Education and Aviation Scholarships as well as Boys State and Little League Baseball.

WISCONSIN chapter held a **FATHER'S Day Foto Hunt**. Women pilots were not required, but rules required at least one woman in the airplane. "Clean Glasses and Sharp Eyes" were listed as part of the required equipment.

The **CHICAGO 99s** worked the DuPage Air Show the weekend after the 4th of July.

Ronald McDonald's Air Show for Children's Hospital

Ronald McDonald's Air Show for Children's Hospital will be a 2-day benefit air show at Port Columbus International Airport Aug. 14-15th, co-sponsored by McDonald's of Central Ohio and the **ALL-OHIO** chapter of the 99s. All the proceeds of the air show will be turned over to the Columbus Children's Hospital, a nationally-recognized charitable pediatric health care center.

McDonald's and the 99s are projecting the event will raise an estimated \$25,000 in donations for the hospital.

New Ratings

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

EAST CANADIAN

MARION HALLATT — Niagara Trillium — Multi-Engine

MIDDLE EAST

VIRGINIA RILEY — Virginia — Glider rating.

BONNIE PLOWMAN — WV Mountaineer — Instrument

BARB BARON — WV Mountaineer — Instrument/Multi-Engine

NEW YORK-NEW JERSEY

CAROL MOHANDISS — Finger Lakes — Multi-Engine

SOUTHEAST

IRENE FLEWELLEN — Tennessee — Seaplane

NORTH CENTRAL

JUDY WINN — All Ohio — Instrument
JACKIE KLAUS — Central Ill. — Instrument

JEAN WEST — Central Ill. — Multi-Engine

MARIPAT MURPHY — Greater STL — Instrument

PHYLLIS BARBER — Iowa — Instrument

LOIS BROYLES — Michigan — Commercial

MARY ANGLIN — Michigan — Flight Instructor

SOUTH CENTRAL

ELLEN SPELLMAN — Arkansas — Airline Transport Pilot

BONNIE ANDERSON — Arkansas — Commercial

LINDA HARGRAVES — Arkansas — Commercial

MARY WOOTEN — Chaparral — Instrument

JANET GRAY — Kansas — Commercial

SOUTHWEST

KATHI WENTWORTH — Golden West — Instrument

CHRISTY JO TRIPP — Long Beach — Multi-Engine

DELL HINN — Monterrey Bay — Instrument

CLAIRE ELLIS — Phoenix — Instrument
JEAN KUCKOFF SEATON — Reno Area — Commercial

BARBARA GOETZ — Sacramento Valley — Flight Instructor

ACTIVITIES

The **INDIANA** chapter is sponsoring their annual proficiency race Sept. 17-19th at Columbus Bakalar Airport. The 3-leg course is kept secret until the day of the race and pilots must plot their speed and gas consumption at the last minute. The race is open to all women pilots, although co-pilots may be male. Race information kits may be obtained for \$2.00 from Dianne DeCoito, P.O. Box 97, McCordsville, Ind. 46055.

The **ALL OHIO** chapter will sponsor the **BUCKEYE AIR RALLY** October 9th (Raindate 10th). The 235 round robin handicap speed race will start from Bolton Field, Columbus, Ohio. The race is open to all pilots with a co-pilot being required. Send for Kit Packet with donation of \$2.00 to: Buckeye Air Rally, 5230 Deignese Place, Columbus, Ohio 43228.

The **IOWA** chapter flew several plane-loads to Oklahoma City for their July meeting where they also helped with the PPD Must Stop and toured Headquarters.

The **ILLI-NINES** Air Derby was the **Race that didn't come off**. There was a terrific turnout with 51 airplanes entered, and many friends and guests participating. The only part that didn't cooperate was the weather. The banquet was held as planned on Saturday with the M.C. valiantly handing out raffle prizes instead of the planned-on trophies. There was an attempt to try the race again on Sunday, but that, too, turned out to be YUGGHH! Better luck next year.

NORTHWEST

COLUMBIA CASCADE chapter flew a fun derby in April in spite of the visibility. One portion gave latitude and longitude to find an airport. The airport, however, was not on the chart. Some found it and some didn't! Another problem had the planes starting from an OMNI station but said nothing about flying an OMNI radial. It just mentioned the OMNI as a ground reference for a TRUE COURSE. OOPS!

GLADYS BUROKER and daughter **SALLY SIDMUNDSON** (Eastern Washington) packed up their balloon and left for Walla Walla in May to participate in a balloon meet.

SOUTHEAST

From the **DEEP SOUTH** we learn that the Rose Rallye was a success. The weather was a success. The turnout was a success. EVERYTHING was a success!!! **JUDY HALL's** famous luck is still holding. She came in first place and won a trip to St. Thomas in the Virgin Islands. **99 RUTH RUGGLES** and co-pilot husband **Wallace** from Indiana placed second. And prospective and student pilot **Inez Scott** placed third with her instructor as co-pilot. Everyone who raced received beautiful rose and vase trophies.

SOUTH CENTRAL

LOUISE M. THADEN FIELD, Bentonville, Arkansas, will hold a Rededication and Open House on August 22nd. Charter and Founding member **Louise** will be there to participate in the ceremonies.

SOUTHWEST

The **Fresno Men's 400 Air Race** netted \$642.



Best All-Women Team in the "Skirts and Shirts" Race: **EMMA MCGUIRE** and **MONICA MEJIA**.

After there was some mention of "no skirt, no shirt" during one of the planning sessions, the entire **FULLERTON** chapter race committee wore skirts on the day of the **SKIRTS 'n SHIRTS** race. Awards went to **EMMA MCGUIRE** and her granddaughter, **MONICA MEJIA** in a Cessna 182, Best All Women Team; and **TOOKIE HENSLEY** and her co-pilot, **Ernest Guerrero** in a Cessna 172, Best Mixed Team with a Female Pilot.

The **PHOENIX ANNUAL AIR RALLY**, sponsored by the **PHOENIX** chapter, will take place on October 9th. There will be a **Roadrunner Air Race** for the men and the **Kachina Doll Race** for the women. Race kits will be available on August 15 from: Carol Bergerding, Race Chairman, 4546 E. Sunland, Phoenix, AZ 85040. 602/968-3954.

PERSONALS

Our condolences to **DORIS GILL** who lost her 49½ **Bob Gill** when he crashed in a Super Cub while flying predator control for the government. The Gills had just recently moved to New Mexico from Ohio.

JOAN MALLIN is now Mrs. **Opie McBROOM**. He's a fellow air traffic controller at the Chicago Center and also a private Pilot.

On their way home from the Angel Derby, **SHIRLEY WINN** and **ANNE MOLINA** (Sacramento Valley) picked up Mrs. Winn's 81 year old mother in Ft. Lauderdale and Mrs. Winn's 85 year-old mother-in-law in Texas. Wouldn't you say that was an absolute display of confidence by the two women in their daughter and daughter-in-law?

AULEEN HALL (Ft. Worth) recently flew to Atlanta to be Matron of Honor at the wedding of her 82 year old Mother.

Angel Derby Results

MARION JAYNE and her daughter **PATRICIA KEEFER**, flying an Aero Commander 200D, placed first in the 26th Annual All Women's International Air Race (Angel Derby).

The mother-daughter team from Palatine, Ill., were among forty-three entrants successfully completing the 1732 mile race from Quebec City, Canada, to Fort Lauderdale, Florida.

NORMA FUTTERMAN and **VIRGINIA SHOWERS** from Beverly Hills and Los Angeles, California, placed second in a Beech A-36 Bonanza.

Following for a close third was **BERNI STEVENSON** from N. Hollywood, Calif., flying her personal Mooney M20F Executive solo.

The 1976 race was a bicentennial event sponsored by the City of Fort Lauderdale.

