

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

NOVEMBER 1976



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VIEWPOINT

RE: May '76 99 NEWS

I thought the article "Ford Embalming General Aviation" was excellent. I placed it in my stack of things to take to work (Sierra Academy of Aeronautics) to copy and distribute to my immediate superior and two co-workers. Because of more pressing commitments, it stayed in the "stack" and went nowhere until late July — no wonder General Aviation is going down the tube if everyone is like me. Late July I did do as I intended, and the next thing I noticed was a copy of the article on the President's desk. My immediate superior, Vice President of the company, thought it important enough to pass on.

I'm very proud to be a 99, and especially proud to have member's articles passed on in this manner.

Vivian Harshbarger

Greetings from the Big Sky Country!

What a difference!! Since I have been a 99 for about a year now, I have seen about equal amounts of the old and new 99 NEWS. The present format is quite different and interesting — it's a challenge to try and find the Northwest Section and any news from the Eastern Washington Chapter!! For that reason, I did enjoy the old layout much better. Convenience. But I will have to admit, this new one is really something!!

Kathy O'Leary

Dear Editor:

This is in regard to Joan Kerwin's story in the August 99 NEWS. I am making these comments because I do not believe that her article tells the whole story. This is not meant as a defense of the oil companies — Lord knows they don't need my help — but I believe they have been somewhat unjustly maligned over the whole situation.

Referring to Avco Lycoming Flyer dated February 1971 advising of the trend of the oil industry to eliminate 80/87 fuel; knowing about this five years ago, why hasn't Lycoming adjusted its engines or discontinued the manufacture of engines requiring 80/87? Furthermore, why did the general flying public who were also aware of this trend continue to buy these engines? After all the name of the game in a free enterprise system such as ours is that nasty word "profit" and I don't believe any company is going to continue to manufacture a product for which there is no demand.

Shell Oil Company, the last I heard, is still producing 80/87 fuel in its facility in Wood River, IL. According to an article published in Business and Commercial Aviation, Standard Oil of California was quoted as saying their company will produce 80/87 as long as there is a demand and profit. Mobil Oil Company says it will continue to produce 80/87 fuel. As a matter of interest, this same article stated that some experts in oil production blame the engine problems encountered in using 100 LL in 80/87 engines on new methods of refining rather than in octane differences. They claim that the new methods of refining are inexpensive carry-overs of similar methods learned during the refining of automobile fuels. The experts point out, quite correctly, that water cooled auto engines are much less susceptible to problems caused by refining methods than air cooled aircraft engines.

To wholly blame the oil companies is a fallacy when in many cases it is either the fault of the distributor who wishes to reduce the number of grades he is required to carry in his inventory, or the dealer who is limited in storage space and finds it more profitable to eliminate 80/87 and use these facilities for jet fuel.

Writing letters may have some results, but I believe a more effective way to get our message across is to, whenever possible, purchase your gasoline only from facilities that offer both 80 and 100 octane even if you happen to use 100 octane in your aircraft. I believe this action would speak much louder than letters.

**Vi Mason
Ennix, TX**

Dear Friends,

Thank you all for your cards, letters and prayers after the accident in July. It is good to report I'm doing well and get better each day. I'm too ornery to be kept down!

Thanks again, your loving kindness has been so helpful.

**Love,
Lynne Greer
Inland California**

EIGHTY OCTANE BLUES

by Jean Turner, Carolinas Chapter

Mechanic's bills have broke me,
I can't afford to fly!
Bring back, oh, bring back
Some eighty octane to buy.

The engine was a good one,
It ran like a dream;
Then it coughed and it sputtered
And came apart at the seams.

The plugs they are fouling
The valves and rings are shot!
It's all due to the hundred octane
That out of necessity I've bought.

The experts all agree,
The oil men just gloat;
The FAA says, "Have patience,
We're all in the same boat."

Well, patience is waning
My proud bird she ails!
Let's ALL write to Washington
And shake up some tails!

Leave the 80 to Mobile
The 100 for the rest,
Our 150 engines
Have a right to the best!

A life may be saved
By the action you take
Write to Congress today
For General Aviations sake.

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LOOKING UP WITH LOIS



During my first month as your President, I attended several Section meetings. Besides the great enjoyment I have derived from meeting with so many Ninety Nines, I have learned many new things and picked up several new thoughts. I would like to share one of these with you.

At the Northwest Section meeting in Sunriver, Oregon, Governor Gene Nora Jessen proposed that the Chapters embark upon an "Adopt a Chapter" program; that is, that each Chapter should contact another that may be floundering, or have lost interest, and invite that Chapter for reciprocal meetings and activities. In this way we could re-generate interest in the members of the Chapter to again function with direction and purpose and with fresh enthusiasm. What a lovely idea. I am grateful to Gene Nora for this beautiful thought. I would like to propose to each of you that we expand that idea and embark upon an "adopt a member" theme.

