

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

SEPTEMBER-OCTOBER 1976



CATALOG OF 99 ARTICLES FOR SALE . . . . .	Center Section
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**ON THE COVER: HUDSON VALLEY EMPIRE STATE 300 ANNUAL PROFICIENCY RACE.** 1975 and 1976 Race Start Chairman — an unidentified Flying Bear; N.Y.-N.J. Section Vice Governor, Doris Miller; Reese Mitchell, Albany GADO. Doris and her husband, Dr. William Miller, are the founders of the Empire State 300. The 1976 race is to be October 2nd, Dutchess County Airport, Poughkeepsie, N.Y. PHOTO: Gale Brownlee.

#### DUES RAISED TO \$25 ANNUALLY

A motion was made from the floor of the Convention in Philadelphia to the effect that the total amount to be remitted to the Ninety-Nines, Inc. shall be \$25 annually, payable to International Headquarters. The \$25 shall consist of \$22 which shall be collected for International Dues and \$3 which shall be collected for Section Dues. The motion passed and will be effective beginning January 1, 1977.

## Gone Flying

The dishes aren't washed, the beds aren't made  
Where the clothes were dropped is where they've stayed;  
For the winds are calm and the weather's fine  
And Mother's gone with the Ninety Nines.

The houseplants are droopy, the dog has no meal,  
The kitchen floor has a gritty feel  
But the ceiling is high and the weather's fine  
And Mother's gone with the Ninety Nines.

She left this morning (before eight o'clock)  
Her system is in a condition of shock  
For she's never **really** awake 'til half past nine  
Except when she goes with the Ninety Nines.

Here she comes home to the dust and the mess  
Which she won't even notice or I miss my guess  
Her eyes have a sparkle that's not from the wine,  
She must have had fun with the Ninety Nines. . .

## VIEWPOINT

### I CHALLENGE YOU NINETY-NINES!

Dear Ninety-Nines:

Our magazine, 99 NEWS, is the perfect means for us to keep up with each other. . .to learn of interesting chapter projects and activities; of interesting members and to keep abreast of the aviation industry news as it affects us. But 99 NEWS is **so much more**. Did you ever stop to realize that our magazine is the only one in existence which regularly carries international news about women in aviation. . .which reports the giant strides being taken by member of our sex in this field. . .and which relays to us news of upcoming career opportunities? This is not a magazine for us to keep ourselves! It is one which should be made available to every young woman considering a career in aviation in every part of the world!

How can we possibly manage this? We can start through making sure that 99 NEWS is in our local and university libraries and on the table in the lobby of our favorite F.B.O. Only then can young women have access to information concerning opportunities in aviation for them. . .and only then will The Ninety-Nines grow in proportion to the growing number of women who fly.

I am hereby affirming my belief in the importance of 99 NEWS to women in aviation and to Ninety-Nines with my check for \$10, to cover the mailing of a year's subscription to the library of my alma mater, The University of Oklahoma. I understand our Canadian sisters have recently sent \$60, allowing 99 NEWS to be mailed to six of that country's F.B.O.'s.

I challenge each of you, as chapters or as individuals, to match or surpass these gifts. And to encourage you, I propose a contest in which prizes will be awarded to the Chapter and/or individual either donating or selling the greatest number of subscriptions to 99 NEWS. This contest will run until midnight, Dec. 31, 1976. And I have an outstanding prize to serve as an incentive: I hereby donate one fifth of Don Q rum. This rum has travelled 2190 miles in 24 days on a 27 foot sailboat from St. Thomas, V.I. to Houston, Tex., and is the only known rum bottle to have grown 1/4" of mold in such a period. Contents inside are believed to be pure.

If this prize does not impress you, perhaps you will wish to donate your own incentives to our prize pot.

Come on gang! Let's spread the NEWS to where it's needed most! Send your gifts and subscription orders to Headquarters today.

Sandra Lapsley  
Ex-Editor

#### CONTEST DETAILS

All subscriptions ordered from March, 1976, when the NEWS was moved to Headquarters, through December 31, 1976 will be counted toward prizes in this contest. A first, second and third place will be established for Chapters ordering the greatest number of subscriptions. Gift subscriptions from individual members will be counted toward their chapter's total.

Monthly standings will be published in each issue of the NEWS. Winners will be announced in the February issue.

The subscription form below may be used or names of subscribers may be listed on a separate sheet of paper.

Please send a gift subscription of **The 99 NEWS** to

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_ (\$10.00 each/year) \_\_\_\_\_

Gift of \_\_\_\_\_ and/or \_\_\_\_\_  
Name Chapter



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# LOOKING UP WITH LOIS



The International Convention in Philadelphia is over and your new slate of International Officers and Board of Directors are installed. It is not really a new regime, because every Officer and every Board Member represents many years of experience at all levels of Ninety-Nine administration. I would particularly like to congratulate Gail Lingo and Eileen Weigand, who did such a magnificent job on the International Convention in Philadelphia in spite of some very trying conditions.

As you can tell from the "logo" above, my theme is to keep "looking UP". UP stands for Unity and Participation. It will be our goal to work ever harder to unite our membership as one body with a common goal and a united spirit, to dispel factionalism, and to cement the common bond which ties us all together. It would be my hope to encourage every Ninety-Nine to participate in the affairs of our organization, as it is only through participation that we enjoy the many benefits of Ninety-Nine membership.

It is my plan to continue the "open door" policy of the past. Your Board will attend as many Section and Chapter meetings as possible, not only for the enjoyment of meeting with you and working with you, but to listen to you to ascertain your desires and wishes to help formulate the policy and direction of your International Board of Directors. It is also my intention to keep the Board totally involved in every facet of our business through regular meeting and good communication. Decisions, where possible, will be made only with the advice of the Board.

This past year was a great one, marked by a milestone in our history, that of our own Headquarters Building and a home that will serve our needs for the next several decades, and one that we can all be truly proud of. The coming year holds great promise for our continued progress. We expect to make big strides in unifying our organization and to attract a greater participation.

It would be my fondest hope that I have the opportunity to meet with you personally during this coming year at one of the various Chapter, Section or International meetings that I will attend. In the meantime, if a problem develops, please give us the opportunity to help, if at all possible. Won't you join us in re-dedicating ourselves to a greater spirit of friendship and participation in the Ninety-Nines for the coming year?

**CHAPTER NOTAM**  
NEW APPLICATIONS MUST BE ACCOMPANIED BY PHOTOCOPY OF LICENSE IF LESS THAN TWO YEARS OLD. IF OVER TWO YEARS, BFR DATE MUST BE ATTACHED.

# To Chapter Reporters

## 99 NEWS DEADLINES

Due date	Issue
Sept. 25	November
Oct 25	December
Nov 25	January

All material submitted must be **typed and double-spaced**. Please arrange your material under **one or more** of the following headings:

New Ratings  
Flying Activities  
Projects  
Meetings  
Bread and Butter Aviation  
99s in the News  
New Members  
Gone Flying  
Woman & Machine  
Others

Arrange your items in order of descending importance, with the most important news about your chapter activities or members being listed first. This will assist us in making sure that what **you** consider important appears in the magazine in the event that there is not room in the issue to include all items.

We do not intend to limit you to the above mentioned categories. The **Others** category is an opportunity for you to introduce other topics or to expand an item into a feature story or article. If your chapter or one of your members has a really special project or activity, why not tell us about it in detail? Or write about one of your outstanding or favorite members as a Chapter Personality. Or share with us some other aviation related topic - aerobatics, soaring, cloud-seeding, plane-building, etc., about which you or someone you know has special knowledge or interest.

Send lot's of pictures. They really add a lot to your reports and we use as many as we can. To be suitable, pictures must be **black and white**. Captions should be typed,

double spaced, and attached by scotch tape to the **back** of the picture. Enclose a stamped self-addressed envelope for return of photos. (All pictures, not having return postage, will be turned over to the International Scrapbook Chairman.)

Please remember that "99s" has no apostrophe unless it is used in the possessive sense.

All material for the NEWS should be sent to The 99 NEWS, 99 Headquarters, P.O. Box 59965, Oklahoma City, OK 73159. Do not send it to the Editor's home.

Please continue sending your Chapter Newsletter to us at Headquarters. While we will not continue to extract your chapter reports from them for you, we do like to read them and often see items mentioned that we would like to have you elaborate on for the NEWS.

Your contribution makes our magazine memorable not only to your chapter but to other 99s throughout the world who are looking for new ideas and news of friends and acquaintances in other chapters. Hope to see you in the NEWS next and every issue.

# HYPOXIA

Mary F. Foley

**Ed. Note:** This is the second part of the discussion on Hypoxia. Consideration was given to the definitions and causes of the various types of Hypoxia in the April 99 NEWS.

The appearance of the symptoms of hypoxia is dependent on several factors, including: the absolute altitude, the rate of ascent, the length of time spent at the altitude, the ambient temperature, the amount of physical exertion, and individual differences. Some people have a greater natural tolerance for hypoxia. Others have become acclimatized by virtue of living in mountainous areas. Physical fitness and emotional control can also affect altitude tolerance.

Smoking decreases altitude tolerance. Smokers inhale carbon monoxide, which reduces the amount of hemoglobin available to transport oxygen as described previously in hypemic or anemic hypoxia. Thus the person who smokes while flying raises his physiological altitude by 5000 to 7000 feet. That is, while he is sitting in the cockpit waiting for takeoff at sea level, physiologically, he is already at 7000 feet. And it goes up from there.

Alcohol has a similar effect, producing histotoxic hypoxia which hinders the utilization of oxygen.

In hypoxia, as well as in other adverse environments, the appearance of symptoms is dependent upon "how much for how long". Length of exposure is a very important variable. Most individuals can tolerate an altitude of 18,000 feet for thirty minutes, although symptoms are likely to appear much sooner.

The symptoms of hypoxia can be divided into four stages related to the approximate altitudes at which they occur while breathing air:

**1. Indifferent stage (0-10,000 ft.)** Few symptoms are noted at this stage, although there is a slight increase in pulse rate and rate of respiration. The only adverse effect is on dark-adaptation which is manifest at altitudes as low as 5000 feet. This emphasizes the need for oxygen from the ground up on night flights.

**2. Compensatory stage (10,000-15,000 ft.)** Physiological adaptations occur in the respiratory and circulatory systems, with further increases in heart rate and respira-

tions. Much depends upon the length of time of exposure to these altitudes. There is an increase in fatigue, irritability, headache and a decrease in judgement.

**3. Disturbance Stage (15,000-20,000 ft.)** In this stage, the physiological compensatory mechanisms are not adequate to provide enough oxygen for the tissues. Hypoxia is evident, and symptoms may include headache, fatigue, a desire to sleep, dizziness, breathlessness and euphoria. Often the individual "never felt better". The poorest judge of whether or not an individual is hypoxic is the individual himself. His intellect is impaired. He usually cannot recognize that he is disabled. Thinking is slow; judgement is poor; reaction time is delayed. His behavior may be much like that seen in alcohol intoxication. His vision becomes impaired, his sense of touch and pain diminishes, and muscular coordination is reduced. Respirations become very rapid. His lips and nail beds show cyanosis — a bluish tinge — due to lack of oxygen.

**4. Critical stage (20,000-23,000 ft.)** In this stage, loss of consciousness occurs. Convulsions and death follow if oxygen is not given.



# **All in the Family**

For George and Shirley Coté

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

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## SEPTEMBER

- 3 Lake Erie Air Derby  
Burke Lakefront Airport, OH
- 4-6 Southwest Sectional  
Santa Barbara, CA
- 11 New York-New Jersey Sectional  
Ramada Inn, Niagara Falls, NY
- 11-13 CFI Refresher Course  
St. Louis, MO
- 17-19 Proficiency Race, Bakalar Apt.  
Columbus, Ind.  
  
East Canadian Sectional  
Toronto
- 18 Indiana F.A.I.R. Race  
  
Palisades Poker Run
- 24-26 Southeast Sectional  
Key Biscayne in Miami, FL  
  
North Central Sectional  
Iowa City, IA  
  
Eastern New England  
Heritage Trails Flight
- 25 West Canadian Sectional  
Greater Winnipeg, Hostess
- 28-30 Flight Instructor Clinic, LA

## OCTOBER

- 1,2,3 Michigan SMALL Race
- 2 Hudson Valley Empire State 300  
Proficiency Race, Dutchess County  
Apt., Poughkeepsie, NY  
  
Eastern Ontario Poker Run
- 2-3 Pacific Air Race
- 2-4 CFI Refresher Clinic, San Jose, CA  
Santa Clara Valley, Sponsors
- 8-10 South Central Sectional  
Albuquerque, N.M.
- 9 Buckeye Air Rally  
  
Phoenix Annual Air Rallye  
Kachina Doll Race for women  
Roadrunner Air Race for men
- 11-12 Guelph Air Rally Proficiency Race  
Guelph, Ontario. Sponsored by  
Trillium Chapter
- 20 Australian Coast to Coast Air Race
- 23 Wings to Guadalupe Tour via Air  
France, Hudson Valley Chapter



## UPDATE 99 INTERNATIONAL CONVENTION — 1977 — SAN FRANCISCO, CALIFORNIA

Vivian Harshbarger

Many, Many thanks to all the 99s who bought tickets for our Wine and Cheese Affairs. We netted \$1200 and a beautiful letter from **Orange County** Chapter saying they are working on a separate fund raiser for us. Assuming we sell all of our beautiful **SFO - The Place To Go** Convention 77 patches (\$1.00 each), one more fund raiser should take care of all the expenses — so you will only pay for what you get.