RESULTS

Place	Name	Aircraft	Score
1	Marion Jayne Patricia Keefer	Aero Cmdr 200	24.58
2	Norma Futterman Virginia Showers	Beech A-36	21.02
3	Berni Stevenson	Mooney M20F	20.40
4	Marion Brown Doris Fuller	Beech A-36	20.00
5	Esther Wright Judy Hall	Cessna 182	18.97
6	Esther Bennett Maisie Stears	Aero Cmdr 200	18.59
7	Dottie Anderson Marilyn Miller	PA-28-180	18.49
8	Mary Pearson Harriett Booth	PA-28-180	18.29
9	Pat Forbes	Cessna 182	17.5
10	Jeanne Rumm Helen Wilke	Beech V-35	17.37

Ninety-Nine Projects

EASTERN CANADIAN

EASTERN ONTARIO chapter has voted to send the 99 NEWS to six local flying establishments. A great big THANKS from the Editor who urges chapters everywhere to copy this idea!

The **FIRST CANADIAN** chapter had been actively seeking information on and the location of women involved in the early years of Canadian Aviation. Museum Chairman **DOROTHY RENWICK** has put in endless hours of time and research to locate these exceptional women and give them some long-owed recognition.



FIRST CANADIAN chapter members with Amelia Earhart Medal recipients **MARGARET LITTLEWOOD** and **MARION ORR**.

In April, a special Luncheon was held by the **FIRST CANADIAN** chapter to honor **MARGARET LITTLEWOOD**, currently an Executive Secretary in Edmonton. Margaret was originally from Toronto where she learned to fly in 1938 at Baker Field. She instructed there until the war, when she moved to Edmonton to become the first woman Link trainer instructor at the famous Captain "Wop" May's #2 Air Observer's School, teaching advanced simulator training to airline and RCAF crews. Following the war, she achieved her Public Transport Rating (now ATP). Margaret was presented with an Amelia Earhart medallion to commemorate the occasion.

Much of the material collected so far has been sent to the **Western Canada Aviation Museum**, where it will be called "The Ninety-Nine Collection."

NEW ENGLAND SECTION

ENE Chapter has a Special Revolving Loan Fund set up to help active or former members acquire proficiency, achieve further ratings, or take ground school or other aeronautical courses.

CONNECTICUT reports great success with a "Fly-in Fashion Show" as a fund-raising event.

NORTH CENTRAL

ST. LOUIS chapter will be hosting a CFI Refresher Course the weekend of September 11-13. For Information, call (314) 739-2643 or write Greater St. Louis Flight Instructor Assn., Box 866, Bridgeton, MO. 63044.

MARILYN MILLER (Central Illinois) gave a slide presentation to the senior citizens in Columbus and with the help of **BONNIE McSWAIN**, **DEE BORROWS**, **JACKIE TAYLOR**, and **PAT NEWMAN**, took them on a tour of the Port Columbus Airport facilities. **MARILYN** and **BONNIE** are also the co-sponsors (with EAA) of an Air Explorer Scout Post.

RUTH TEEL (Central Illinois) finished up her year by taking her class through the Springfield Tower and spending one evening personally taking the 22 children for rides!

The **Greater St. Louis** Chapter hosted a highly successful Pilot Education Clinic this spring. Giving a new slant to pilot education, their flyers pointed out that "Psychological - Behavioral - Emotional Factors Are the Cause of Many Accidents. Come and Learn Why Women are Good Pilots." Along with the more usual aviation films and vertigo Demonstrations, pilots were treated to such topics as "A Woman's Eye View of Safety" moderated by **PEGGY KILBY**; "Safety and the PPD" **VAL JOHNSON**; and "Go or No Go — Emotional Factors in Decision Making" by **TEX WICKENHAUSER**.

LAKE MICHIGAN 99s have been busy promoting aviation in the school system. **ELOISE SMITH** gave lectures during H.S. Career Day, while **FRAN JOHNSON** took 26 students from another HS to the airport for instruction and an introductory ride. **MAISIE STEARS** has been showing air-port promotion films to 5th graders.

SUZIE PARKER and **LYNN COOK** were on the local arrangement committee for women's activities during the International Flying Physicians annual convention at Toronto in July.

MINNESOTA chapter has developed **PROJECT PAPA**, a mini-course in aviation for public group presentations. Successfully administered to three elementary and one jr. high school, the chapter has been invited to make many additional presentations in the fall.

NORTHWEST

COLUMBIA CASCADE chapter is compiling a "Recipe Log" to be sold at a future date. Some interesting sections to be included will be one on micro-wave cooking, and also a 49½ section known as "Spice" (plural for spouse).

SOUTHCENTRAL

The Stevens County airport is sporting some newly painted runway numbers thanks to the members of the **CIMARRON** chapter.

GOLDEN TRIANGLE chapter has been out beautifying the aviation community again. They recently delivered trash barrels decorated with a bicentennial theme to seven Texas airports.

A lovely silver maple tree was planted in front of the Kearney Airport Terminal by the **NEBRASKA** chapter.

DAWN PARKENING arranged for the Nebraska Air National Guard to land a helicopter on the lawn in front of Valley High School where she teaches so that her Aerospace Education Class could learn first hand about helicopters. Needless to say, the helicopter caused quite a stir at the high school!

CARMEN STINEMAN's aviation class flew to Wichita for a tour of the Beech factory, and the tower and FSS at the airport.

The city manager of Burnet treated the entire airmarking crew of 22 members and friends from **SAN ANTONIO** chapter to lunch at a local restaurant after they painted the field in May. Texans know how to show appreciation.

WICHITA FALLS chapter sponsored a Safety Seminar in June featuring discussions on the physiological and psychological aspects of accident prevention, and tips for mountain and vacation flying.

SOUTHWEST

SAN DIEGO's **LYNN BRIGGS** proved a delightful guest for the San Diego and Imperial Girl Scout Council. She was interviewed by the scouts and told of her flying experiences.

Continued on page 25

The **SAN FRANCISCO BAY AREA 99s** sponsored four Wine & Cheese Affairs in June as part of their fund-raising efforts for the San Francisco International Convention in 1977. They have set a goal of \$6000 to be generated from a combination of fund-raising events and projects.

FULLERTON chapter donated 99s Coloring Books to **MARITA GLADSON's** summer school class in Aviation at Brea Jr. High School. Marita is planning films, building airplane models, guest speakers on subjects such as careers in aviation and the theory of flight, and setting up a mock control area on the playground.

GOLDEN WEST chapter is setting up an account with the Peninsula Memorial Blood Bank. Donating blood "grounds" you for 72 hours, but if the weather is going to be lousy for a few days, who cares? The account will be open to fellow 99s in need. This blood bank has lifetime credit, and your donations remain on the books until you use them.



GOLDEN WEST 99s give transient pilots a new landmark to use to locate their position when landing at San Carlos after noticing the salt pile used in the past is diminishing.

JANET NOLAND, VIRGINIA BOGUST, JO ANN MIRO and NOLA RHODES (Inland, California) finished the airmarking of Rialto. Well, almost finished. They used up all the paint. They think the helicopter pilots will see the half-painted cross anyway.

JOYCE FAILING's (Long Beach) S.A.F.E. Seminar was a smashing success which climaxed with a nice group of "Unfearful fliers" boarding a 727 to San Francisco for lunch.

SAN FERNANDO VALLEY chapter has both a Pilot of the Year Award, based on flying time and chapter participation, and a Schubert Service Award to honor the member who has done the most for the Chapter and the memory of a Charter member.

LOS ANGELES chapter has scheduled its 9th Flight Instructor Clinic, in conjunction with the FAA, to be held Sept. 28-30 at the Airport Marina Hotel, Los Angeles. The total cost, including lunches and materials, will be \$45. Reservations may be made by contacting Georgia Lambert, 1625 Durango, L.A., 90035 or Jean Grooms, 3613 Inglewood Blvd., L.A. 90066 or call (213) 397-3727.

Maryland 99s teach

AVIATION MINI-COURSE



Oldfield students check the air chart with their pilot **RENE BIRCH** as they get ready for their final class in the aviation mini-course — an actual flight.

By June Hanson

Young women from all over the United States are learning more about general aviation and the career opportunities it offers through a mini-course in aviation given by several members of the Maryland Chapter 99s.

The students at Oldfields School in Baltimore County will return home to their various states with a better knowledge of aviation today and all that general aviation encompasses because of the teachings of 99s **RENE BIRCH, SALLY WILLIAMS,** and **GINNY VOGEL.**

Four class sessions taught at the school included information about the 99s and women in aviation, air charts, principles of flight, aircraft controls, pilots and weather, radio communications and navigation, pilotage, and flight instruments.