How many times have we said "the same members always attend all of the functions and do all of the work?" Let's resolve to change that now. If each of you will select one member who is less active, and "adopt" her, think of what we can accomplish. Pick up the phone and call your "adopted" sister Ninety-Nine and invite her to go with you to the next Chapter meeting, or the next Chapter project, or to join you at the next Section Meeting. We can double our attendance and bring back to active participation, many members who have gotten out of the habit of attending. Don't give up! If she turns you down once, call again, and if she turns you down the second time, call a third. If you are successful, you will enjoy a feeling of great satisfaction, and will have found a new friend.

The same goes for the Chapters. We have many that are floundering and need help. Schedule reciprocal meetings, fly-in's and joint functions. This will benefit both Chapters by gaining new friends, new ideas, new places to fly, and a feeling of accomplishment through strength. Let's keep "Looking UP" through an increase in unity and participation.

As our beloved Charter Member, Woman of the Year, and Accomplisher of Impossible Feats, Fay Gilles Wells, said to me several weeks ago, "Do our members realize that being a Ninety-Nine means INSTANT FRIENDSHIP?"

ON THE COVER:

Winners of the Tennessee Chapter's Historical Air Foto Identification Contest, **Donna Bower**, one of the first women in the Knoxville Area to earn a Multi-engine Rating and Multi-engine Instructors rating, and **Ruth Thomas**, the only active charter member of the Tennessee Chapter. This is Ruth's Cessna Skyhawk. Photograph by Photique Studio, Maryville, Tennessee.

ACTIVITIES

BY Margo Smith, Chairman

Activities — that's the new name. While the name has been shortened from Flying Activities, the scope has been increased. We have become so diversified in the types of activities in which we participate, it seemed logical to have one committee which would encompass not only awards, achievements, seminars, APT, community service projects, "fun" events such as Poker Runs, Flyins, etc., but would also include all contests and races.

Am delighted to tell you I have inherited this fun job from Char Falkenberg's capable hands. I'd like you to think of me as the Activities **Coordinator**, the one to whom you can brag of your past achievements (as individuals or collectively), to whom you announce plans for future events, from whom you can seek help and SOPs in many cases, and to whom you inevitably report.

To assist you, a new International Activities SOP is in the offing as well as SOPs or references for individual events. In addition to the familiar forms (Char's) there will also be new ones to streamline notices and reports. You will hear from me by letter with details as soon as the new roster is available.

Meantime, Governors — whom have you appointed as Activities Chairman for your Section? Section and Chapter (Flying) Activities Chairmen — will you drop me a note now to say hello and open our communications lines?

Let's discuss Chapter newsletters. Be it one page or many, serious or light-hearted, a Chapter newsletter is the glue that binds the Chapter for it contains news, notices, experiences shared, future plans and of course social "gossip". Through it members keep in touch and prospective members, and new ones, get a feeling for the Chapter. Please do put me on your mailing list; it is a fast, informal communication channel that often saves you a letter.

From the newsletters I do receive, it seems October is a big month for races, contests and seminars! How did they go? Who won? Let me know — Margo Smith, 1635 Ricky Ave, Anaheim CA 92802.

Now that APT has become an integral part of Chapter life, I recommended, at Convention, that APT be terminated as an International Program (bookkeeping) at the end of this calendar (APT) year and revert to a Section and Chapter activity. Many thanks to all who supported the Program and made it so successful.

Legislation Information

by Joan Kerwin

Come on, all you General Aviation pilots, you're not paying your fair share! However, you will, whether your legislators in Washington vote for it or not. In an economy move, the F.A.A. is discontinuing the services of the F.A.A. Academy teams which conduct the Flight Instructors Revalidation Clinics. The clinics will be turned over to private groups, with the attendant fees which they require. Not only will there be extra fees, but we are also losing the extremely high quality speakers and the benefit of getting the information "from the horse's mouth".

Admittedly, A.O.P.A. and similar groups also offer high quality speakers and instruction, but the cost may well be prohibitive for some. According to the A.O.P.A., they will finish out 1976 at \$35 per person and in January will up the fee to \$45 each.

So, you say, let them that gets, pay. True, but this boils down to the same song the Department of Transportation has been singing for the last few years regarding the Cost Allocation Study. Soak the General Aviation pilot — if they can afford to fly, then can afford anything. The D.O.T. couldn't get the Cost Allocation bill through Congress, so they figured out a way for us to pay for the services we receive to private organizations. That way, we can pay twice. Once through fuel tax and the Use Tax levied on each aircraft being flown in General Aviation, and again through paying private organizations for providing the service the F.A.A. is collecting the tax to provide. Renters, who never see these bills, are paying these same bills through increased rental rates.