The winner of the door prize (weekend for two at the Hyatt Regency San Francisco) for the Wine and Cheese Affairs is **Lynne Scott**, a new 99 from Lafayette, California. Congratulations Lynne and again thanks to all who helped.

See you in August '77 in San Francisco.

## LIBRARY NEWS

Dorothy Niekamp  
Ninety-Nine Librarian

I would like to take the time this month to thank those who have responded to our previous requests for materials.

From Charter Member Betty Gillies we have received the following: McIntosh, Colin H., **Radio Navigation for Pilots**; Chambliss, W.C. & McDonald, W.F., **Private Pilot's Handbook**, 1939 (Should be interesting to see what was required to fly then); Smith, G. Geoffrey, **Gas Turbines and Jet Propulsion for Aircraft**; Planck, **Women with Wings**; Peckham, Betty, **Women in Aviation**; Lindbergh, Anne Morrow, **Listen the Wind**; and Kurt, Franklin T., **Water Flying**.

From Charter Member Retha McCulloh Crittenden we have received an autographed copy of Muriel Earhart Morrissey's **Courage is the Price**. This volume will fill a much needed gap in our collection of materials relating to Amelia Earhart.

From Lorna Kringle of the Puget Sound Chapter we will be receiving another volume pertaining to Amelia; **The Story of Amelia Earhart** by Adele Louise DeLeeuw.

These items will certainly help in building our collection. We certainly do appreciate the continuing interest shown by our Charter Members and others in their willingness to donate these items.

## Leaders in Safety

Marilyn P. Hibner-McLaren  
Safety Education Chairman

As Convention time approaches, it marks the end of the first year of this committee's full-swing operation and its related "Points for Safety" program in which Sections participated. With all new programs and committees starting up, it would be unrealistic to expect that no hitches would be discovered — some modifications would be found desirable, before the program gets into full swing for the coming year. Participation was good for the first year of this program, and I am looking forward to our committee's "round table discussion" at Convention to "iron out" any snags in the committee functions and programs before we start with the new year.

Newly-elected Governors and Chapter Chairmen — now is the time (if you haven't already) to appoint your Section and Chapter Safety Education Chairman and Public Speakers Bureau Chairman. In this way, they will be ready to roll into action as soon as the coming year's forms relative to the "Points for Safety" program are received on Section and Chapter level. For those of you who felt the forms were too

cumbersome, good news — they're streamlined for easier reporting and processing, with only one signature now required as verification.

And finally for the best news — the recipients of this year's awards. The Ninety-Nines Rotating Plaque (a duplicate of which will be on display in Headquarters) goes to the **MIDDLE EAST SECTION** with a high score of 68.555551 accumulated points for the 1975-76 year. A Rotating Plaque donated by G.A.M.A. goes to the Chapter in the Middle East Section most responsible for the points the Section acquired enabling them to win — **MARYLAND CHAPTER**, responsible for 54.333331 of the total points accumulated by the Middle East Section. And, for the Section having the greatest percentage of participation in the "Pilot Safety Maintenance Program", the **NEW ENGLAND SECTION** will receive a plaque from the F.A.A. Congratulations to these Sections and Chapter for their tremendous efforts for Safety Education of the Aviation Community in their respective areas and to all who participated.



# AVIATION LAW

Sylvia Paoli

On May 29, 1972, defendant Austin A. Gaddis, with a private pilot's license and 275 hours of experience, took off from Santa Monica for Lake Elizabeth in a Piper Cherokee Six. In the plane with him were his wife and son, Reverend Wilbur Mansveld and his daughter, and Philip Kramer, the plaintiff in this case. Rev. Mansveld was himself an experienced pilot and a former military pilot instructor, with a commercial pilot's license and 2100 hours of time. He was occupying the co-pilot's seat in the Cherokee, though not actively assisting in the flight.

Lake Elizabeth has an uncontrolled dirt airstrip about 2200 feet long. There was no other traffic at the time the Cherokee approached, the weather was VFR, and there was no wind problem. Defendant had never landed there before, but did not take any of the usual precautions, including "dragging" or over-flying the strip at least once before attempting to land. (Rev. Mansveld had landed at the strip about a year earlier, with a smaller plane, without difficulties, which landing defendant was aware of.)

Defendant set up his approach with an intended landing spot about 50 feet beyond the beginning of the runway. However, as he reached approximately 167 feet from the beginning of the dirt strip, he decided he was going to over-shoot and would land perhaps 700 to 1000 feet down the runway. The engine was in idle position, so defendant raised the nose of the plane to slow it down.

When asked in the subsequent trial, "How much of a correction did you make, Doctor? Do you know?", his reply was: "Too much."

The plane in fact touched down slightly before the runway and came to a stop in a

cloud of dust after traveling 150 feet further. Plaintiff brought this suit against the pilot for his injuries. (The defendant-pilot and his wife both had broken backs as a result also.) After the crash, Rev. Mansveld got out and observed that the landing gear had struck a small bank at the end of the runway, 8 to 10 inches below the surface of the runway. The bank was difficult to observe from the air because the terrain was covered with tall grass.

The most important testimony at the trial, other than that of the defendant, was that of Rev. Mansveld. He stated that he had flown with defendant 10 to 15 times and had no question about defendant's competence as a pilot. He didn't even realize they had crashed until they came to a stop, but thought it had simply been a rough landing. He did not observe defendant do anything abnormal, careless or reckless during the landing, nor did he see anything which required him to caution defendant. He did testify, however, that he would have done three things differently if he had been the pilot: he would have overflown the strip once before landing, he would have carried power into the landing, and he would have corrected a slight drift to the left.

The plaintiff, Mr. Kramer, also testified that he felt defendant should have flown over the strip first because he had never landed there, and said that, in fact, he made a statement to that affect to the pilot as they approached the field. Defendant testified he did not remember plaintiff's statement.

The jury returned a verdict for the defendant, finding him NOT negligent, but the court (judge) granted the motion of the plaintiff for a new trial. The basis for granting the motion was that the court felt

the evidence was insufficient to sustain the finding for the defendant. The very fact that the defendant, when questioned, stated "I overreacted" was sufficient, in the court's view, to find negligence.

On appeal the defendant first raised errors in the judge's order granting a new trial. One error was the mis-quote of defendant's words; (he did not say "I overreacted" but "too much" when asked how high he brought the nose of the airplane up); further, there was no explicit testimony that the plane landed "50 feet short of the runway" as the court's order had stated. The appellate court held such errors were technical only and certainly not grounds for reversal.

Defendant's main contention on the appeal was that the court had not properly considered the cause of the accident as the jury might have considered it. This issue was raised partially because of the testimony of both defendant and Rev. Mansveld. Defendant's own testimony was that the plane came down "shortly" or "slightly" before the beginning of the runway. Rev. Mansveld testified that the landing gear struck "at the very threshold" of the runway. Thus, defendant had argued to the jury that because the embankment was not clearly marked and hard to distinguish due to the tall grass, the actual "cause" of the accident was the fault of the airstrip owner. The appellate court rejected that entire argument, but said that even if the jury had felt the presence of the embankment in some way contributed to the accident, that would still only be one of two causes — the other being defendant's negligence — and plaintiff could recover fully from either of the parties or both in such a case.

Thus, the new trial was properly granted to the plaintiff, meaning that the entire case would be tried again with a different jury.

## PERSONALS

An event very special to **Rene Hirth** of **Chaparral** Chapter took place in June. Her flight student, **Ronnie Kincaid**, a paraplegic since 1964 when he lost the use of his legs in an accident, made his long cross country solo flight to Tucson, Arizona. The flight was made in a Cherokee 140 on which he had attached special hand controls designed by himself and approved by the GADO office. With 9 more solo hours he will be ready for his license.

Sincere sympathy goes from all 99s to the Lady Maie Casey whose husband died recently. Lord Casey, a former Governor General of Australia, was one of the great men of the century, considered to be a generation ahead of his contemporaries on East-West policy.

\* \* \*

Greater New York Chapter offers



Initialed Handbag  
15" x 14" \$23.50  
your choice  
of materials

Sterling Silver  
Compass Rose Pin  
1 1/4" d. \$14.00  
loop for chain



## Early Bird Vignette



Vera Dawn Walker and the Curtiss Robin in which she was an entrant in the First National Women's Air Derby, 1929.

# VERA DAWN WALKER

Glenn Buffington

Southern California was one of the hubs of prime flying activities in the late '20s and one fledgling at that time was Vera Dawn Walker. She learned to fly with Standard Flying School at Los Angeles in an OX-5 Eaglerock in the fall of 1928, and was Dept. of Commerce licensed #5265 January 1, 1929; her F.A.I. license #7169 was issued July 24, 1929. She praises the Eaglerock as one of the best training planes of that era; her instructor was Lee Flanagin.

Between her work as an extra in the movies and real estate sales, Vera managed to acquire enough flying time to qualify for and enter the First Women's Air Derby, flown Aug. 18-26, 1929 from Santa Monica to Cleveland. She flew a Challenger powered Curtiss Robin, christened "Miss Los Angeles", racing #113 and was one of the more fortunate contestants to finish the grueling race. Earlier in the year, she had co-piloted the Bach tri-motor, 8-passenger "Air Yacht" on its maiden flight from San Francisco to San Diego, then later on down into Mexico.

A charter member of the Ninety-Nines, when Vera Dawn flew her Transport Pilot's test, Dec. 15, 1929, she was the eleventh woman in the country to be so licensed. She subsequently worked in the sales field demonstrating and representing different aviation companies and agencies in Los Angeles, Denver and Kansas City.

Known as the "pint-sized test pilot" because of her small stature — an inch short of five feet tall and tipping the scales at 94 pounds, Vera flight tested the Panther McClatchie powerplant. It was renowned for having far less moving parts in comparison with the conventional engines of that day, and with it Vera set off for a tour of the (then) forty-eight state capitals. She says she became the unofficial forced-landing-champion of the world but did get in lots of extra flying time. Carl Lienesch, one of the early-day air race directors, who now lives at Carson City, Nevada, recently wrote, "Vera Dawn always struck me as a sweet, little, trusting girl who could get herself into the danglest tangles (with an airplane, I mean) but could always extricate

herself before the bomb went off!" Vera Dawn wrote of Lienesch, "Lenny was the managing flight director of the '29 Derby and in full command of flying instructions and he knew of all the troubles some of those gals got themselves into. He watched and worried over them like an old mother hen. Wiley Post was pilot of the manager's plane, a Lockheed Vega."

In the summer of 1930, Miss Walker entered the 1,575 mile Dixie Derby from Washington, D.C., with a swing through Dixie, to Chicago and the National Air Races. Flying an Inland Sport, she encountered engine trouble the second day out, while flying a close second to Phoebe Omlie. It was necessary to withdraw at Birmingham and after a carburetor overhaul, she flew directly to Chicago. There she entered two of the 25-mile (5 lap) pylon races for 500 cu. in., open ships. She won one race and in the other finished a scant three seconds behind May Haizlip; both flying identical planes — Warner powered Inland Super Sports.

Nov. 4-18, 1929 brought Vera Dawn what she considers the highlight of her flying career — the First Annual California Goodwill Air Derby in which twenty-five fliers were entered. About half of the entrants dropped out, however Vera Dawn finished the course and during the tour she learned to fly formation with Maj. Mike Doolin in the lead. This Derby was flown up the Coast, across the north end of the State and back down the other side of the State. She flew a Whirlwind J-5 Swallow, which had been flown by Ruth Elder in the '29 Women's Air Derby and was sponsored by James Granger, West Coast Swallow Distributor at Clover Field, Santa Monica. Vera recalls, "I do remember big crowds meeting the caravan at most of the landing sites, and the tour was under the auspices of the All-Western Aircraft Show." A subsequent flight took her x-c up into Canada.