The course included a trip to Baltimore-Washington International Airport where the teenage girls were conducted on a tour of the U.S. Weather Bureau services, the Air Traffic Control radar room, and the BWI tower to actually see and hear the controllers directing takeoffs and landings of large and small aircraft.

Final class of the mini-course was held at Aldino-Churchville Airpark in Harford County where 99 **RENE BIRCH** took each of the students for a ride in her Piper Cherokee — it was a bumpy day but none of them minded in the least. While waiting for their flights, each student had the opportunity to learn about aircraft controls at an ATC 510 Flight Simulator with instruction by 99 **GINNY VOGEL.**



GINNY VOGEL instructs Diane Murray at the controls of an ATC 510 Flight Simulator as other students watch intently as they wait their turn.

Did they enjoy the aviation course? A single answer from all: "FANTASTIC!". Some of the girls hope to go on to earn a pilots license and one is planning to become an Air Traffic Controller. This is the third year the course has been given at Oldfields School by Maryland 99s.

BREAD AND BUTTER AVIATION

LORRAINE JENCI (Connecticut) has been building muscles by hauling freight for Emery Freight in a Cessna 402.

LENORA EATON is now Aviation Activity Director at Footlight Ranch, a Fly-In Dinner Theater in Pennsylvania. **MARYLAND** chapter visited her there for their June meeting.

SUE MATHIES, "copter Sue" for St. Louis radio KMOX, was the fashion coordinator for a Clipped Wings (ex-TWA Stews) fashion show in May. The Fashion Show was part of KMOX's tribute to Aviation Day.

JEANNE WOLCOTT, recently retired from the Army, is now flying for Columbus Truck & Equipment Co.

When the Red Devils (Bell Helicopter Pilots) were in Iran, they were using uniforms made for them by **VI BLOWERS (All-Ohio).** She also made a copy of the 1926 mail flying suit for Buck Hilbert, Senior United Air Line Pilot, to wear while flying his Swallow around the country celebrating 50 years of mail delivery by air.

LORRAINE CHAMBERS McCARTY of **MICHIGAN,** recently displayed her artwork at two solo art shows. She has been doing aviation-related painting for ten years.

ELLEN SPELLMAN, ATP of Arkansas, is owner and chief pilot for her newly organized Spellman Flying Service located in El Dorado. She flies a Beech Baron and operates 24 hours a day, seven days a week. Now that's a tough schedule!

Continued on page 33

WV Mountaineer Chapter Receives Charter

Events become opportunities. . . **WV MOUNTAINEER 99s** Chapter began with a brief conversation at the event of transporting a 5-handled shovel to the Amelia Earhart Forest of Friendship and the opportunity for 16 West Virginia Women Pilots to enjoy membership in 99s became a reality.

Chartering of the **WV MOUNTAINEER 99s** took place at the luxurious **LAKEVIEW INN** in **MORGANTOWN** with the **MID-EAST SECTION** chairman, **MARY ANN JESSUP** presenting **CHAPTER CHAIRMAN BARBARA BARON** with the charter. The banquet was enhanced by a spectacular Toastmaster. . . **Col. Ralph Albertazzi**, former captain of Air Force One for former United States Presidents



Honored guests and speakers at **WV MOUNTAINEER Charter Festivities** were **FAYE GILLIS WELLS**, **Col. Ralph Albertazzi**, former captain on Air Force One; **BLANCHE NOYES** and **MARY ANN JESSUP**.



Charter members of the **WV MOUNTAINEERS** are (seated) **MARY BROWN**, **EVELYN RICHARDS**; (2nd row) **JEAN PICKERING** (Sec-Tr), **LINN RUELL** (V. Chrm.), **BARB BARON** (Chrm.), **RUTH GWINN**, **BEA PAINE**, (3rd row) **BONNIE PLOWMAN**, **MARY ROSS**, **SANDRA MAY**, **SHARON PETERS**, **MELANIE ATRETSKI**, and **NATALIE STAFFORD**.

and currently serving as Commerce Commissioner for the State of West Virginia. Addressing the group and welcoming them was **Bill Richards**, Director of the West Virginia Aeronautical Commission and 49½'er. The warmth and charm of special guest **FAYE GILLIS WELLS** captured the group and they thoroughly enjoyed the delightful sparkling wit of **BLANCHE NOYES**.

NEWS

BILINGUAL AIR TRAFFIC CONTROL FOR CANADA?

Of special interest to Canadian 99s in recent months has been the announcement that Canada intends to change its existing single language air traffic control system to a bilingual one. The proposal is being objected to by both the Canadian and the International Federation of Air Line Pilots, as well as by the Canadian Air Traffic Control Association and many Canadian 99s on the basis that it will greatly increase frequency congestion and pose an unacceptable safety hazard.

Members of several Eastern Canadian Chapters were present at a special International Air Safety Symposium held in Ottawa in March and let their feelings be known.



99s attending the Air Safety Symposium were **FELICITY MCKENDRY**, Eastern Ontario; **ELIZABETH LANE**, 1st Canadian; and **MADLINE FIELDING**, **BETTY JANE SCHERMERHER**, and **LORNA deBLICQUY**, Eastern Ontario. The sign they are holding declares that "English is the International Language of Aviation."

The concept was still very much alive and being advocated by the Federal Minister of Transport, **Otto Lang**, when he was the guest speaker at the COPA Convention in Jasper, B.C. in May. Speaking at the dinner on Friday night (which was also "Godfather Night"), the Honorable Minister immediately launched into an attack on the prominently displayed buttons "English is the International Language of Aviation" and then proceeded to trot out the over-used phrases associated with his personal views on this and the "user fee" issue. The impression Mr. Lang gave — nothing new — was that procedures **WILL BE FOUND** so that **FRENCH WILL BE SPOKEN** under IFR conditions in the Province of Quebec, and he continues to state unequivocally "users will pay". "Of course," as the **Niagara Trillium Tale Spin'R** reports, "The evening was quite electric, even taking into account some of the participants' costumes for Godfather Night. There is something just a little hysterical about an angry fairy godmother (male) armed with a loaded water pistol, confronting the Minister on these issues after dinner!"

New Members of the Month

ROSEMARIE JAKOBSEN, a Ground Instructor, is a new member of the **CONNECTICUT** chapter.

BARBARA GAY is now officially a member of the **CENTRAL PENNSYLVANIA** chapter while **RITA LANDIS** has joined the **EASTERN PENNSYLVANIA** chapter.

MARYLAND chapter must have been busy getting acquainted with women pilots lately, as they are boasting of four new members: **RUTH ELLEN BOWLES**, **BUNNY LONG**, **ELLEN TAYLOR** and **ELLEN WEBSTER**.

CENTRAL ILLINOIS welcomed **NORMA DOUGLAS** of Plymouth, instructor with Douglas (no relation) Aviation as a new member. **NORMA** got her private license at Macomb in 1943, was a **WASP** in 1944, received her instructors in 1945. After marriage she stopped flying until 1972, when she reactivated her license and began instructing again. She has over 4000 hours flying time and received her **CFII** in 1973 and her **Air Taxi** rating in 1974.

Little **DEEP SOUTH** chapter has been growing by leaps and bounds lately. With only 8 members listed in the 1975-76

Roster, would you believe 10 new members in three months this spring. Latest additions are **NITA KNAPP**, **DOT HERIN**, and transfer from Pennsylvania **MARIE D'ALTERIO**.

FAR WEST chapter has recently welcomed **DOROTHY SKERBECK**, a pilot of three years who flies a Cherokee 180. Dorothy has fifteen children and her husband is a physician. In her spare time (?), Dorothy works in a program for retarded children.

JULIE AMES, a Flight Attendant for World Airways, is a new member of the **GOLDEN WEST CHAPTER**. Julie flies to the meetings from her home in Lemoore where her husband is stationed with the Navy. Julie joined in time to get #29 in the **PPD**.

A new member of the **PALOMAR** chapter, **KAY ASLESEN**, earned her private and Commercial and Instrument Ratings, all within the past six months!