The spring of 1931, she went to Denver to fly one of three planes, a P&W powered Stinson, to Guatemala for a private flying service there. A big undertaking for that day, all misgivings





(Upper)  
Eight of the 1929 Women's Air Derby contestants with "ground escorts" at San Bernardino, first stop in the historic air race. (Front, L to R) Vera Dawn Walker, Louise Thaden, Maude (Chubby) Miller, Ruth Elder and Edith Foltz. (Rear, L to R) Thea Rasche, Margaret Perry and Neva Paris.

(Lower)  
A 1930 National Air Races' photo taken shortly after Vera Dawn Walker had won a 25-mile closed course race. (L to R) Hoot Gibson and Sally Eilers, Hollywood personalities of the era, Clema M. Granger, Vera Dawn Walker and James E. Granger.

(Side)  
Amelia Earhart and Vera Dawn Walker at Denver, Spring of 1931, during AE's trans-continental, round-trip Pitcairn autogiro demo flight.

turned to delight after the flight was underway over varied terrain — desert, water, uncharted jungle, gorges and ravines and a flight over an active volcano. One forced landing on a canyon lake beach required a week to retrieve the plane. Although she was able to fly enough to validate her license another year, it was four years before she regained her health and the flying desire had begun to wane after the Central America episode.

In reminiscing of past history, Vera reports, "You know the years play strange tricks on us" and quotes Louise Thaden, "46 years is a heck of a long time!" Vera Dawn admits to having set no special records during her flying days but flew for the sheer love of flight and the desire to do something different, just as so many others did during those formative years. Today, she enjoys the Arizona sunshine in the Phoenix area and takes an occasional holiday "South of the Border".

#### ADDENDUM:

During a visit with Carl Lienesch and his wife, Rosemary, at Carson City, April 17, 1976, he informed me he flew the Union Oil Company J-5 Travel Air over the '29 Derby race course, and Wiley Post flew some of the other race officials. Carl headed up the Union Oil Aviation Dept. and as passengers, during the race, he carried his sister, Ruth, and Patty Willis, Los Angeles flier, who doubled as his secretary.

Another interesting note — Neva Paris, one of the racers in the San Bernardino picture, was one of four persons who signed the "call-to-the-colors" letter prior to the time the Ninety-Nines organized. The others were Fay Gillis (Wells) of the Washington, D.C. Chapter, Frances Harrell (Marsalis) and Margery Brown.

## 1976 AWTAR WAYS & MEANS

Pam Vander Linden

With the Terminus of the 29th and final Powder Puff Derby Air Race, Ways & Means for this project came to an end July 15, 1976. From the sale of Snoopy pins and bags sold to that date, when final accounting is complete, a check for approximately \$9,000 will be handed to AWTAR and a check for approximately \$1,000 to the Amelia Earhart Scholarship fund.

At the Terminus meeting of the Board, AWTAR very graciously agreed to transfer the remaining assets and liabilities of the Snoopy projects (pins and bags) to the new race, about which you will be hearing more from Bernie Stevenson and her Board.

We do not have a final accounting to July 15 yet as several of the busy racers, stop chairmen and helpers are still "in the air" and have not turned in all their bookkeeping. Hopefully, by the time you read this, everything will be accounted for and the checks will be on their way.

Remaining unsold, I believe there will be approximately 1,000 pins and 4,000 bags. These are all out on consignment. It is very important that we get some sales and some money in for our new race treasury as soon as possible. Please help! At Convention I am going to sell as many as I can and try to redistribute around the country so that each

energetic saleswoman will have on hand what she thinks she can sell.

The new race needs help in the form of money and enthusiasm. Time is short, and there is much to be done. If you need pins or bags, let me know. If each enthusiastic racer could sell 10 bags, we would have it made. Thanks again for your help past and future and Let's Keep 'em Flying.

**Editor's Note:** The new race, to be called the Air Race Classic, will not be sponsored by the Ninety-Nines, Inc. as an organization. It will, however, be directed by women pilots most of whom will be Ninety-Nines, and, like other races, it will be dependent upon participation by 99 members for support and as racers and stop personnel.

At the '76 Convention in Philadelphia, the AWTAR Board generously donated an additional scholarship of \$750 to Chanda Sawant of India. This will pay for flight time when Chanda completes her CFI and Instrument Rating before leaving the States this Fall. Edna Gardner Whyte will be donating instruction and hospitality.

With her new ratings Chanda will be able to provide instruction for other women in India and will be in a better position to urge that women be given the same opportunities as men with regard to flight training. (The Government supports flight training for men.)

 Pat Kelley

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## Italy's Fiorenza DeBernardi

# Aviation – A Difficult Family Tradition for a Woman

Adapted by Ann Catlin from reports of a personal interview and translations of Italian articles furnished by Lois Feigenbaum.

She has her 3rd grade rating (Italy's ATP equivalent) and the necessary ministerial permits to allow left seat airline flights. She has 25 years flying experience and she has the hard-earned respect of her peer-pilot colleagues. Her heritage is rich in aviation. What do the passengers say when they find the pilot is a woman?

"One passenger asked for my autograph," says Fiorenza DeBernardi. "Another refused to fly." He said he didn't trust women. To which DeBernardi replied calmly, "Okay, I'll call my colleague. He has almost 2,000 fewer hours of flying time than I, but he does wear pants." The passenger not only decided that it would not be necessary to call the lower-time pilot, but on future flights he requested DeBernardi be pilot-in-command.

Not all discrimination against her as a woman pilot has been as direct and simple

as that confrontation. She is one of the two women in Italy to hold the 3rd grade rating. The discrimination is less than discreet as she watches colleagues of less or comparable qualifications be accepted by airlines and advance to first pilot positions.

Her ability is not questioned; "the objection was always that I was a woman and they didn't want to hire me in order not to create 'dangerous precedents.' In fact a Commander of ATI (Italian domestic carrier) said, 'If you hire a woman, I will immediately turn in my resignation,' which naturally did not become necessary."

Today DeBernardi, the daughter of Italy's famous flying ace, Mario DeBernardi, is a commander of the Aero-Taxi of Aertirrenna. How did she get to that position? Is she happy with it? What does tomorrow hold for DeBernardi?

"As a little girl," she recalls, "my home was the airport and the airplanes my cradle.

Always together with my father and fascinated by his dazzling world, I played hide-and-seek together with the workmen in the hangars, growing up amongst propellers, engines and memories of flights."

Mario DeBernardi was a commandant in the Italian Air Force. He traveled all over the world bringing back to Italy aviation progress of other countries. He learned instrument flying in the United States and was awarded medals for bringing it back to Italy. He was also honored by many U.S. presidents and was awarded the Sneider trophy. Amelia Earhart visited the DeBernardi home many times.

Mario DeBernardi was killed in 1959 while testing a plane. He could have bailed out and saved his life but the plane would have crashed into a busy city killing many. He elected to fly the plane to the open country and was killed trying to land.



Mario DeBernardi promoted aviation in Italy — his daughter holds with many of his ideals, such as aviation as a college course. She is acquainting her government with the 99 coloring book.

Mr. DeBernardi taught his daughter to fly. According to Fiorenza, it is difficult for anyone to learn to fly in Italy. In order to learn one must join the Air Force or else beg someone from the aero club to teach them during their spare time.

Therefore, she tried to go to the Art Institute, but as she says, "My classroom was in the sky, at an altitude of 6000 mt. with the instructor seated at my side instead of behind a desk. I had flying in my blood from the beginning. It was all I could think of — like a poem born within me — day after day. Flying in fact is poetry. Even a short flight in the countryside is poetry. And acrobatics, if this isn't poetry I don't know what is. To fly through the clouds (and in a thunderstorm), maybe in the fog or over the mountains and maybe the fear which is a part, all make up this poetry. You understand me, don't you? When you feel and understand this poetry you can no longer give it up. For this reason I went after the first, second and third flying grades making many sacrifices and confronting bitter moments and difficulties.

She tried to join the Air Force but could not. And there was not a Woman's Auxiliary Air Force. She was advised, "Why don't you go enjoy a walk on Via Veneto?"

"Finally," she says, "I was obliged to continue to fly at my own expense in order to get the 3rd grade license."

She was hired by an American company to fly second pilot. She accepted other flying jobs to gain experience. Meanwhile, she had applied with airlines to become a pilot of a passenger carrier. Her chance came. "In 1966 I was hired by Aeralpi as first pilot on the run Milano-Venezia-Bolzano-Cortina. The airplanes were rented by Alitalia (an Italian airline company) therefore I was the first Italian woman to fly Alitalia passenger flights." None of the male pilots wanted to fly with her. "When they 'had to', they took me in the mountains performing reckless acrobatics to check my reactions and to see if I was afraid. Once the plane ended up in a tail spin. I didn't bat an eyelash and tried to help the pilot as best I could. That was the beginning of the end of the war (for her acceptance). 'You won the battle,' they told me, 'you're one of us.' From that moment I was promoted and all the pilots competed to be able to fly with me."

Then Aeralpi went out of business. DeBernardi was again waiting to be hired by Alitalia. Two years passed. "All my colleagues were hired by the large airline companies." She participated in competitions either alone or with other women. With Grazia Serena Sartoria, the other Italian woman to earn a 3rd grade license, she won a flying competition against 22 male crews.

As an air-taxi pilot for Aeritirrenna she flies a Yak 40 and a Queen Aire for charters to Lourdes, Africa, Yugoslavia, etc. She also flies right seat on a standby basis for Alitalia — but only on flights within Italy. She says she is qualified to fly left seat but is not allowed to because she is a woman. She has flown the Yak 40 all over the world (England, France, Russia and Australia) on demonstration flights.

DeBernardi's husband is also a professional pilot but they are separated. She admits flying might be part of the reason for their separation. "A woman cannot have both this type of job and a family.

Ours is a very hard life, a gypsy's life. Therefore one must have at a certain point the courage to make a choice. They say that an airplane requires the same attention as a woman. It's true. As all of my colleagues, my lover is a jet. And my husband is in the same position. There was little time for us."

Despite all the frustrations and disappointments resulting from her flying career, DeBernardi relishes the satisfaction, conquests and joys that have also come from it. She says she would do it all over again, "But I would start the fight sooner."

## The Whirly Girls



Applications are now being accepted for the tenth annual Doris Mullen Whirly-Girls Scholarship, which will be awarded next February to a deserving woman for use toward obtaining an initial or advanced helicopter rating.

Scholarship applicants must hold a current pilot certificate, must intend to make use of the helicopter rating in such a way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain the helicopter rating.

### APPLICATION

Please Type

#### Doris Mullen Whirly-Girls Scholarship

I hereby apply for the 1977 Doris Mullen Whirly-Girls Scholarship of \$3,000.00.

Name: \_\_\_\_\_

Airman Certificate No: \_\_\_\_\_

Address: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone Number (Area Code): \_\_\_\_\_

Birthdate: \_\_\_\_\_ Birthplace: \_\_\_\_\_ Marital Status: \_\_\_\_\_

Husband's Name: \_\_\_\_\_ Occupation: \_\_\_\_\_

Children's Names and Ages: \_\_\_\_\_

Your Occupation: \_\_\_\_\_

Previous Employment: \_\_\_\_\_

Education: \_\_\_\_\_

Aeronautical Ratings (Include issuance dates): \_\_\_\_\_

Aeronautical Experience (Total hours by type of flying): \_\_\_\_\_

Organizations, Civic and Social Activities, Awards, etc.: \_\_\_\_\_

Date of Last Flight Physical Examination: \_\_\_\_\_

References (Include your flight instructor): \_\_\_\_\_

Please explain in detail why you wish to obtain a helicopter rating, why you need financial assistance, and how you intend to make use of the rating when you obtain it. (Explanation may be attached on separate page)

Enclose Snapshot

I hereby certify that all information in this application is true and correct.

Subscribed and sworn to before me this \_\_\_\_\_ Signature and Date

\_\_\_\_\_ day of \_\_\_\_\_, 197\_\_\_\_\_

Notary Public

My Commission expires: \_\_\_\_\_

### PLEASE RETURN TO:

Jean Ross Howard, Executive Director  
The Whirly-Girls  
1725 DeSales Street, N.W., Suite 700  
Washington, D.C. 20036

Deadline for applications: November 15, 1976.





Helen Shropshire presents credentials to his Honor, Octavio Sentles, Mayor of Mexico City (above). The Expedition crosses the Colorado at Yuma on November 30 (left).

# An Impossible Dream

By Helen Shropshire

Two hundred years ago all of Alta California was under Spanish rule. Only five of the chain of twenty-one missions had been established; San Diego, San Gabriel, San Luis Obispo, San Antonio and Carmel, with a Presidio at Monterey to protect this key harbor. All were inadequately supplied by sailing vessels beating their way up the coast from San Blas.