BEVERLY MILES, an Engineer with Bell Telephone, is a new member of the **COLORADO** chapter. Beverly flies a Bellanca and a Citabria and has a Private plus Ground Instructor rating and has been flying for one year.

NOTES... from the sections

CROSS CANADA FLIGHT FOR INTERNATIONAL WOMEN'S YEAR

Objective:

To make the public, the legislature and the aviation industry of Canada aware that women are capable pilots and should have the same opportunities as men to pursue an aviation career.

The Plan:

To fly a message, prepared by Prime Minister Trudeau, from Ottawa to the Premiers of the ten Provinces. Planes would be donated, piloted and navigated by women. The flights would be in relays of from 200 to 1000 miles.

Organization:

The plan was devised, organized and executed by the 150 Canadian members of the Ninety-Nines, an international organization of women pilots of over 5000 members world-wide.

Publicity:

The object of the flight was, of course, to get publicity about women in aviation. We drafted a "background" publicity hand out which we distributed in quantity to all members arranging the meetings with premiers and participating in the flights. This information, combined with the local personalities and interviews, was used. We also made copies of Prime Minister Trudeau's letters, which we felt said very well what we were trying to do, and distributed them.

In addition, we contacted radio and television stations with offers of interviews. In some cases, they approached us after news of the flights appeared in the press.



Members of 3 Ontario chapters (l-r) **BARBARA BROTHERTON**, **JEANNE McEACHERN**, **GILLIAN HOLDEN**, **NORAH PARISH**, **WILSIE FROSST**, **MANDY ANVELT**, **EDITH DENNY** & **JOAN CHILLCOTT** deliver the letter to Premier William Davis (above) Montreal 99s (l-r) **SANDRA FRANK**, **GISELL DeBAGHEERA**, **ANITA NUNNS**, **MONICA GRIFFITHS**, **PATTI SUE GOULD**, and **BETTY ISSENMAN** present the letter to Premier Bourassa of Quebec. (below)



JEAN ROSE, Gov. of W. Canadian Section, receives the letter from **PAT CHUDLEY**, **HELGA VALOUSEC**, **LIZ FROST**, and **DIANE CHUDLEY** at Manitoba.

Results:

The press is frustrating to deal with, as we found they misquoted even the printed word, often confused facts and seemed to be more interested in the pioneering aspect of women in aviation rather than the "fair opportunity now" section of Mr. Trudeau's letter.

However, once we accept these annoyances as inherent, we find that we have received good, sympathetic, country-wide publicity. Through the press, television and radio, we must have reached many thousands with our message. Women are capable pilots. We know of at least one member who has been hired as an air traffic reporter as a direct result of the publicity received on this flight.

We have had several dozen requests from young women asking about flight training and job opportunities.

In addition, we have made people outside of Canada aware of Canadian women in aviation. The U.S. I.W.Y. letter has mentioned our effort, and a request from a U.S. University library for information on our flight for their archives has arrived.

We are presently preparing articles to send to aviation magazines about our Cross Canada Flight.

Hopefully, in the near future, the major airlines of Canada will see fit to hire the best qualified applicants, whether male or female. We think our efforts have helped both the public and the industry to accept us as equals in the air.

AUSTRALIAN SECTION

HELEN HENDERSON loaded her 172 with **DAWN GREGORY** and two other AWPAs members and went to Sydney (round trip 5000 miles) for the ACM meeting. Our 26th ACM was a great success, the two main attractions being a visit to Quantus Base and the Annual Air Trial. Fourteen aircraft were in the trial (full load each) and the fabulous **NANCY-BIRD WALTON** was an entrant.

A piece of great Australian news is that Qantas has opened its door to Women Pilots between ages 21-25.

GERMANY

SIGRID SIKORSKY has passed her written and flight test for her Instructor rating. Now she will be an assistant for one year, under the supervision of a senior flight instructor, without pay. After the German Bundesluftfahrtsamt then examines her record, she will be a full fledged Flight Instructor at a fixed pay per day of \$20.00. This is real dedication and love for flying!

BRUNI BRADLEY and family had a terrific time in March touring parts of Australia. **NANCY-BIRD WALTON** was extremely helpful and pointed out many highlights in and around Sydney. A most memorable experience was flying co-pilot in a Queen Air on a six hour flight with the Air Ambulance Service out of Sydney. Nancy was one of the founders of the New South Wales Ambulance Service, which operates out of Sydney on a daily schedule, flying to various small airports. By pre-arrangement, the Queen Air picks up patients at the local airports for special treatment or surgery in Sydney which cannot be done in the rural areas.

FINNISH SECTION

The spring meeting took place in Tampere. The 21 members present visited the Planetarium and the Technical Museum, where they have a section devoted to aviation. One of the most fascinating items was the Hansa-Brandenburg seaplane from the early 1920s. The type was used by the Finnish Air Force for reconnaissance. To the 99s, it seemed that a huge and noisy thing like the Hansa would draw the enemy's attention more than anything.

A trip to Leningrad in summer was tentatively planned and another to Kauha-joki where they have a new airfield and the 99s would like to give them a hand with tidying up and painting.



EILA OSTER and **ARJA AIRILA** taking a look at the Finnish "Ilmatar".

Ever see a non-tennis player hit a terrific backhand while smiling broadly and reciting four lines into the camera/microphone? **DEBRA FREEDMAN** showed WNE Chapter members how it's done with her re-enactment of the filming of the TV commercials she appeared in recently.

MIDDLE EAST

JOAN BERTLES (Eastern Pennsylvania Chapter) was selected as the PILOT OF THE YEAR by the New Jersey Pilots Association. ATP rated Joan is the Flight Examiner and chief instructor for Ronson Aviation.

Another member of the Eastern Pennsylvania Chapter, **ANGELA IZZO**, was selected to take six days of intensive training at Maxwell AFB with 175 other Civil Air Patrol officers from throughout the country. **ANGELA** is a 2 LT. with the CAP and is presently serving as the Administrative Officer of the Reading Municipal Airport Squadron.

RENE BIRCH, DORIS JACOBSON, JOAN BATES, JUNE HANSON, and KAY BAYS were among the Maryland 99s featured in an article in the Baltimore Sun called "99ers Busy Doing Their Own Thing." **DONNA HAWKINS**, Maryland Chairman, taped a fifteen-minute program on transportation and air work that has been aired three times on radio WCAL in Baltimore.

DELAWARE chapter member **MARY ANN GORSKI** has received a Fulbright Scholarship to study Contemporary German History Transportation Problems after World War II (including aviation) in Cologne, Germany. Mary Ann was scheduled to leave July 28 for an intensive language course in South Germany.

NORTH CENTRAL SECTION

HELEN KELLY's published article "SURPRISES" told of the problems of teaching a mini-course in aviation under over crowded classrooms, too much heat, films planned-on not arriving. . .no problem when you have an airline Captain there who can keep the kids interested in "Is there a Bermuda Triangle?" "How about the SST?" "Jet Emissions". Latest Airline joke, etc. North Central Captain Don LaPorte assisted her at the Richards Elementary School in a yearly PTA Special Interest Mini-Course. . ."40 minutes of aviation".

Congratulations from 99s everywhere to **GREGG GORAK**, husband of Wisconsin Vice Chairman **DIANE GORAK**, who was named the NATIONAL INSTRUCTOR OF THE YEAR.

Ninety-Nines In The News

Heralding our Organization's Headliner Members

SOUTHEAST

JOYCE MUNFORD has been appointed the first woman to serve on the Wilson, N.C. Airport Authority, a term of three years.

DENISE BLANKENSHIP was chosen as the Flight Instructor of the Year for Georgia. She flies a Cessna 310 for a Tifton based corporation and instructs as much as time allows.

NORTHWEST

Congratulations were in order for **CAROL CANSDALE** who graduated from Hughes Airwest Flight Attendant training in San Mateo as Valedictorian of her class with a 98.5% average. She's now based in Seattle.

SOUTHWEST

Did you all see the feature article on **MARGUERITE GAMBO WOOD's** (Aloha) long career in aviation in the recent PILOT magazine? The author was another Aloha 99, **MARIJANE NELSON**

ESTER GRUPENHAGEN (Fullerton) was recently awarded the Long Beach District FAA Flight Instructor of the Year.

SOUTH CENTRAL

ROZ and **Jim KINLEN**, Editor and Publisher of *The New Mexico Flying Editor*, were selected to receive the Annual Journalist(s) of the Year Award. The presentation was made during a private dinner party during the Reading Air Show.

Aero West arrived at Boulder Airport in May in time to catch the whole group on camera, with **JOYE BAKER** presenting the check representing the chapter's donation to the U.S. Aerobatic Team to **BETTY EVEREST**. Look for the picture in a recent publication.

EMILY HOWELL was scheduled to make her first flight as Captain on June 7th on Frontier Airlines Flight 248.

CAROLE SUTTON, the only female licensed aerial applicator in Nebraska, was featured in an article entitled "The Lady Flies Low" appearing in the *Omaha World Herald Magazine*. The article was written by **PAT WOLFE**.

Shreveport members are very proud of **AMY PILKENTON**, who received her Bachelor of Science Degree in Professional Aviation from Louisiana Tech University this spring.

ANGELA BOREN has been reappointed to a second 3-year term on the Airport Board of Directors for Lubbock Regional Airport.

NORTH DAKOTA MEMBER
NAMED REGIONAL FLIGHT
INSTRUCTOR OF YEAR

BETH LUCY, a member of the North Dakota chapter, has been named the "Flight Instructor of the Year" for the Rocky Mountain Region.

BETH has been flying for eleven years. She originally became interested in flying when her doctor husband started taking flying lessons. With her second lesson she said she became "totally hooked". She is currently a Gold Seal Instructor and has some three thousand instructing hours, flying with and instructing a total of 300 students.

In private life **BETH** is the wife of Dr. Robert E. Lucy, an obstetrician. She is the mother of two sons and one daughter, and has two grandchildren. Both sons hold private pilot certificates, both soloed by their mother.

TV Special
on AMELIA EARHART
Being Filmed

JIM and **ZONA APPLEBY** (Inland CA) have been busy working with NBC on the three-hour special being filmed of Amelia Earhart, to be aired October or November. **JILL SILTON** (San Fernando) went to Universal Studios to see the beginning of the filming. Susan Clark is starring and has been taking flying lessons but may not solo until the movie is done, orders by Universal. **SUSAN OLIVER**, a 99 and former PPD co-pilot winner, is playing the role of teacher. The actual flying is done by Taleman. He was there when Jill visited the set with a crew of 3 other pilots and the old beautiful planes used in the movie. A white Steerman looked especially beautiful against the white clouds, and the only Vega A.G. in working order in the USA got painted red for the occasion. The script is by Carol Sobreski who is also a private pilot.



Ninety-Nine Meetings

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

AFRICA

After six safety talks, the **EAST AFRICAN 99s** rewarded themselves with a talk by Hank McKissick, Gates Lear Jet pilot of the Geosurvey Lear Jet 24D, the only biz jet in East Africa if you don't count the Ugandan President's Gulfstream II. Hank let us look around the inside of his wonderful aircraft, thus whetting our appetites for that longed-for rating.

The **SOUTH AFRICA** section celebrated its 10th anniversary in June with a meeting/party celebration which took place at the Sabi River Bungalows in the Northern Transvaal.

CANADA

The Spring Sectional at Niagara-on-the-lake featured Maj. Jack Soutenham of the Defense and Civil Institute of Environmental Medicine, who conducted a seminar on the developments in medicine that will be important to the future health of pilots and passengers. Guest banquet speaker was John Clements, former Member of Parliament and Ontario Attorney General, as well as a pilot and aircraft owner.

The **FIRST CANADIAN** chapter will be hosting the Fall Section Meeting to be held September 17, 18 and 19 at the Chelsea Inn in downtown Toronto, Ontario. Plans are underway for a most interesting program, including a Champagne Luncheon, to celebrate the 25th year founding of the First Canadian Chapter and its re-institution 10 years ago. It is hoped that we may contact as many of the 99s from 1951 and 1966 as possible and that they will be able to attend this anniversary celebration.

MIDDLE EAST SECTION

A new chapter, **SOUTHERN MARYLAND** recently hosted a meeting with **MARYLAND** chapter as their guests at St. Mary's County airport. The airport commissioner was on hand to greet everyone as local newspapermen and photographers recorded the day.

Several members of the new **HAMPTON ROADS** chapter have had actual parachuting experience, and the entire group was privileged to have an introduction to parachuting, including the trying-on of equipment, at a recent meeting.

NEW ENGLAND SECTION

EASTERN NEW ENGLAND chapter hosted the spring section meeting at the Officers' Club at Hanscom AFB where the group was enthralled by the experiences of Lt. Col. Roger J. Smith, USAF, as one of the three pilots who broke all eight world class "Time-To-Climb" records in the F-15 Eagle in 1975.

WESTERN NEW ENGLAND

chapter was dazzled with a demonstration of the Collins Micro-Line in action as well as given information on intelligent avionics buying by Herb Furnee at a Spring meeting. At their Spring Dinner Fling, William Ottley, executive director of the NPA, gave an entertaining and informative talk about the U.S. Precision Flight Team and the world competition held in Sweden last fall.

NORTH CENTRAL

Gordon Baxter, "Bax Seat" of **Flying Magazine** fame, was the guest speaker at the Section meeting in Bloomington. As a clever way of coming up with his subject matter, he sent a notebook around the audience and had those who had questions or comments write them down. Gordon answered them all in a humorous yet accurate way. His young wife, Diane, assisted him by interjecting comments here and there.

A local controller from the Peoria Tower discussed pilot-controller problems at a **CENTRAL ILLINOIS** meeting. Mr. Doyle, who flies his own Luscombe, suggested more cockpit time for controllers as well as more pilot visits to towers as a means of achieving greater understanding of each others' problems.



"Where do I check the oil level?"
PAT WEIR, Wisconsin Chairman

WISCONSIN Chapter had an unusual meeting room in March. . . the cabin of a Viscount in the Kearney & Trecker Hangar, Mitchell Field. This was the first time so many women. . . or pilots. . . had all been aboard at once. Afterward, guest speakers Carl Guell of the Aeronautics Division and air historian George Hardy impressed the group with the need to preserve aviation's history for the future.



WISCONSIN 99s boarding Viscount. From bottom, **LUCILLE WHITE**, **GERT HEINTSKILL**, **KATIE CONKLING**, and **CINDY SCHOFIELD**.

NORTHWEST

In April in Port Angeles, **FAR WEST** chapter heard a detailed explanation of preventive maintenance of the electrical and ignition system of the airplane engine and had the sound of malfunctioning spark plugs and mags demonstrated for them.

PUGET SOUND got into the ballooning act at their May meeting, with Aeronaut **LORI TORGERSSON** of **ASCENSIONS NORTHWEST** providing ballooning instruction and flights to chapter members.

IDAHO's recent guest speaker was Mr. Sparky Imeson. . . FAA examiner, F.B.O. and author of the book "Mountain Flying". He is also the son of a new member, **JENNIE IMESON**.

SOUTH CENTRAL



IRENE FLEWELLEN, **SOUTHEAST** Treasurer, wins an airplane covered with 99 \$1 bills at Baton Rouge.

Some 80 Ninety-Nine aircraft and 199 members, plus entourage, from New Mexico to Florida, converged on Baton Rouge, Louisiana, for the joint Southeast-South Central Spring Sectional. Among the feature attractions: a survival course where it was taught that one could "eat anything that didn't eat them first." All were presented with a copy of the book, **Survival in the Marsh**, and were able to ask questions of author Eric Lacefield. Banquet speaker was world aviation record holder Al Key. The bad weather at the close of the convention was chased away by meteorologist Gloria DeVore, an active pilot and former WASP with her own TV weather show in Baton Rouge.

CHAPPARAL chapter gathered in May at a farewell luncheon for valued member **MARY DE KINDER**, whose husband Bob has been transferred to Kansas.

Summer chapter meetings for **COLORADO** will be a series of airmarkings, with a little business and fun thrown in along the way.