Juan Bautista de Anza, Commander of the tiny fort at Tubac (now in Arizona), had a dream of opening an overland route to this vast region. Finally, Charles III, King of Spain, through his Viceroy in Mexico City gave approval to the plan. De Anza was handed his "impossible dream" to lead an expedition of 240 persons (over half women and children) across the deserts and mountains to found the City of St. Francis.

Nearly four years ago **Helen Shropshire** and her associates in the California Heritage Guides of Monterey also had a dream. . . the re-enactment of this historic expedition as a bicentennial event. Helen presented the idea to the American Revolution Bicentennial Commission of California. They approved it, as did the Commission of Arizona, and the American Revolution Bicentennial Administration approved it as an International Bicentennial event. Helen was chosen coordinator for the State of California.

Under the sponsorship of the two State Commissions she produced a film telling the incredible story of the original expedition. . . only one death, a woman in childbirth on the first night out from Tubac; three babies born to live and have their names on the roster as founders of San Francisco; no vehicles, only mules and horses to carry them. The commentary was translated into Spanish.

Armed with her show, Helen flew to Mexico City in November 1975 to meet with their officials, as well as with members of our Embassy to seek assistance. Her pilot's license and little airplane stood her in good stead, as she commuted to Sacramento, Tucson, Santa Barbara, Palm Springs, — flying up and down the

original route seeking help from the Bicentennial Committees. With a colleague, Winston Elstob, she co-authored a Handbook on the Expedition. Patches and medallions were produced, and when it is finally over a souvenir album will be produced to tell the story of the re-enactment.

Arrangements were made in 1975 for a charter flight to Mexico City the middle of August for the opening ceremonies. Forty-five went from California and six from Arizona. Thirteen were direct descendants of members of the original expedition. The Mexican committee had made arrangements for horses for all who wished to ride, antique coaches were provided for those who didn't. Mexico City's finest cleared the streets, and the little band of Norte Americanos dressed in costumes of 200 years ago was escorted into the great Zocalo by 200 charros astride their silver-bedecked mounts. A fifty-piece band played the Star Spangled Banner. There were speeches in English and Spanish. A copy of the original Royal Decree was presented. The re-enactment had been launched.

A hand-tooled mochila, such as used in the Pony Express years, was presented by a representative of the National Horsemen's Association. This would be carried through to San Francisco all the way by horseback with the precious papers securely locked in one of the pouches.

The Expedition has involved literally thousands of men, women and children as it has made its way from Mexico, through Arizona and California, following the original route as closely as freeways and high-rises will permit. It has been at each campsite on the comparable date of the original Expedition. It arrived in Monterey on March 10. On March 23 a group of 20 riders left Monterey to explore the San Francisco Bay area, returning on April 8. On June 17 the colonizers left Monterey, arriving at Mission Dolores on the 27th, the founding day of San Francisco. And thus the final curtain dropped on Helen Shropshire's Impossible Dream.





Helen Shropshire at the ceremonies at the Monument of Independence, on the Reforma in Mexico City.



The Ride down the Reforma in Mexico City.



# 99s Balloon Launch



## CHERISH THIS ISSUE

This issue may be the last of an era. . . beautiful color on the cover, slick enamel paper. A beautiful magazine, but expensive. The recent editions have been costing about \$4,000 per issue.

Advertising has been defraying about one fourth of those costs, but is very difficult to obtain. We have no long-term commitments from any advertisers. Alternatives for cost-cutting were reviewed by the Board of Directors at their pre-convention meeting. We talked about cutting back on the number of issues, making the 99 NEWS a Quarterly or Bi-monthly publication. Feeling that communication within and for the organization was the basic purpose of the 99 NEWS, the Board decided to keep the NEWS at 10 issues per year and go to a less expensive printing process to cut the costs. Because of this, you will soon be seeing the magazine printed on flat paper and probably without the color picture on the cover. The issues will be approximately the same size and will contain the same information, but will cost only about half as much.

Since the magazine will be entirely for the organization and its members, we will be able to do anything we want to do with it. The Editor will welcome any suggestions you may wish to make and will make every effort to have something for everyone. For consistency and coherence, please submit chapter material in accordance with the current format as outlined elsewhere in this issue until directed otherwise.

Lorna Ann Kringle

Nothing excites interest and imagination more than the prospect of adventures in a new or distant land. If you would like to share in that kind of excitement and bring attention to the 99s at the same time then try this project in your community, or with your chapter at fairs and other public gatherings.

Our balloon launch began as a classroom project. Not only did the students get excited about it but parents and school administrators, too. We have enjoyed success with it at teacher and community workshops and community celebrations. The investment is minimal and the returns are tremendous.



School children ready to launch their balloon.

Helium filled balloons, with stamped, return-addressed post cards attached are released to follow the prevailing winds to an unknown destination. Cards are returned by mail from the distant places

where the balloons have landed. Cards have been returned from as far as 600 miles away; some water soaked, some with shredded balloons attached, and all with a message from the finder. Balloons which leave traveling straight west often return from hundreds of miles to the east, demonstrating differences in surface winds and winds aloft. Most balloons are found by farmers, hunters and fishermen. Cards may come back in two days, three weeks, or many months later.

The more balloons released at a time, the more spectacular the result. When we have added one or more balloons to the original, we seem to get returns from much farther distances. Many who have found them say they were attracted by the bright, colored object and went to investigate. More than one brightly colored shredded balloon insures a better chance of the card being found. We have had more returns when our launches coincided with local fishing and hunting seasons.

To insure a readable card after exposure to weather or a landing in lake, river or bay, we have covered cards and stamps with contact paper or enclosed post cards in small plastic bags before attaching them to the balloons. The kind of information that you would like to obtain can be solicited by a few questions or statements mimeographed on the message side of the post card. We had a rubber stamp made and use it on colored paper to provide one more visual clue for the adventurers who would discover our card. Post cards work as well, and have the added advantage of being already stamped.

Continued On Page 14. . .

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### MEMO FROM THE RETIRING SCRAPBOOKER:

As the year winds down, you are sure to come across some 1975-6 scrapbook goodies you especially want in the current books. **IF YOU DO NOT USE MY ROSTER ADDRESS** I will not get them. My old address will not be honored by the Post Office after Sept. 1, 1976, a year from the time my address changed. **SO PLEASE USE 4701 Thomas Drive, Panama City, FL 32401, AND NOT THE OLD ONE MANY OF YOU STILL SEEM TO HAVE IN YOUR FILES.**

Thanks much for the wonderful things you've sent — I'm still working with them.

**Betty W. McNabb**  
 International Scrapbook Chairman

### LIGHTER THAN AIR

THIS BALLOON RELEASED ON \_\_\_\_\_

BY: \_\_\_\_\_ 99s COEUR D'ALENE, IDAHO,  
 IS A SCIENCE PROJECT CONCERNING AIR CURRENTS:

PLEASE INDICATE

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ DATE \_\_\_\_\_

WHERE FOUND \_\_\_\_\_

SAMPLE of bright color cards attached to balloon before launch.

Before launching you will want to fill in your name and address, on the address side, and the date and time launched, and the purpose of your balloon project on the message side.  
 (see sample)

Balloons should be filled with helium right before launch for best lift. Long delays can cause a reduction of lift due to the diffusion of helium through the rubber. Drugstore and ten-cent store balloons are of inconsistent quality and not satisfactory for this purpose. We now purchase 9-inch and 11-inch balloons in boxes from a local novelty company, and rent small helium cylinders from a local welding shop. Helium is often also available on the airport. Without a balloon filler attachment, which can be rented, much helium escapes and is wasted. Filling balloons in a room with a low ceiling or slipping filled balloons under empty cardboard boxes or tables helps eliminate the need for ladders to retrieve balloons from the skylight. Having long strings already cut and available to tie on the filled balloons also helps.

When they are prepared, selecting a launch site away from buildings, trees, powerlines, and the airport traffic pattern is important. Sending a trial balloon first lets you move the launch site if necessary to allow the rest of the balloons to clear any obstacles.

Outside air temperature seems to have an effect on the amount of lift to the helium in the balloons. If you are launching on more than one day, it is interesting to collect data on temperature, wind direction, and rapid-

ity of lift. The National Science Teachers' Association's 1971 publication, **Teaching Children Earth-Space Science**, gives a formula for calculating lift. You may remember that besides "Eureka" Archimedes also said, a body is buoyed up by a force equal to the weight of the fluid it displaces. Some interesting questions can be raised about how many balloons it would take to lift various people and objects!

Balloons launched on rainy days soon collect moisture, become heavy, and sink to the ground before they have a chance to travel any distance. Clear, windy days are best for achieving long distances and relatively quick replies.

Some tips for added enjoyment:

(1) Get the temperature and winds aloft forecast before launching. Predict where your balloons will land.

(2) Chart launch date, wind direction and speed (knots per hour) and "finds" for the ones returned.

(3) Two or three balloons can be tied together for added lift, and plastic streamers attached for easier tracking and detection.

(4) Binoculars can help with tracking until balloons are out of sight.

If you would like a sample balloon, card, and plastic container plus directions you can mail a check for \$1.00 to Puget Sound Chapter 99s, and we will send it along.

We would like to start your adventuring today. With a few balloons, some helium, and an adventuresome spirit, you, too, can have the fun of discovering where they will land.



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# CONVENTION



Philadelphia had many historic sites to visit. Loretta Gragg, Headquarters Secretary, enjoys an overview of Philly (left) and Hazel Jones joins into the spirit of days gone by during a tour of Heritage Homes (below).



Just as minds began to ease when no new cases of the mysterious Legionnaire's disease were reported, Hurricane Bell threatened to descend upon Philadelphia. Some 99s were discouraged but many came on to discover Philadelphians alive and well and Hurricane Bell passing well to the north. The 250 who forged ahead found an historic city awaiting along with a convention packed full of fun activities, educational seminars, organizational business, and special honors for individual 99s and the organization.

Those who arrived on Wednesday participated in a Communications Session with the officers where they were able to get a preview report on some of the Ninety-Nine projects such as the A.E. Forest of Friendship. They were also introduced to our two Korean members, Mrs. Sook-Ja-Chung and Kyung O. Kim, and three Indian members, Rabia Futehally, Dr. Sunila Bhajekar, and Chanda Sawant. Kangaroo pins were passed out to everyone present at the showing by the Australian Tourist Bureau of the film **BIG COUNTRY — BIG WELCOME**. Australia is the site of our 1978 International Convention. Representatives from Intercontinental Tours outlined a basic tour of two weeks, including the 5-day convention, plus several optional building-block tours that can be added-on for those who have more time to spend in that part of the world.

Thursday had been declared "Women in Aviation Day" by the mayor of Philadelphia. Educational opportunities were prevalent and those not attending the Governors Breakfast or the Chairmans Coffee had extra time to fly straight and level on the simulators provided by Analog Training Computers or join in the Round-Table

discussions on air racing, airmarking or other favorite 99 topics. The hospitality room was all that its name implies and was full of good snacks and warm conversation with fellow 99s or such interesting guests as Royal Frey, Curator of the Air Force Museum in Dayton, and Harold Wood who has been the primary sponsor of the National Intercollegiate Flying Association for many years.

The six winners of the A.E. Scholarships were revealed at the luncheon. They were: Lynn Palmer Cary; Susan Cutler Linsley;



Many 99s and 49½ers enjoyed the opportunity to fly the Flight Simulators which Mr. William McGehee demonstrates above.



A good place to meet your friends was in the hospitality room where little Cindy Hall is helping Chairman Mary Robinson serve Mary Neil, Jan Million and Brunhelde Bradley (left, Pic #12). Sylvia Merritt, the Proprietress, is assisted by Eleanor Cook in Betsy's Boutique (Pic #11).



Dr. Dora Strother, Vice President of the A.E. Board, makes a point at the Amelia Earhart Luncheon (Pic #6).

Mary Elaine Anglin; Elizabeth Jane Schermerhorn; Nicole Paule Radecki; and Amy Louise Pilkinton. We hope to give you a little background on each one in the next issue. Royal Frey, who had served as one of the three judges, was on hand to present the A.E. Medals to each winner. Dr. Dora Strother, A.E. Trustee, outlined a new opportunity for women in aviation to become a Research Scholar. \$7500 has been set aside by the A.E. Trust to underwrite this new type of scholarship which is intended to aid women pursuing academic or research studies in aerospace fields. Through the recipient of this grant, 99s can make a significant contribution to aerospace knowledge. Perhaps 99s can even copyright research done under these grants and eventually publish a series of **Ninety-Nines Monographs**.

It's important for women to keep up with their expanding opportunities in aviation. Dr. Strother pointed out that American Airlines is actively looking for women pilots and the USAF is accepting its first 20 women this month. Information and opportunities in the aerospace field are constantly changing and as the witty Dr. Strother remembered from the old cartoon character Dooley, "It's not what you don't know that hurts you, it's what you do know that ain't so."