SOUTH CENTRAL

CIMARRON chapter visited Oklahoma City in masse in April, where they toured headquarters and visited the National Cowboy Hall of fame.

The May meeting of **SOUTH LOUISIANA** chapter featured Pat Evans of the Bureau of the Status of Women in Louisiana, as guest speaker. She is a well-known authority on ERA (Equal Rights Amendment) and related topics. Ed Note: If you're interested in ERA, a coalition of some 25 women's magazines will be running features on it in their July issues. Too bad we don't have a July issue.

New member **JAN DYER** hosted **COLORADO**'s April meeting at Univair, where she is employed. She gave a guided tour of the facilities of this aircraft parts manufacturer and supplier.

SAN ANTONIO's April meeting included a report on the significant safety record of women pilots by member **MARY WADINGTON**.



WARREN TISDALE, most faithful **KITTY HAWK 49½**, stepped out from behind the Polaroid long enough to pose with **JAN CLEMEN**, **CHERYL POTTS**, **MYRT CARNEVALE**, **HAZEL MUNROE**, and **JUNE RODD** at Edenton.

SOUTHEAST

KITTY HAWK 99s toured the charming N.C. town of Edenton where the Tea Party of 1774 was the earliest known instance of Political activity by women in the American colonies. Here 51 ladies voted to boycott the drinking of tea in protest of British injustice.

...MORE 99 MEETINGS...

ARKANSAS 99s were honored to have a surprise visit from Astronaut Jim Lovell at the 99 meeting at Adams Field in Little Rock.

DALLAS REDBIRD is a real togetherness chapter. They airmarked Addison Airport and left en mass for the South Central Sectional in Baton Rouge. Only stay-at-homes were **MARIAN BANKS** and **WANDA CUMMINGS** who set up a PPD display for the great GAMA giveaway at Love Field.

GOLDEN TRIANGLE also went to Baton Rouge en mass. With eighteen of their members present, they picked up the Attendance Award one more time along with another APT trophy. **LUBBOCK** and **SHREVEPORT** were the other APT Trophy recipients.

OKLAHOMA chapter members viewed slides of the Guatemalan earthquake damage taken by chapter members who were in Central America during that time on a Flying Farmer Tour.



MISSISSIPPI 99 RUBY DICKERSON, receiving required 4 hours of Ground School prior to first parachute jump.

SOUTHWEST

Betty Mann, a candidate for the State Legislature, was the guest of **SAN FERNANDO VALLEY** chapter, discussing what she would do to further aviation, if elected. She is a pilot, but not a 99. The group voted to amend that.

Guest speaker at **INLAND CALIFORNIA**'s March meeting was Debby Gary, a former member of the Bedejet aerobatic demonstration team. She is now instructing aerobatics at Art Scholl's.

S.W. Section Vice Governor **VERNA WEST** shared her knowledge on underwing camping with **REDWOOD EMPIRE** at their April gathering.

HI DESERT chapter flew-in to Furnace Creek Airport, Death Valley, for their March meeting. In attendance was Sylvia Winslow, author and artist. She is currently working on a book entitled "Desert Bush Pilot," describing her mountain and desert flying experience with her husband in their Ercoupe. She told of the serious threat to the desert environment in the area due to strip mining and urged chapter members to write their Congressmen, in order to preserve the area for future generations.

ALOHA chapter spent an evening sharpening up on two ATC-510 simulators which were set up after their potluck dinner in May.

On the lighter side, **BAY CITIES** chapter attended the 6th Annual International Worm Races in April. Maybe worm racing will never draw more interest than the PPD, but it is reported to be a very competitive, exciting sport.

FULLERTON members congregated at **SYLVIA PAOLI**'s home in June to help her get incorporation papers together for all the chapters in the Southwest Section.

SYLVIA was scheduled to speak to the California Aviation Advisory Committee continuing education seminar at Pepperdine University in July. Her topic was current State Laws in California as regard Aviation.

PHOENIX had a weekful of activities planned for June when they were scheduled to spend a weekend at Canyon DeChelly the 5th and 6th, see movies of flying in South East Asia on an evening meeting on the 9th, and airmark Safford Field on the 12th.

A head count showed 237 people attending the Dinner Show as part of the recent **SOUTHWEST** Sectional at Las Vegas. Among the highlights of the weekend was the presentation by International Secretary **THON GRIFFITH** of a Charter to the new **IMPERIAL-SOLO** chapter, accepted by their first Chairman **MARI HURLEY**.

LONG BEACH chapter met at Northrop University during May at which time they paid an exciting visit to the Museum of Aviation History, hosted by Dr. David Hatfield and daughter, **ELEANOR WAGONER**, and saw the film "Oh, How We Flew", a history of the beginning of the Airlines, presented by the Ass't VP of Consumer Affairs for Western Airlines.

SACRAMENTO VALLEY 99s helped **Bob** and **THELMA DREW** house-warm their new home on the edge of Sacramento Executive Airport with a potluck supper. Now the Drews can have Mooney N6544U right in their own backyard.

The **NUT TREE**, with its own airstrip, is a popular spot for fly-in luncheons and dinners in California. The Nut Tree Luncheon, an annual May event sponsored by the Sacramento Valley Chapter, was attended this year by 57 persons, with representatives from **SACRAMENTO**, **BAY CITIES**, **SANTA CLARA**, **REDWOOD EMPIRE**, **MOUNT SHASTA**, **MONTEREY**, **SAN JOAQUIN**, and **GOLDEN WEST** chapters.

The **SANTA CLARA VALLEY** chapter has an annual Awards Banquet at which they honor outstanding members of their own chapter. Receiving the Pilot of the Year Award for the most number of PIC hours was **SANDRA LEDREW** with 190 hours this year. **JEANINE CECCIO**, who was always "There" when help was needed received the Service Award.

SANTA CLARA VALLEY chapter also puts on monthly **Share the Knowledge** workshops in between their monthly meetings where those-in-the-know share the info on such topics as PPD Racing, Mountain Flying and FARs. A Great Idea!



Gone Flying

A Travelogue
of Ninety-Nine
Trips and Flying Fun

NORTHWEST

From GREATER SEATTLE, SANDY SULLIVAN and family went to Louisiana where they enjoyed the open cockpit fun of a Stearman 200 for two days. ELLIE CANSDALE, back from Fiji, was reported heading for her retreat in Eliza Island.

CHARLOTTE KAMM (Greater Seattle) had an opportunity to go to South Africa on the delivery flight of the second Boeing 747SP and found herself sitting behind the Captain on take-off from Everett, Washington, spending about one and a half hours up there. While in Johannesburg, Charlotte talked with EVA HOLLINGSWORTH, Vice Governor of the South Africa Section.

MARCHINE DEXTER, LYNDA BOGAARD, LORNA KRINGLE, and LOIS TOMPKINS went for hot air balloon rides under the direction of LORI JORGERS-SON at Forrest Park in Everett one "early" Saturday morning in May. LORI has offered to take interested chapter members two to four at a time to Eastern Washington for a weekend to get their rating.

While in Hawaii recently, MARGE THOMAS (Stillaguamish Chairperson) rented a light plane and went island hopping.

SANDY WILSON (Stillaguamish) piloted her family to the West Coast Antique Fly-In at Merced, CA, in early June where she took a trophy for the Best 170 in the Neo-Classic Division.

DARLENE FLETCHER (Stillaguamish) recently completed a six week tour of the U.S. Husband John went along as a passenger. Darlene logged 85 hours on the trip she had been planning for almost three years. Highlights of her journey were a visit to 99 Headquarters in OKC and attending a meeting of the GREATER SOUTHWEST chapter in Albuquerque.

SOUTH CENTRAL

LINDA HARGRAVES of ARKANSAS jetted to Honolulu, but says she more enjoyed the glider ride at Dillingham and a flight around the island in a rented 172.

MARY ANN HUDAK of FT. WORTH Chapter and Bell Int. recently toured Moscow and Leningrad and reported from India, on her way to Kashmir.

SAN ANTONIO's JANE and Steve KING enjoyed a European tour in May. . . and instructor Jane has her first student. . . a potential 99.

GERMAN member HELGA FISHER flew to Atlanta for the wedding of her daughter, a dental student at Georgia State. PAULINE MALLARY of N. GEORGIA Chapter had a good visit with Helga, and left with an armload of German pastry.

Continued on page 32

EAST AFRICA

In February, DENISE MORCHAND ferried an interesting Super Cub (one tank - 18 gallons, no starter) from Kigali, the capital of Rwanda, to Nairobi. The Super Cub, formerly a trainer used by the Rwanda Air Force, was tastefully decorated in black and green camouflage. Most of the flight was over Tanzania, famous for its game-rich Serengeti National Park.

MIDDLE EAST

VIRGINIA chapter is also on the move. CAROL MATHEWS and Lou went to Canada in their Cardinal. JEAN and John RAND spent a week in New Orleans, and MARY LEE MARCUM flew to Tangier Island.

SHENANDOAH's VIRGINIA THOMPSON and husband flew to the West Coast and recommend Helen and Bill Murphy's Columbia California Airport. It's just a walk to an old mining town from the gold rush days. Also recommended: Lake Havasu City, Arizona, site of the London Bridge which once spanned the Thames.

EASTERN PENNSYLVANIA's SUSIE SIMON made one of her few long distance trips to Florida in her Navajo. BETTY and Lee GROSKEY also visited the site, piloting their Skyhawk.

CENTRAL PENN's RONNIE Ray JOHNSON report a trip to Europe where they visited Piper Distributors in Spain, Italy, Belgium and Sweden and attended the Hanover Air Show in Germany.

NEW ENGLAND SECTION

There was a continuous migration of New Englanders into the sunny warmth of Florida this Spring. Trips were reported by PEG and Don DAVIDSON, Bobbie and DANA HERBERT of Connecticut and BILLIE and Stu DOWNING from ENE who stopped at Kitty Hawk where it all began on their way home.

DOT and Click PULIS would like to redefine "occasional moderate turbulence" after commuting weekends between Maine and Massachusetts. The FLYNNS headed to S. Carolina to thaw out after finding Montreal looking like the Arctic in early April.

As the house-guest of an Egyptian Oxford Scholar, ANNE BADDOUR was able to visit all the temples and pyramids and see them through his eyes during her recent trip to Egypt.

JOAN JONES logged eight multi-hours sharing Aztec PIC time with her 49½ Bob on a recent trip to the Bahamas and Florida.

NEW YORK-NEW JERSEY

RUTH DOBRESCU and family vacationed in Israel in May. They had a very inspiring time visiting Jerusalem, Mesada, and Bethlehem, and then relaxed for a few days in Tel Aviv.

PAT BLUM and PENNY AMABILE of GREATER NEW YORK flew in the cockpit of a Cathay Pacific Airline 707 from Bangkok to Hong Kong. And SHARON Conover flew up front in Air BVI's DC-3 on her vacation to Tortola. SALLY BUEGELEISEN and husband Abbott spent the winter flying their Twin Comanche around the West Indies. And JEWEL Y. VOM-SAAL flew her Cessna 206 to Florida for two months, spending some time with the Florida Gulf Stream Chapter.

Vacationing in her mobile home on final approach for runway 13 at Arcadia Airport in Florida, FINGER LAKES member HELEN MOORE has been doing some instructing and managed to log 35 minutes in a DC-3.

NORTH CENTRAL

LOIS FREEMAN and BETTE FLOWERS (Central Ill.) have new respect for Louisiana pilots. They report that taking off over Lake Ponchartrain with only 3 miles visibility is really an experience.

JOAN BOYD took her family for a vacation trip to Padre Island and Mexico. She reports that Shreveport downtown is a Must Stop. . . 99s Compass rose painted on the ramp, big 99s display inside, plus FSS and a restaurant.

GEN BOWMAN added to her slide repertoire of airports and landing strips in the Caribbean when she flew to Turks and Caicos Islands and the Bahamas over Easter.

NANCY STEWART and husband, Duncan, recently attended the radiology meeting in Puerto Rico. While there, Nancy was checked out in a Cessna 172 and flew to nearby island of Culebra.

PATTI CARWELL and 49½ Glenn enjoyed learning to hang glide during their week at Kitty Hawk, N.C.

NANCY HECKSEL of GREATER DETROIT and her daughter Linda Mooneyed off to Florida in N99NH.

From QUAD-CITY GINA MILLAR and husband Gordon flew their Aztec to Detroit, where he received the "Engineer of the Year" award from the University of Detroit.

SAMMY McKAY of MICHIGAN flew her Cessna 210 to Marco Island, Florida, arriving before husband, George, flying United by way of Cleveland, Miami.

GONE FLYING. . . continued

While **AULEEN HALL** was off flying to the Sectional at Baton Rouge, her 49½ **Al** entertained the new FAA Administrator, **John L. McLucas** with a round of golf at Al's Golf Club, Shady Valley, in Arlington.

LEE and **Jim KENSETT (Kansas)** made an exciting trip to Tortola, British Virgin Islands with some friends in a Beech Baron. They each got about 3 hours flying time in the Baron, and did a lot of sailing when down in the islands. She recommends the lobster!

DOROTHY NAVARRO and **CAROLYN WETZEL** were treated to a ride in the Goodyear Blimp when it was in San Antonio in May. They were impressed with the ride, and reported the crew impressed with 99s wherever they go.

PAMELA CRANE and husband **Carl** attended the annual meeting of the Order of Daedalians (Military trained pilots) in Pensacola, Fla., and encountered **NORMA BARR** and husband **John** present for the same purpose. Along with some 400 others they spent a day aboard the aircraft carrier Lexington observing flight training operations at sea, with A-4s, A-7s, and T-2s. . . quite a thrilling experience.

SHANNON HAWTHORNE and **JOAN ALYEA** joined other area pilots at the Third Annual Air Show and Fly-in Benefit for the Colorado Boys' Ranch in La Junta in May. **Dale Alyea** flew a radio-controlled model in an aerial dogfight as part of the program.

HELEN WRAY will fly across the water (commercial we assume) to spend the summer in graduate study at Oxford University in England, fulfilling a long time dream as her special interest is Shakespeare.

SHAN HAWTHORNE spent Memorial Day helping in an aerial search for a possible kidnap victim at Colorado City. Incidentally, Shan has recently been promoted to 1st Lieutenant in her CAP Squadron where **BARBARA PEARSON** is now a 2nd Lieutenant.

SOUTHEAST

BETTY McNABB reports the following conversation after landing at a large airport in the South. . .

I landed at International, pulled off the active and said, "Ground, will you direct me to Air Center?"

Ground: "Southern, cleared to Runway 36L, Eastern, 36R; 15T, I can't see you, would you please wiggle your rudder for me?"

Dead silence on the airport.

Airline pilot: "Ground, would you repeat that?"

More silence. Then Ground replied firmly, "Negative. No way."

There were chortles over open mikes all over the field.

I wiggled — and got directed to the parking area.

SOUTHWEST

GOLDEN WEST travellers include **BETTY WALSH**, flying commercial to Hong Kong and **BEA HOWELL** to London, Paris and Spain.

ORANGE COUNTY's **THELMA MICKELSON** made an eleven day trip, via Navajo, to Mexico and Guatemala on behalf of LIGA and then on to Costa Rica "until their money ran out."

MARY and **Bob PINKNEY** of **LONG BEACH** have returned from a trip abroad. Mary tells of the many Air Museums visited in Ireland, England and Portugal, and the 99s she met; **SHARON KLAIN** in Portugal; **SHEILA SCOTT** in England, and in Italy, **ISABEL MATHIS** and **DEBBIE NAIDI**.

GWEN and **Jim DEWEY (Santa Paula)** take an annual trip to the Virgin Islands to visit their kids who live there. They go by Comanche as far as Miami, where they chicken out and take the silver tube from there to San Juan, then to St. Thomas by a Commuter Heron.

BETTY CUNEY and **Al, NORMA** and **Vic WILLIAMS**, **GWEN** and **Jim DEWEY**, **JOANNE** and **Johnny MILLER** and **PAM** and **Wally POTTER** each took their family plane and spent the weekend watching **BETTY JOHNSON (Santa Paula)** compete in the Aerobatic Regional Competition, sponsored by the Los Angeles Aerobatic Club.