# WRAP-UP



Overall view of those attending the Business Meeting (Pic #13).

Highlights of the Business Meeting included the election of new members for the Board of Directors. Gene Nora Jessen and Charlene Falkenberg will be serving two year terms, and Betty Wharton and Esme Williams will serve one year terms. Three Resolutions to Amend the By-Laws, mainly representing wording changes, were passed. The Resolution intended to eliminate the vote of the Governor at International meetings was defeated. See your advance copy of these resolutions for the exact items.

A motion from the floor was passed raising dues remitted annually to \$25, \$22 of which is to be collected for International, and \$3 of which is to be collected for the Sections.

The International Membership Chairman reported that we had chartered four new sections this year and many, many new chapters. The AWTAR Board reported plans for a 1977 Commemorative Flight suggested by the Smithsonian to commemorate the 39th anniversary of the PPD. This flight (not a race) will follow the 1947 route flown in the first AWTAR and will be limited to 99 planes. Kay Brick will be the chairman of a final commemorative album to record the entire 30 race-year history of the PPD.

Rabia Futehally of the newly formed Indian Section performed authentic Indian Dances during dinner on Thursday evening. A 99 for seven years and the mother of four children, Rabia has danced professionally throughout Asian and Oriental countries.



Rabia Futehally, Vice Governor of Indian Section, performing one of her native dances (Pic #19).

We joined Eastern Pennsylvania Chapter in honoring two of their members. Connie wolf is a holder of 15 records in gas balloons. Connie's gift to the Bicentennial was a commemorative flight on January 10, 1976 recreating the first North American balloon trip made by Jean Pierre Blanchard in 1793 from Independence Mall in Philadelphia to Deptford, N.J. Another outstanding member honored that evening was Louise Sacchi, a ferry pilot who has made 310 transoceanic crossings in single and twin engine planes.



99s from many lands were in Philadelphia as illustrated by the crowded stage as foreign members were introduced during dinner (Pic #23).

The brightly costumed String Band, winners of the Mummers Day Parade in Philadelphia, pumped bright music into the room. The beat was picked up by many 99s who demonstrated they are fast learners by "strutting" around the room after a brief demonstration of that famous walk by the leader of the band.

Convention guests had many choices for their free time. Discovery of the Original Bookbinder's, famous for their seafood, or the City Tavern where young people entertain at dinner with songs of former times, or that hasty shake in front of the bedroom mirror back at the hotel while trying to imitate the belly-dancers at the Middle East Restaurant will long be remembered by many guests. Visits to many of Philadelphia's historic sites were within walking distance of the hotel. Seminars with Dr. Mervin Strickler, Jr. and Mary Jo Oliver from the FAA was an added bonus, as was another with Avco-Lycoming representatives. There were tours of NARCO, boat trips down the river, restored homes, and a 99 Tennis Tournament.

Continued On Page 22. . .



Honored guest at Thursday's dinner were (L) Louise Sacchi, transoceanic ferry pilot, receiving medal from Convention Co-Chairman Eileen Weigand (Pic # 21), and (R) Connie Wolf, balloonist with many records, receiving award from Convention Chairman Gail Lingo (Pic #25).





**TENNIS TOURNAMENT** — Left: Gail Lingo looks away while Mary Adams watches her partner Hazel Jones "fix" the draw. Below: Mary Neil, cheerleader (too bad you can't see her black mesh hose!) kneels in front of the participants in the 1st Annual 99 Tennis Tournament.



Receiving the Charter for the new Caribbean Section are Barbara Darrow, Esme Williams, and Carole Chambers.

The Tennis Champions were Hazel Jones and Mary Adams representing the South Central Section. Hazel reported that as tournament director, she "fixed the draw, kept the score and bribed the judge." Furthermore, she plans to repeat her victorious performance next year in San Francisco. The winning strategy called for Hazel to stand in one place and for Mary to run around the rest of the court. Second place went to Sue Long and Nelda Lee of North Central Section, and third place to Jan Kuechenmeister and Annette Fedor, also of North Central.

Aurthur Godfrey credited the weather radar in his new Baron with finding the hole in the line of thunderstorms that enabled him to fly to Philadelphia to be our Speaker at the Banquet. He entertained 99s and friends with the exploits of early-day aviation in the Philadelphia area. Godfrey learned to fly over a many-year period when the \$35 an hour charge for flight time represented a week's wages. Such devotion to aviation later enabled him to join the Navy and become the oldest man ever to become a Navy pilot. He later startled many friends by his frequent demonstrations of carrier technique which enabled him to land a DC3 on his 1700' grass strip "down at the farm" in Virginia.

Headquarters became the recipient of many beautiful gifts presented to the Ninety-Nines at the banquet. Sacramento Chapter has "loaned" their lovely hand-made PPD quilt. Barbara Goetz explained that the original intent was to sell chances on the quilt as a fund-raising project for the PPD Start. The more they worked on it, the more precious it became. So they decided to sell chances only to 99s — who would appreciate it. . . then only to Sacramento 99s. . . then only to Barbara Goetz? Finally, they couldn't part with it at all, so we will display it for everyone at headquarters.



Arthur Godfrey, guest speaker, enjoys a moment with Convention Chairman Gail Lingo.

New Officers of the 99s during Installation Ceremony. (L-R) Hazel Jones, Treasurer; Janet Green, Secretary; Thon Griffith, Vice President; and Lois Feigenbaum, President.



India presented the large silk banner used at their charter festivities earlier this Spring. The Governors of the two Canadian Sections presented a beautiful carved wooden clock as a Happy Birthday present to America. A lovely doll dressed in native costumes was presented by the Korean members.

After many months of up and down membership counts, the Caribbean 99s finally came up with the magic number and were eligible for a Section Charter. There to receive it at the Banquet were three members: Barbara Darrow, Esme Williams, and Carole Chambers.

Many lovely medals and plaques will be on display at headquarters following their presentation at the banquet. The Middle East Section received the award for scoring the most points in Safety Education this year. Maryland Chapter, most responsible for the section's high score, was presented with a rotating plaque by a representative of GAMA. S. Quentin Taylor, Director of the New England Region of the FAA, presented an award to the New England Section for the Highest Membership Participation in the Pilots Maintenance Program. He also surprised the audience by presenting a special **Distinguished Service Award** from Dr. McLucas and the entire FAA to the Ninety-Nines, Inc. for their outstanding contributions to safety and general aviation. The award was accepted by President Pat McEwen who noted that it is a great honor to be so recognized by the FAA.

**COPIES OF CONVENTION PICTURES:** Convention pictures shown which include a "Pic #" in the caption are available at \$3.00 each from the Convention Photographers. Send complete address and \$3.00 per picture along with the Pic # to: KARIN MINAURO, Eastern Penna. Chapter, 3306 S. Keswick Plaza, Philadelphia, PA 19114.



## New Horizon Poem

They lived on earth a little while,  
And learned the joy of wings —  
The cloudless sky, the boundless blue —  
A pilot's secret things.

They lived — they shared  
Their joy with us —  
And then they flew away  
To new horizons, brighter skies  
Where earth folk cannot stray.

Each left to us a legacy,  
A memory, a prayer,  
The dazzling height,  
The gift of flight,  
Their dreams and hopes to share.

Remember them — and care!

Betty W. McNabb, Aug. 1976  
Philadelphia

## NEW HORIZONS

Sandy Wilson, her husband Steve, and the two children, Shanna and Scott perished when their plane crashed and burned on takeoff from a small airport near Medford, Oregon on the evening of June 20, 1976. They had won many awards with their Cessna 170 at Oskosh, Wisconsin and other meets. She shall be truly missed by each of us.

Stillaguamish Chairperson Marge Thomas and Gail Bashforth flew to Bandon, Oregon to attend the memorial service for the Wilson family on June 25.

Sandy's desire was that the whole family always fly together. We are now comforted to realize that this heart's desire was granted her by Him who longs to give us our heart's desires. They were all together; and they are still all together.

Lois Tompkins  
Stillaguamish Chapter.

TEAR OUT CENTER CATALOG  
SECTION AND SAVE FOR FUTURE REFERENCE.

SEPTEMBER 1976

## BREAD and BUTTER

### EAST CANADIAN

**Montreal's Georgette Buch** flies the family Apache around Quebec as a teacher-supervisor for the University of Montreal. Georgette recently received her Masters in Psycho-Linguistics.

### MIDDLE EAST

**June Hanson** is busy doing aerial photography in the **Maryland** area.

### NORTH CENTRAL

In the **Greater Chicago Area** **Linda Uznys** has gone to work for DeKalb Airport, replacing **Linda Thomas** who flew a cub to Alaska for the summer.

**Barb Silagi**, also from **Chicago Area**, is now flying for Straley Flying Service, Clinton and Davenport, Iowa and reports that instructing is much easier when not under the Chicago TCA. The selection of emergency landing fields is really super.

### SOUTHEAST

**Blue Ridge's Joyce Cannon**, employed by Atlanta Center, has been moved off the graveyard shift and is now in the "thick of things".

### SOUTHWEST

**Bay Cities' Vivian Harshbarger** arranges programs for Sierra Academy of Aeronautics' students and friends. The schedule includes tours of Traffic Control Centers, Pan Am's Training Center, speakers on the PPD, the Mojave Air Races, How to Land that Airline Job, and seminars on "Family Awareness" for families that fly together — to name just a few. The programs are offered free of charge.

\* \* \*

New HIJACK CODE for transponders is 7500, effective September 9, 1976.

\* \* \*

### SURVIVAL TECHNIQUE

Your chances of surviving are 1 in 4,000 in a car; 1 in 100,000 in an airplane; 1 in two million in a lightning storm and 1 in 2.5 million in a hurricane. So statistically, it would appear safer to fly through lightning into a hurricane than to take out your car! Wait. . .there's something wrong with that? But what? From Monterey Bay "Log Book".

## New Ratings

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

### MIDDLE EAST

**Mary Galbraith** — Central Penna — IFR  
**Harryette Deckelbaum** — Maryland — IFR  
**Anne Adams** — Shenandoah Valley — IFR

### NEW ENGLAND

**Carol Phelps** — Connecticut — IFR  
**Alexandra Taylor** — Western New England — CFI

### NEW YORK-NEW JERSEY

**Clarice Bellino** — Palisades — IFR  
**Geri Nelson** — Palisades — IFR  
**Chris Hohensee** — Western New York — IFR

### NORTH CENTRAL SECTION

**Joan Boyd** — Central Illinois — IFR  
**Jean McLaughlin** — Central Illinois — GLID.  
**Laura Blevins** — Lake Michigan — COMM.

### NORTHWEST

**Gladys Buroker** — Idaho — IFR  
**Jean Freeburg** — Mt. Tahoma — MEL, GLID.

### SOUTH CENTRAL

**Dottie Antosh** — Oklahoma — MEL

### SOUTHWEST

**Jane Kelley** — Aloha — ATP  
**Margaret Botton** — Hi Desert — CFI  
**Alberta Brown** — Inland CA — IFR  
**Nola L. Rhodes** — Inland CA — IFR  
**Jan Cole** — Mt. Diablo — IFR  
**Kay Aslesen** — Palomar — CFI  
**Judi Gorham** — San Luis Obispo — IFR  
**Jeanne Schultz** — Santa Rosa — IFR

## New Members of the Month

**Sally Jagitsch**, a new member of the **Central Illinois Chapter**, enjoys rebuilding "rag" aircraft. Sally has been flying for 7 years and is the secretary and jack-of-all-trades at Jacksonville Airport.

**Thelma Franks**, a new member of the **Tulsa 99s**, comes from a flying family where both children as well as her husband are pilots. Another new Tulsa member, **Peggy Flanigan**, is employed at Don Woods Flight Service and is working on an Instrument Rating.

That Lady in Pink is **Gail Turner** of the **Golden West Chapter**. Gail is a teacher who started flying at the same time she started building a Fly Baby in her living room. Finished her rating and the plane about the same time. Painted her plane pink. Not just pink, but **PINK!!**

# FLYING ACTIVITIES

## MIDDLE EAST

**Hazel Bartolet**, Central Pennsylvania, was Impound Chairman for the PPD and did a fantastic job with a lot of tired bodies from her own and several other chapters to help her. The gals report that Hazel was a good boss and fun to work with even though she ran their empennages off. While they got soaked from the heavy rain showers and sunburned and windburned, the girls report it was worth it and that they still loved it.

## NEW ENGLAND

A Bicentennial Event sponsored by the New England Section 99s is the **NEW ENGLAND HERITAGE TRAIL FLIGHT** to take place September 24-26. Women pilots and passengers will fly a planned route through six New England States over early pioneer trails with each stop featuring historical data and/or a tour of the area. Registration deadline is September 17th. Send \$2 to Mrs. Margaret Davidson, 21 Crestview Dr., North Haven, Conn. 06473 for registration and additional information.

## NEW YORK-NEW JERSEY

**Palisades Chapter** is planning a Poker Run in conjunction with an FAA Spot Landing Contest on September 18th, raindate 19th.

**Western New York's** Poker Run, with **Vera Denz** as Chairman, was reported to be a great success.

## NORTH CENTRAL

**Joan Kerwin** and **Caroline Smith** of the **Chicago Area Chapter** flew the PPD for the benefit of the Naperville YMCA Development Fund. The "Y" sold tickets with the winner being the person who estimated their time of arrival and placement. Others donated ½ cent, 1 cent, etc. per mile for each mile flown. All proceeds went to the "Y".

**Lake Erie Chapter** is sponsoring its own proficiency flight again this year, but with an added "touch of class". Arrangements have been made with the Cleveland National Air Show over the Labor Day weekend, and the L.E.A.D. (Lake Erie Air Derby) will start the activities on Saturday morning, Sept. 4th. The Air Show takes place at Burke Lakefront Airport in downtown Cleveland and has always had an enthusiastic audience.

The Poker Party co-sponsored by **Indiana** and **Indiana Dunes Chapters** was a financial success generating \$200 for the new chapter and \$48.05 for Indiana.

**Indiana 99s** are now getting ready for one of the Chapter's most important events, the **1976 F.A.I.R. Race** to take place September 17-19th. Race kits may be obtained from **Dianne DeCoito**, P.O. Box 97, McCordsville, IN 46055.



**Minnesota Chapter 2c** lb. air rides. Above: Pilot **Rita Orr** with passengers. Below: **Carol Sexton** (white slacks) loads two passengers as Pilot **Joan Sommerfeld** (L) welcomes them.



**Gerry Rodengen** was the chairman of a successful two pennies a pound fund raiser put on by **Minnesota 99s** and 49½ers. One passenger insisted that the pilot be a woman because she didn't want her 5 year old son growing up thinking that "all women could do was wash dishes". Over 400 rides were given and a poll of the pilots revealed that in each plane-load there was at least one passenger who had never had a plane ride before!

An unusual **POKER RUN** organized by the **Wisconsin Chapter** has been running since August 7th. When the contest ends on September 12, entrants will have had over a month to stop in at any combination of the 9 participating airports to pick up at least three cards for their winning hands.

## NORTHWEST

The Great Falls to Spokane leg of the Air Explorer Scout Bicentennial Flight received

escort over the mountains from **Intermountain 99s**. **Jean Davis**, **Gladys Buroker**, and **Pearl Mancheni** flew in Jean's plane to Great Falls, Montana where they met the Scouts on June 14. The following morning, with full cooperation from our fickle weather, Gladys co-piloted as Mark Kingman (a young commercial pilot) flew the leg non-stop to Spokane. Jean and Pearl followed as "chase" plane. All reported much enjoyment in meeting this fine group of pilots and in aiding their "Flight of Paul Revere the Third!"

## SOUTH CENTRAL

**Lubbock Chapter** will long be remembered for its marvelous hospitality at the PPD stop this year in spite of the continual IFR weather. Evolving out of the weather situation was a new service to pilots known as the "potty shuttle" — a van put to work transporting pilots from their planes near the runway threshold back to operations to "drain their sumps." Planes were lined up at the runway "ready to go" for almost 3 hours awaiting VFR which was predicted to happen "any minute now".

**Six Fort Worth 99s**, **Nancy Armstrong**, **Auleen Hall**, **Malena Richardson**, **Penny Barnick**, **Henrietta Pence** and **Verna Stubbs**, flew-in to Carswell Air Force Base for a Safety Seminar. Eleven more came from the **Golden Triangle Chapter**.

## SOUTHEAST

**Fern** and **Chuck Mann**, the **Memphis Chapter's** aerobatic enthusiasts, served as judges in the regional competition for the U.S. Aerobatic team. The event, sponsored by the International Aerobatic Club, was held at Jackson, Tennessee.

A ready-made flying activities project was awaiting the 15 charter-members of the new **Middle Tennessee Chapter** — the PPD stop in Nashville. All members were involved in working on special assignments to make the first stop of the PPD in Music City a very special and memorable one.

The **Mississippi Chapter** sharpened its skills at John Bill Williams Airport near Jackson in June. **Sara Willis** won the spot landing contest for the second successive year, while some of the other entries played tag with some of those frequently mentioned "unknown and unobserved" aircraft.

The **Clinton Chapter** of the **EAA** furnished assistance and judges, and participated in force in the competition and in demolishing the cake which celebrated the **Mississippi 99 Chapter's** tenth birthday.



## SOUTHWEST

Aloha Chapter's Apuepuelele planned for late August included an overnight stay at Waiakea Village Hotel in Hilo with a banquet and pre-dinner cocktail party. Aloha 99s were hoping to include any visiting mainland 99s who happened to be there during that weekend.

A really terrific way for a visitor to see part of this beautiful area by air as well as share some fun with the Aloha 99s. Since this is an annual affair, it's a good thing to keep in mind for those who may visit Hawaii toward the end of summers in the future.

The Golden West 4th Annual Mini Derby is a thing of the past. Coming in first were Ron Siegel & Jim Roberts; Second, two Los Angeles pilots, Bob Long and Bob Harver; and Third, Jackie Freeberg of good old Golden West Chapter. Jackie also took Best Score by a Solo Pilot and Best Score by a Golden West 99. Her trophy case is going to be full. Sandra Green, also from this Chapter, finished 4th with Richard Steckel. Low time pilot Alan Bell finished last and was a good sport about receiving the "Tail End Charlie" award which this year was a turtle planter, complete with Creeping Charlie.

You've heard of Den Mothers. . . Well, Betty Ackerman announces she is a COCKPIT MOMMA for a new group of Air Explorers starting at Martin Aviation. Late in June, Orange County 99s Marie Christensen, Thon Griffith and Barbara Ward joined Betty to help take 23 new members of the Air Explorers plus two parents for orientation rides.

Santa Rosa's APE (Annual Proficiency Excursion) will take place on September 18th. It will be a round robin race starting and ending at STS with a steak BBQ following at the Wild Oak Country Club with swimming and fun.

### FIRST PPD STOP

The roar of the engines could in no way be distinguished from the roar of the pilots bussing in every direction at once on July 9 at Riverside Airport. The Powder Puff Derby had started on time in Sacramento and Orange County's Shirley Cote' and Joan Paynter arrived at this first Must Stop shortly after 11 AM heralding the arrival of the rest of the racers. They did arrive — in droves! Finding parking spots, checking each plane for refueling, overnight stay, maintenance, ladies room, take-off slot ETCETERA, kept anyone present on the ground in perpetual motion.

SEPTEMBER 1976

# Let's Have a 99 on the 1977 United States PRECISION FLIGHT TEAM

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!

# News Notes from the FOREIGN SECTIONS

## WOMEN PILOTS TO BE ADMITTED TO SAAF

Mrs. Ingrid Heinz, a 99 and one of S. Central Africa's most experienced women pilots, recently saw the culmination of a ten year dream with the announcement that the South African Air Force will form a commando squadron for women. She has lobbied persistently against male resistance to this idea for many years.

This will be the first time that women will be employed as aircrew members although the South African Air Force is currently using women in many other responsible positions in the aviation field such as air traffic controllers and radar operators.

The 114th Commando Squadron will be part of the existing squadron organization with the main difference being that all the personnel, including aircrew and commanding officers, will be women. To be eligible, a woman pilot must have 150 solo hours of flying time, and either own or have guaranteed access to an aircraft when needed. The Air Force admitted to knowledge of only 15 women pilots in South Africa with the required qualifications for solo time.

The new women's squadron will be primarily involved in communication flights and casualty evacuation. The members will participate in an annual six-day training camp.

\* \* \*

## INDIA'S GOVERNOR HERALDED

Our Governor **Chanda Sawant** has done a wonderful job of bringing India's women fliers into the limelight. Her efforts were acknowledged not once but three times this year for her contribution to the promotion and popularization of Aviation among the women of India.

In Bhuj, Kutch, the Inner Wheel of Bhuj, a Club of the wives of the Rotarians felicitated her at a colourful function for being the FIRST woman Pilot of Gujarat.

The Zonta International of Bombay hosted a function where tribute was paid to her flying career.

The Kutch Industrial Progressive Group of Bombay, at a gathering to felicitate the Leading Women of Kutch, congratulated her for being the first woman pilot of Gujarat State, as well as for her interest and efforts towards promoting aviation among the ladies.

May she continue her good work and provide lots of inspiration for India's flying womenhood!

*Heralding our Organization's Headliner  
Members*

# Ninety-Nines

## in the News

### AUSTRALIAN SECTION

**Rosemary Colman** has been elected New South Wales State President for the Australian Women's Pilot Association.

### EAST CANADIAN

**Wendy Fowler's** much-modified twenty-year old Bonanza, C-FAPW, won Honorable Mention in the single engine class I competition at Reading Air Show. Out of a possible 900 marks, the judges informed Wendy that the airplane was only 3 points behind the winner! Maybe that's enough incentive for this **Niagara Trillium 99** to try again next year.

### NEW ENGLAND

**Mona Budding**, Eastern New England, has recently been appointed Amelia Earhart Chairman for the Northeastern District of Zonta.

The July issue of **AIR PROGRESS** has an article on flying clubs and features T&G Aviation run by **Chicago Area's Gail Goldthorpe** and her husband.

### NORTH CENTRAL

**Laura Blevins** from **Lake Michigan** Chapter, competed in Region II NIFA and received the second place trophy in the computer accuracy event. She also flew a 150 to Daytona Beach for the National NIFA Competition. Laura, a full time student, is also the assistant airport manager at Three Rivers, Mich.

### NORTHWEST

**Lois DeFleur**, Intermountain 99 from Pullman, Washington has been appointed for a year as the first female instructor (there are 600 male instructors!) at the United States Air Force Academy in Colorado Springs. She will integrate the female cadets who are joining the Academy this summer. As our chairperson, **Helen Shanewise**, says, we're "bustin' our but-tens" with pride.

### SOUTHEAST

**Blue Ridge** Chapter again received the Section's publicity bowl award this Spring. **Mary Ellen Castelloe** deserves a lot of credit for her work in this area. **Carolyn Pilaar** won the state landing contest in Camden, S.C. sponsored by the Aeronautics Commission.

### SOUTHWEST

**Pat Davis**, Aloha Chapter, was interviewed by a local disc jockey (who is also a private pilot) on the PPD and women's place in aviation. Another Aloha member, **Marijane Nelson** has written an article on **Wendell Davenport's** Volmar amphibian which is being featured in the summer issue of **SPORT FLYING**.

The Grumman company newsletter, "The Cat's Whispers", suggests that all company personnel get a copy of **AOPA PILOT** and read the article about **Marguerite Wood** written by **Marijane Nelson**. They go on to say that "after reading about Marguerite you will realize why it is so difficult to portray a "typical Grumman dealer."

**Hi Desert** Vice Chairman **Mary Lue Garrison** has been re-elected to the Apple Valley Airport Commission.

A new career is in the making for **Los Angeles** member **Mary Riordan** who has been accepted into the Air Force ROTC program. After spending 6 weeks in summer training at Vandenberg Air Force Base, she will resume her studies at UCLA in the ROTC program, specializing in weather. Upon graduation, Mary will be a 2nd Lieutenant. Congratulations!

**Redwood Empire** member **Wendy Meyer** was a charter member and the 1975 Captain of the University of Arizona's NIFA Flying Team. The team was in regional and national competition at Palomar and Daytona Beach, and Wendy won second place in the 1976 NIFA Achievement Award sponsored by the 99s.

**KANDY** radio in Sacramento carried historic perspectives of the PPD on the Fourth of July.

**Kathy Grant**, **Santa Monica Bay** had her first article published in the May issue of **PLANE AND PILOT**.



# Ninety-Nine Meetings

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

## WESTERN CANADIAN

Eleven members attended the Spring Section Meeting where Saskatchewan won the APT Trophy for the fourth consecutive year.

The Section voted to extend their officer's term of office from one to two years beginning in 1977. Similar results have come out of a number of other Section meetings this year.

## NEW YORK-NEW JERSEY

Western New York Chapter will host the New York-New Jersey Sectional in Niagara Falls on September 11th.

## MIDDLE EAST

The Shenandoah Valley Chapter recently stepped into a bit of history at the Flying Circus Aerodrome, a recreated airfield of the 1920's at Bealton, Virginia.

Here a real old fashioned show was recreated — a parachute jump, wing walking, ribbon cutting, balloon popping, dogfights and acrobatics using such beloved planes as the Sopwith Pup, DeHavilland Tiger Moth, British DH-2, Stearman, Fleet, Pitts Special, etc. To further add to the delightful entertainment, Snoopy, the Black Baron and Fifi Von Bomb Shell made their appearances.