ZONA APPLEBY and 49½ **Jim (Inland, CA)** brought home trophies for the West Coast Antique Fly-In at Merced. Zona's J-3 Cub claimed the Special Award in Classic H and Jim was presented the Clyde Parsons perpetual trophy.

NANCY SCHIRMER and **Jerry, VAL** and **Bill STEPHAN**, and **LIZ HELLER (Las Vegas)** were planning to attend the Bonanza Fly-In at Death Valley in May.

In April, **ALICE MAYNARD (Long Beach)** led an entourage of 4 airplanes carrying 14 people to Mulege in Baja, Ca. An exciting "group flight".

LINDA BOYES (Aloha) met **SUSAN GREENWALD** and **MARGARET CAL-LAWAY (Long Beach)** in California and the three of them flew to Denver for the Aviation/Space Writers Association News Conference.

Susan later flew to Wichita and toured the Cessna Factory, then she and Lindy headed for Oklahoma City where they visited the new 99 Headquarters. Lindy presented autographed copies of two of her books (**PILOT'S WEATHER GUIDE** and **SABERS OVER BRANDYWINE**) to the Headquarters Library.

BERNI STEVENSON and **ALI SHARP (Los Angeles)** took a 12 day trip covering 8046 miles in 67 hours flying time. They visited the Mooney factory in Kerrvilles, TX, where they were treated as royalty — private tour of the factory, rooms at the swankiest hotel, etc. Berni flew a new 1976 Mooney Executive, which International Mooney Society is providing for her in the PPD.

ILSE DE VRIES (Los Angeles) flew doctors and dentists of the Flying Samaritans to Punta Prieta and Bahia de Los Angeles during two weekends in late Spring.

Denny and **MADINE CARPENTER (Orange Co.)** were scheduled to go to Alaska in late May on a tour for President Ford. In April, Madine accompanied Mrs. Ford in the Presidential Jet as her personal companion on another tour. She reported it as being very exciting and had her picture taken with the crew.

JEANNE and **Norm COPUS (Palomar)** flew via Apache to Ft. Worth to meet relatives and — from the blue Pacific to middle America — to go fishing??

It happened to the **CUNEYS, MILLERS, POTTERS** and **WILLIAMS (Santa Paula)**. They flew to Columbia to see the Frog Jumping Contest and we also heard they slept with them.

Western New York 99 Blues Song

Dorothy Hake

The Ninety-nines up in Western New York
are singing the blues,
Because the Ninety-nine magazine isn't
printing our news.
True, no one in our chapter got a Cessna in
her Christmas stocking,
And most of the things we do are not very
shocking.
However in June we're planning a Poker
Run,
That promises to be lots of fun.

Therese Pirrung of Amelia Earhart Scholarship fame,
Has the title, F.A.A. Instrument Examiner,
after her name.
Several of the members, teachers by trade,
Have given tours of airports to their whole
grade.
Also one 49½, wearing a smile big and
wide,
Took 23 children in his wife's classroom,
up for a ride.
We are all busy gals, but every fourth
Monday,
We get together and call it a fun day.
Good flying friends sure have good times,
And we are all very proud to be
Ninety-nines.

NELDA LEE, the blonde lady Aero Dynamics Engineer from St. Louis chapter, has been awarded a very special opportunity at McDonnell-Douglas. She was selected as one of a very elite group to become involved in a four year program that is designed for her to ultimately join the management team. She reported that one of the things in her "biog" that most impressed her interviewers for this position was her membership in the 99s!

ANDY EDMONDSON, the office mainstay at Tomahawk Airways (TYS), has a new job in Memphis where she is a controller in the Memphis Air Traffic Control Center.

LANA BASLER (Eastern Washington) recently went to work as an aircraft mechanic with Cascade Airways, Inc., a commuter airline serving Washington State. She just graduated from Spokane Community College and was the first woman to complete the A&P mechanic's course there (ever). A holder of a commercial pilot license, Lana works on Beechcraft 99s. Isn't that a coincidence!

STILLAGUAMISH 99s **CONNIE GANIERE** has moved to Baker, Oregon, where she is working for Baker Aviation Service and is the only A & P mechanic on the field.

Connie would like to know of other women A&Ps and where they are, with thoughts of starting an association. If interested, drop her a line at Baker Aviation Service, P.O. Box 952, Baker, OR 97814.

MARIE McMILLAN (Las Vegas Valley) ferried aircraft from Wichita throughout the month of May.

JAN CROOKS (Long Beach) was the photographer on the 9th Annual Classroom in the Sky, called "Bicentennial America", a flight back to the Childhood of our Country. The tour, which left from Ontario, CA, visited the Capitol, Gettysburg, Williamsburgh, and Independence Hall.

FRAN BERA has moved her business to Long Beach Airport where she is Sales Manager of Beechcraft West.

JERRY GARDINER (Reno Area) has been flying day and night tracking cut-throat trout with transmitters attached to the fish. Flying for the U.S. Wildlife Service, she cruises at 500 feet AGL at 75-80 m.p.h. in an Arrow 181 over the winding Truckee River.

WALLY FUNK (Los Angeles) recently returned from an advanced NTSB course in Washington, D.C.

VIRGINIA GAY STEPHENSON started working last December as Sales Assistant for the Piper dealer here in East Africa. Ginny still has her own Cherokee Six, but flies the company's Aztec and Twin Comanche to Rwanda and Burundi on business.

Dear Editor:

Count me in with those who miss the old format of the 99 NEWS. Particularly, I miss the Chapter letters section. Through it I kept in touch with friends all over the country. Now I must search the whole magazine to find what was easily found before.

To me, it is a matter of organization for the convenience of the 99s, not some hoped-for outside subscriber. I suggest a return to the old letters section with a few articles for those achievements, projects and events of special prominence.

Sincerely yours,
Helen McGee
San Joaquin Valley Chapter

Dear "S.L."

Really like what you've been doing with the NEWS!

Thanks!
Darlene Brundage
Fullerton

Would like to express my opinion of the new format. I prefer the old chapter news by Chapter. I find I lose interest quickly in the "categories". We all have friends in numerous Chapters and I used to go directly to those Chapters after reading about Fort Worth. Then at my leisure I would read the other Chapters and Sections to learn of their accomplishments. That's what makes horse racing.

Auleen Hall,
Fort Worth

Dear Headquarters:

Please put me on record as being absolutely delighted with the June issue of the 99 NEWS.

It is full of helpful articles and interesting ones. The folksy-womans' club format of the past was pleasant but not up to the unique status of the 99s.

It has been difficult and frustrating for me to do the flying I'd wished this past year and to get to my chapter's meetings. The NEWS' new way of presenting the affairs of the organization helps me to feel I'm part of a moving, vital group. As a newish member I'd begun to feel that perhaps the 99s like many a group was placing most of its emphasis on votings, buildings, money raising, meetings and committees. I'm reassured that the 99s are really more than that — a great feeling.

. . .And much more. . .

Joy Shaver
Akron, Ohio

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 AVO-CADO 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.

EMPLOYMENT

Are you the kind of active, enthusiastic member who is always "selling" the 99s and general aviation by your own exuberance? Then we need YOU to be an Advertising Rep. for the 99 NEWS. Part time, good commission. A chance to become a professional in the aviation publishing area. We especially need Reps in New York, Los Angeles, Chicago, and San Francisco, but any metropolitan area has good possibilities. Write: 99 NEWS, P.O. Box 59965, Oklahoma City, OK 73069 for more information.

ARTICLES FOR SALE

"I Flew the Angel Derby" T-Shirts. Navy logo on gold, beige or light blue. Sizes 32-48. Send \$5 + 50c postage & size to Ursula Davidson, 2901 S. Bayshore Dr., Miami, FL 33133. Shirts sent postage-paid by return mail.

AMELIA EARHART photo T-Shirts; also other women historical figures. \$6 each or 4/\$20 postpaid. White shirts, sm, med, lg, xlg. (men's sizes). WSSP, 29 Warren St., Cambridge, MA 02141.

Michigan **SMALL** Race

October 1, 2, 3, 1976

page 2