The husbands and family of Jerrie Gribble, Ethel Barber, Barbara Barber, Anne Adams, Maryann Jessup along with Virginia Thompson enjoyed the picnic and the air show but the truck ride to the airfield was really a wild one. "Flying is certainly safer," says Virginia.

A special 5-hour tour of the new National Air and Space Museum was arranged for the Washington D.C. 99s on August 10th. This newest, most absorbing national collection of memorabilia tracing America's aviation heritage is part of the Smithsonian and was officially opened on July 4th. A real early bird of aviation, Paul Garber, and Astronaut Michael Collins were scheduled to show the collection to the D.C. 99s on a personalized basis.

## NEW ENGLAND SECTION

Following their business meeting where they discussed fund-raising ideas, Western New England 99s watched Ash Nesin and Walter Schwarz perform amazing aerobatics as part of the EAA Fly-In being held that day at LaFleur.

The Southern Tier Chapter has been re-formed by the encouragement of past members Barbara Riggs, Virginia Schweizer, Virginia Wentzel, and Section Governor Ruth Dobrescu.

Marlene Jewell, Vice Chairman, reports that their third meeting is planned, fund-raising ideas are in the works, and that all members are enjoying the new involvement and are optimistic that this chapter will once again be a part of the vital sisterhood of Ninety-Nines.

## NORTH CENTRAL

A scorching 100° day made for a perfect pool party at Libby Ann Dunseth's lovely home in Lawrenceville for the Central Illinois 99s in July. The gals arrived early and stayed late, reluctant to leave the comfort and charm of the surroundings to fight those up and down drafts for the trip home.

The Iowa 99s were busy with planning sessions in June for the Fall Sectional which they will be hosting. In July, fifteen members traveled to OKC for their chapter meeting, and were also able to tour headquarters and help with the PPD must stop.

## NORTHWEST

Can you believe there were 99 names on the list the Columbia Cascade membership committee was contacting for the guest coffee in July? That should be a lucky number for guests and chapter alike.

Eastern Washington Chapter has received notice of approval for our name change. Since our membership is drawn from northern Idaho as well as Eastern Washington, you'll now hear us referring to ourselves as Intermountain Chapter.

Their June meeting day found 13 Greater Seattle Chapter members winging off to Friday Harbor in the San Juan Islands. After touching down with their picnic gear, they were met by prospective Dodie Gann and husband Ernie Gann who transported all to their delightful and charming farm on the Island.

The weather was on the cool and cloudy side according to Reporter Frances Heaverlo, so 'twas decided to picnic around the Gann's dining-room table, with author Gann kibitzing on the hangar talk.

A Bicentennial Barnstormers Festival was the occasion for a joint fly-in by the Puget Sound, Western Washington, and Mt. Baker Chapters to Bellingham Field in July. A buffet luncheon at a nearby restaurant plus overnight camping on the runway under the direction of the Washington Pilots' Assoc. were also on the schedule for that day.

## SOUTH CENTRAL

Chapparral Chapter held their annual picnic at the home of Janie and John Floyd in last June. Prior to the potluck supper, 49½ers and children swam in the pool while the 99s held a business meeting to elect new officers.

The Los Alamos Golf Club provided the atmosphere for the election of officers for the Santa Fe Area 99s. Following dinner with the 49½ers, the rock combo drove the 99s to the patio for their business meeting. The five members present elected Jean Reynolds, Chm; Virginia Kay Bond, Vice-Chm; Phyllis Brasher, Sec; and Martha Barnes, Treas. Since names in attendance were unreported, we don't know if chances for election were improved by attending or staying home.

## SOUTHEAST

The Tennessee Chapter held their annual Awards Luncheon in June. The recipient this year was Bill Burke, a long time aviation enthusiast, Editor of Propwash, and for many years the author of an aviation column in the Memphis Press-Scimitar.



Georgiana McConnell (C) receives gavel from Tenn. Chm. Edna Davis and Charter for Middle Tenn. Chapter from V. Gov. Virginia Proctor.

Another "award" presented at this meeting was a Chapter Charter to Georgiana McConnell first chairwoman of the new Middle Tennessee Chapter.

Memphis Chapter also sent some gals over for this occasion. New members Pat Collins and Janice New flew over in the haze while Virginia Proctor, June Pentecost and Carolyn Sullivan Olds 88'd.



Jane Tisdale reports that **Kitty Hawk 99s** met at Rocky Mount, N.C. in June. They learned much about parachute equipment and packing from Jump Master Bud McLamm. After films of beautiful formation flying (sans airplane) by his students, they were invited to witness actual jumps employing different types of chutes. Seems like a parachutist can experience thrills and develop skills equalling those we pilots know. Chinese dinner in a train car at the Canton Station Restaurant capped the day.

## SOUTHWEST

In addition to all the scrumptious eats we hear that the 27 **Los Angeles** members and guests present at the June meeting also consumed 2 gallons of margaritas!

Captain Brenman of the USAF showed a film presentation on "Flying in Southeast Asia" to the **Phoenix** members recently. It was reported to be a real insight into the day-to-day lives of our flying men. He also presented an exceptionally good promotional film that had several 99s looking around for applications so they could enlist in the Air Force.

In addition to all the other activities for which they were responsible during the PPD Race Start, **Sacramento** Chapter members helped **Barbara Goetz** (Co-Chairman of the Start and also a PPD entry) host a 4th of July celebration at her home for all 99s, racers and workers. A really terrific "added extra" at this year's Start!

The **Santa Barbara** Chapter is really busy planning the Fall Sectional to be held September 4-6. It's geared to families and will be inexpensive because they will be able to use university facilities. There will be fun for all with the beach, BBQ and films as well as many educational ideas to be shared.

**Santa Rosa** 99s learned a lot about aviation insurance earlier this year when Ray Barrow was their guest speaker. The first aircraft insurance company was started in 1929, and 37 such companies exist today.

Important things to notice, he noted, are the exclusions and endorsements on your policy. Make sure you are covered to land anywhere at anytime. Some policies do not cover off-airport landings. Many do not cover accidents resulting when planes are hand-propped. And remember that no American aircraft insurance is recognized by the Mexican government.

**Gloria Hovde**, **Santa Clara Valley** member and newly licensed A&P put on a slide presentation for her chapter at their June meeting on "Aircraft Maintenance". Nothing like having your own resident expert.

# Ninety-Nine Projects

## EAST CANADIAN

The **Niagara Trillium 99s** are participating in physical fitness testing at Downsview Defense and Civil Institute of Environmental Medicine. This is the first time a group of women have participated in this extensive program. The initial testing of ten willing participants involved height, weight and lung capacity measurements, as well as a stress ECG for nine minutes. Each person's maximum heart workload was evaluated in relation to their height and weight measurements. Complete evaluations are made by computer. Each member will be re-evaluated each six months after some fitness regimen has been followed.

**Montreal** Chapter airmarked Bromont, Quebec and, because they needed money, they agreed not only to put the name on the runway, but to paint all lines. Their chairman reports: "Those lines at the Button are sure a lot bigger when you are standing on them than when you are sitting on top of them in an airplane. . .and 6000 feet is a lot of center line!! It took us the better part of three days to complete, but the whole month to find three good days." While they did a fantastic job, they feel from now on they may stick to just names for free.

## NEW YORK-NEW JERSEY



Palisades Chapter cleaning up after airmarking Sussex Airport.



"He Who Transplanted Still Sustains" is the motto on the Conn. flag presented by Gov. Ella Grasso (C) to Charter Member Nancy Tier (L) and Mary Scribner (R) for the Forest of Friendship.

## MIDDLE EAST

**Central Pennsylvania** had cooperation from the weather man and successfully airmarked a roof at Kampel Airport.

## NEW ENGLAND

On Thursdays this summer, some **Eastern New England 99s** have been flying the Massachusetts Institute of Technology planes at Draper Laboratory, field testing the DABS collision avoidance system. (Nothing like puttering along minding your own business and having some guy in a Bonanza come up and try to hit you.) This may be another goodie required on board by the 1980s, so we'll all expect some feedback on this experiment.

## NORTH CENTRAL



Cape Girardeau Area Chapter had a lot of fun airmarking the town of New Madrid.

The **All Ohio 99s** had a float in the Dayton, Ohio, 4th of July parade sponsored by Winters National Bank. The "guest of honor" was **Blanche Noyes** — the first licensed female pilot in Ohio and a Charter Member of the 99s. Other members riding on the float were **Doris Scott**, **Vi Blowers**, **Marcia Greenham**, **Shawnee Lee Culbertson**, and **Shirley Repik**.

While the rest of the chapter was busy with pennies a pound rides, **Kay Nagel** and 7 other **Minnesota 99s** were assisting with registrations at an AOPA Flight Instructors Seminar.

**Quad-City 99s** were planning a Plane Wash for their August meeting. In addition to buckets, rags, sponges, elbow grease, energy and good humor, members were told it would be nice if they also brought some COOKIES for people to munch on while waiting for their planes. Now that's service!



## TROOP 264 BADGE DESIGN



Lynn Knoll, Lake Michigan Chapter instructor and teacher in Jackson Community College has taken advantage of her leadership of Girl Scout Troop #264 to do an exceptional job of inspiring and teaching many future lady pilot hopefuls.

Each troop selects their own subject, designs and embroiders own badges and writes-up own requirements. Troop 264 won a certificate and special recognition from the National Headquarters on their badge which is on display at the Girl Scout Headquarters in New York City.

## NORTHWEST

On a breezy and sort-of-sunny day in June, Billie Dutcher in her 180 with Dorothy Mercer, and Pegge Blinco in her 172 took four Pinch Hitter course students on a FAM FLIGHT to Salem for lunch and a visit to the tower. Twenty-three students had indicated a desire to do this, so it looks like Columbia Cascade Chapter had a busy summer.

The newest project for Mt. Tahoma Chapter is to become completely involved with the new Pierce County Multi Airport Master Plan. This study involves a possible county take-over of a general aviation airport, an Air cargo facility at McCord AFB and more commercial use of Tacoma Industrial Airport.

## SOUTH CENTRAL

Golden Triangle members have been out raising money to support their many worthwhile activities. They report lots of help and a very successful booth at the Euless Bicentennial Fair in May, and 18 members and friends helping with the airplane wash in June.

Lubbock presented programs on the AWTAR to two Explorer Scout Squadrons that later helped with the Must Stop.

Nebraska is wondering if anybody has been out painting airport fire hydrants to look like pilots? It would be a fun bicentennial project for a couple of 99s, and help with airport beautification, too.

October has been designated as General Aviation Awareness Month in Nebraska. Sally Van Zandt will be in charge of the Aviation Poster Project and the 99s are hoping that the posters of many Nebraska youngsters will be on display during this period.

Spanish Peaks Chapter is planning a fund raising raffle of a side of beef to raise funds for aviation education and airmarking projects. The drawing will be held at the annual fly-in brunch in Oct.



Topeka Chairman Barbara Ruhnke (R) presents check for \$200 to Jim Geisler (L) and Harold Gallaher (C) to pay for the trees representing the 8 states of the South Central Section in the Forest of Friendship in Atchison.

Charlotte Kenney and Pat Lane of Topeka Chapter have given 11 orientation rides to CAP cadets since March. One of the cadets has qualified for a solo encampment in August when he should receive his solo wings. These 99s think it's a wonderful thing to be able to share the thrill of flying with young people and to encourage them to enter the world of aviation.

## SOUTHEAST

The Blue Ridge Chapter sponsored a "Fly for Life" day in Spartanburg, S.C. with proceeds going to the American Cancer Society (\$1,200 was raised). The Spartanburg 99s, Lee Orr, Dot McKinney, and Hilda Goley headed up the event.

Seven planes of Memphis 99s flew to Grenada, Mississippi in June for the occasion of the first presentation of the annual Martha Tobey Aeroscience Award. The recipient was Craig Russell, a seventh grader whose project for the annual Shelby County Science Fair was a study on meteorology. Carolyn Sullivan represented the Memphis 99s, sponsors of the award, as

one of the Science Fair judges. Her selection of Craig's project was vindicated in that it won second place in the overall competition. Craig and Mrs. Russell, neither of whom had flown previously in a light plane, accompanied Carolyn Sullivan and Pat Kellett in a Cherokee.

## SOUTHWEST

Marita Gladson began her "Introduction to Aviation" class this summer by introducing the coloring books LET'S GO FLYING donated by Fullerton Chapter. She reports that the books have been a real boost to the class. While the written material is simple for Junior High students, the content is great and can be augmented as necessary.

An energetic group of Phoenix 99s and families met at Safford in June to paint the numbers and the name on the runway. All went well and the group was finished before 11 A.M. The worthy workers were then treated to lunch at the Gaslight by the City Council.

San Luis Obispo 99s were ready to man their always successful and profitable hot dog and cold drink stands at Airport Days planned for both San Luis Obispo and Paso Robles airports late this summer.

The Santa Barbara 99s, under the direction of Evie Treen, did an ambitious History of Aviation display at a local shopping center over the 4th of July weekend. A Citabria and a Bell Helicopter were present as well as many pictures and narrative provided by various aviation companies.

Santa Rosa 99s recently spent a hot Sunday away from the pool. They were busy out at the airport conducting a pennies-a-pound rides instead. For several hours, before it got really hot, all available planes were kept busy flying for three cents a pound (or a flat rate of \$5 per ride for those who don't re to climb on the scales). The proceeds will help finance chapter airmarking projects, scholarships, and preparation of a course in aerospace education for local public schools.

Lake Tahoe 99s made \$310.00 at their hot dog stand during the Air Show at the Truckee Airport in May. The group received many favorable comments on the new uniforms most members were wearing.

Lake Tahoe and Reno Chapters were planning to co-hostess a Reno GADO presentation of an Aircraft Maintenance Course in late July.

Jan Meitus, Santa Clara Valley Airmarking Chairman, had her crew out airmarking again. They used about 50 gallons of white paint on the taxiway at Reid Hillview where they found that the resurfacing was such a nice condition for painting that the job was finished in about three hours.





# Gone Flying

A Travelogue  
of Ninety-Nine  
Trips and Flying Fun

**Pam Lock Collings**, a New Zealand 99, went to Kiev to represent New Zealand in the World Aerobatic Championships.

**Irma Selig** and 49½er **Sid** from Montreal Chapter are practically unofficial ambassadors to the West Indies. They made another voyage down there this year to Trinidad and Tobago.

## MIDDLE EAST

**Velta Benn**, **Bea Wilder** and **Gladys Wise** left D.C. for Dallas where Gladys was guest speaker for the Transportation Clubs of Dallas during the celebration of National Transportation Week. Gladys went on the Aviation Space Writers Conference in Denver while Velta and Bea brought the Arrow safely back through miserable weather.

Other travelers from the D.C. Chapter were **Maureen** and **Charles Long** who had to leave their Arrow down south for a few days when bad weather would have prevented their homebound deadline. **Dabney Hart** put her new instrument rating to work immediately on a trip with 49½ **Bill** to New Orleans, Tupelo, Mississippi and Charleston, S.C. and **Katharine** and **Eric Miller** commercialized to South America and stopped off at a real tropical paradise for an 18-day vacation.

## NEW ENGLAND

**Pat Thrasher**, **Agnes Cattell**, and **Alma Martin** of Eastern New England Chapter, flew up to Portland, Maine to see the newly commissioned Portland Airport Tower at the invitation of the Chief. **Sue Linsley's** mother, **Gertrude Cutler**, a new member of Northern New England Chapter, was the first pilot to obtain clearance for take-off from the new tower.

## NEW YORK-NEW JERSEY

On June 26, **Doris Renninger**, **Julie VomSaal**, **Chickie Alper** and **Sharon Conover** of Greater New York Chapter, joined members of the Wings Club of New York and the National Aviation Club of Washington, D.C. for a privileged preview of America's new Air and Space Museum in the heart of Washington. The museum was officially opened on July 1, as part of the Bicentennial festivities, in the presence of U.S. and International aviation pio-

neers. The museum houses such treasures as the Wright brother's "Kitty Hawk Flyer," Lindbergh's "Spirit of St. Louis," John Glenn's "Friendship 7" and lunar samples.

## NORTH CENTRAL

**Margaret Wellington**, Lake Erie Chapter, was one of the Angel Derby participants grounded by tornado-type weather part way along the course. She and her husband consoled themselves by enjoying an all-expenses paid weekend on Andros Island in the Bahamas.

**Rose** and **Frank Andrew**, Central Illinois Chapter, flew to Tahlequah, Ohio over Decoration Day weekend to attend a meeting of the Ercoupe Owners Assn. They had the privilege of meeting Mr. Fred Weich who designed the plane 40 years ago.

**Bob** and **Ruth Teel**, Central Illinois, had a super trip putting 27 hours on the Cherokee, island hopping in the Bahamas. Exquisite water, fantastic coral reefs, with miles and miles of super clean, uncrowded, uncluttered beaches.

**Minnesota 99s** **Gerry Rodengen** and **Sally Woodburn** flew to Hayward, Wisc. for lunch with **Mary Griffiths** at her cabin on Whitefish Lake. The trip combined pleasure with service, for on return they flew to Eau Claire to pick up the last load of blood from the Red Cross and brought it to St. Paul. Back-up pilots **Clara Johansen** and **Jan Porter** flew the same route in case the load was too large for one plane. **Joan Somerfeld** and **Madeline Niosi** had each ferried one load from Eau Claire to St. Paul earlier in the day.

**Minnesota 99 Linda Haedge** was among 30 Civic Leaders of Minneapolis-St. Paul invited by the Commander of the Minnesota Air National Guard to take a personal look at the Military Airlift Command operations. Flying military all the way, the group visited Altus Air Force Base in Oklahoma, home of the C-5, where Linda had a change to shoot an ILS in the simulator. From there the group went to Scott Air Force Base in Illinois where Linda learned that the current airlift mission of the Military Airlift Command is to maintain a constant store of war-readiness with the airlift capability necessary to fulfill all tasks. Aerospace Rescue and Recovery Service is also headquartered at Scott, and as a general aviation pilot Linda found it interesting that of the 6,000 ELT's activated last year, only 1 percent were emergency situations.

**Pat Back** and **Ann Lytton**, Wisconsin, are off to Europe . . . Russia in August . . . International Aerobatic show plus touring. The kind of vacation we'd all like to take. **Betty** and **Gordon Prakken** reported unusual weather all the way to Albany, New York and back to Oregon again.

## SOUTH CENTRAL

**Pauline Hall** and 49½ **Milton** left late in June to enjoy some of the Bicentennial celebrations in the East before reporting in as Chaparral Chapter's delegate to International Convention.

**Fort Worth 99s** have been on the move recently. Going to Lubbock to help with the PPD stop were **Carole Wheeler** and her son **Mike** in their 150, and **Nancy Barrett** and **Juanita Waddell** in Nancy's Lance. **Henrietta Pence** and **Bob** flew their Skylane to a Texas State Aviation Fly-In in Gillespie, Ill., and **Nancy** and **Jim Armstrong**, **Barbara** and **Jim McEachern**, and **Penny** and **Bob Barnick** - all Lost Angels - flew to Salida, Colorado.

**Shannon Hawthorne**, Spanish Peaks Vice Chairman, attended a three-week Aerospace Education workshop sponsored by the Air Force Association and CAP at the University of Southern Colorado in June. **Joan Alyea's** 49½ **Dale** was in the same class, which enable Joan to get in on field trips to Martin - Marietta and United Airlines Training Center in Denver. **Dale** and **Shannon** flew members of the class around Pueblo in Shan's Stinson and a Cherokee 181 during one class session.

**Shan** and the **Alyea's** joined a group of Pueblo pilots on a fly-in to Flaming Gorge for a Green River Raft trip in July.

## SOUTHEAST

Several Kitty Hawk 99s flew over to Wilson, N.C. to help local pilots and the Mayor and other dignitaries greet 4th Place Angels **Esther Wright** and **Judy Hall** as they were pre-flying the PPD course. The group was then taken to the local Holiday Inn where Mr. Thomas, the manager hosted a party with scrumptious hors d'oeuvres.

**Memphis 99s** went in both directions to help with the PPD. **June Pentcost** went to Nashville, while **Virginia Proctor**, **Chris Brown**, **Rosemary Williams**, **Gladys Estes**, and **Carolyn Sullivan** went to Little Rock.

Continued On Page 31. . .



# Woman & Machine

## NEW YORK-NEW JERSEY

Peggy Naumann, Palisades APT Chairman, considers the number for her airplane to represent only good luck. . .N13PN.

## NORTH CENTRAL

Maxine and John Holden planned to leave Ohio to pick up their new Piper Archer II in Florida, with a stop in N.C. on the way home to visit their daughter.

Mary Creason and Eloise Smith from Michigan are the new owners of a Cessna 182. It carried the number 130 in the PPD this year and helped the girls score a plus 17.

Minnesota's Dorothy Bolander and 49½er David sold their Travelair and bought a Baron.

## NORTHWEST

Mt. Tahoma Chapter member Marge Finden and her husband are planning a trip East in their Cessna 172. Jody Wheeler and her husband just acquired a fourth member to their family, a PA-11, so Jody is now learning to fly a tail dragger. Their only problem is squeezing themselves and their son into it!

## SOUTHEAST

Jo Hartness of Blue Ridge Chapter is now the proud owner of 1946 Taylorcraft, BC-12D. The plane, now in many different pieces, is in the process of being rebuilt by the owner and her husband, Pat, with able assistance from Carol and Kirby McKinney.

Other Blue Ridge members with new birds are Merry Robertson, a proud new owner of a vintage Piper Cub, and Carolyn Pilaar who has joined with Gary Wheeler to purchase a Decathlon.

## SOUTH CENTRAL

Stormy Mazuch has purchased a 1940 Aeronca Defender. . .What fun!

## SOUTHWEST

At the Palomar Chapter's June meeting, Val Grimsinger and husband Rau were recovering from a trip to Wichita where they picked up a new Cessna Centurion.

David and Elaine Hussey, Redwood Empire Chapter, are now part-owners of a 172.

# 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.

## 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.

POWDER PUFF DERBY T-SHIRTS. Ladies S M L \$6.50. Mens S M L XL \$5.50. Kids XS S M L \$3.00. Send 50c postage each shirt. TAR# 50c. NAME 50c. Hanger 17, P.O. Box 305, Huntington, Beach, CA 92648.

## TRAINING & SERVICES

ATLANTA. Flight Training — Rentals — Ground Schools — Charter — Sales. Call VIRGINIA YATES — 404-455-8622. Yates Air, Inc. DeKalb-Peachtree Airport. #110 Administration Bldg. Atl., GA 30341.

## AIRCRAFT FOR SALE

CHEROKEE 6, 1973 — FOR SALE: 950 hours, Full IFR Panel except G/S New Annual, Always hangared, \$35,000. Call Constance Brunger, (305) 525-3379 or 524-1474. See at Red's, Ft. Laud., Fla.

## 99s IN BUSINESS

Do you want more money for flying? Then become a Beauty Consultant. For information, contact Ruth Deerman, 405 Camino Real, El Paso, TX 79922. (915) 584-0562.

## AVIATION EQUIPMENT

A "99" SPECIAL FOR OCTOBER! HEADSET-Telex MRB600 \$43.98. Ca. residents + 6% Sales Tax. Scarf & Goggles Pilot Center, 8060 "A" Joe Crosson Dr., Santee, Ca. 92071.

## SOUTHWEST

Jackie Freeberg, Golden West Chapter, spent two weeks in the Galapagos Islands enjoying the sun, surf and tranquility. Cecile Deriman and Nick stopped at Santa Barbara to visit their son in college, then continued their travels into Mexico and had a great time.

Claire Walters, Cara Lund, and Ellie Rogers from Santa Monica Bay Chapter flew to Ensenada a few weeks ago and have some very funny clam digging photos to prove it!

Stephanie Wells from Hi Desert took friends in her 172 for a week's vacation flying around Baja California.

Margo Smith, Orange County, did the GRAND CANYON SENIC AIRLINES bit. She won the trip at the Sectional in Las Vegas. It was frustrating not being in the right seat.

. . .Continued From Page 30

Betty and Bob Kitchin, Palomar Chapter, flew to Durango, Colorado for what they thought was to be a quiet 3-day weekend, only to discover three flying clubs had the same idea. They got the last motel room in town and had to wait in line for the train ride to Silverton and back. Betty reports a great trip, but suggests that perhaps Memorial Day weekend is not the best time to go.

Betty Faux, Hi Desert, has been busy flying several trips from Apply Valley to Colorado and back, solo.

Everyone must have thought there was a wild student pilot trying to get the plane on the ground at Truckee Airport recently. Dick and May Haskell, Lake Tahoe Chapter, were close to touchdown when suddenly, NO CONTROL! The yoke had broken! May reports that since she's naturally a short field pilot, they had plenty of room for a go-around and for Dick to take the controls and get things settled down.

# Important News From Our Indian Section

An exotic 20 day tour of India and Nepal—\$1,497 (all inclusive)  
From February 19 to March 10, 1977

Featuring: Bombay, Aurangabad, Jaipur, Agra, Benares, Kathmandu and Delhi.

## The price includes:

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