If all goes well with this "economy move", doubtless they can think of others. How about eliminating the F.A.A. Flight Inspectors? After all, we now have examiners who, for a fee, can give you your flight tests. Then, of course, they can eliminate the F.S.S. except for phoned in requests for weather and filing of flight plans. (Maybe they can arrange with the telephone company to put charges for these services on your phone bill?) Any way you look at it, they are trying to weasel out of the services provided to General Aviation.

For any government branch to want to economize, is a laudable goal, but why do they feel they must exercise these economies in areas which affect General Aviation only? Unless we're back to the old Cost Allocation again. You see, the money collected from us really needs to be spent to improve baggage facilities for the airlines and to improve terminal facilities. After all, we don't want to compromise safety in those areas, do we?

If they truly want to economize, I have a few suggestions for them: How about

discontinuing the printing of the "cutsie" signs they have hanging in F.B.O.s and Flight Service Stations around the country? You've all seen them; the cartoon airplane, obviously distressed, with a little rhymed moral reminding the pilot of something they all had to know to get their private license. How about eliminating the giveaway of Flight Training Handbooks, Flight Instructors Manuals and other printed materials for which, unless you're in the right place at the right time, you have to pay a couple dollars?

If they must eliminate personnel, why the construction of useless towers at low traffic airports? These towers all must be manned at a considerable cost, not only in salaries, but for training personnel. How about the National Transportation Safety Board? Why do they investigate accidents involving privately owned, privately flown aircraft? They do not investigate automobile accidents, not even those involving taxi-cabs which are operated for hire. The N.T.S.B. is properly involved in any commercial transportation accident but should not have to maintain personnel to re-investigate accidents in private airplanes which are already being investigated by the F.A.A.

You can all think of other economies that could be instituted without compromising the safety of General Aviation. Let your legislators know what they are. Tell them that you are aware of this back door approach to Cost Allocation, and that you object.

By the time you read this, it will be too late to prevent the dumping of the Academy team, but there is always a chance to backtrack and undo the harm.

WRITE ON

Clarifications & Corrections

Fay Gilles Wells was inadvertently given the addition of an "e" on the end of her first name in the August issue.

DUES INCREASE

While the dues increase does not go into effect for current members until the January 1 renewals, the increase is effective for new members immediately.

Please **throw away** all membership applications on hand. Use only new ones reflecting the \$30 fee for new membership and requiring proof of license or BFR.

INDIA AD

The offer in the India Ad on back page of Sept.-Oct. Issue is good for family and friends as well as 99s.

AVIATION LAW

Sylvia Paoli

In reviewing the court cases digested in *Ninety-Nines News* in recent months, we have often seen the United States government, or an arm of it, as a defendant. There are many more volumes of cases, however, where the government is instead the plaintiff — the prosecutor. These are the thousands of administrative hearings brought by the Federal Aviation Administration before a single administrative judge. Their decisions are seldom made public, although they do set precedents to be followed in later cases, and very few of them are appealed to a court. It is these administrative hearings that this column will be devoted to in the next two issues.

In *FAA v. Fichtner* (1973) the pilot of a small commuter airlines lost his license as the result of flying into icing conditions on two different occasions. Although there was no emergency either time, the FAA held that the pilot had violated FAR 135.85 which prohibits flight into known or forecast light or moderate icing conditions, and FAR 135.73 which requires that flight conducted IFR must be with a co-pilot on board (both parts being applicable to air taxi operations.) The judge stated that the purpose of the regulations is to promote passenger safety, and the purpose of imposing sanctions on a pilot in violation of the regulations is threefold: (1) remedial; (2) as a deterrent to other pilots; and (3) to foster compliance with regulations. While these two flights ended safely, the judge noted that they might have ended otherwise, and he affirmed the suspension of the pilot's commercial license and his instrument rating, until such time as the pilot re-passed qualifying tests for both.

FAA v. Gross was a typical situation of changing weather conditions that were not expected, and which have caused many pilots much woe, if not more than that. When pilot Gross took off from Northampton, Massachusetts, on a flight to Rochester, New York, he had received a weather briefing which he interpreted as indicating that a VFR flight was possible. He had turned back the previous day, however, due to bad weather, and had called for weather information several times on the fateful day in question before finally deciding he could make it.

Shortly after 10:00 a.m. Gross asked for assistance from the Albany tower, stating he was having trouble maintaining VFR over the hills north of Albany. After ten minutes of discussion, he declared an emergency, and was cleared to fly through clouds to get "on top" — 12,500 feet. After over an hour of communications, and with the assistance of a twin Bonanza, he was guided down through the clouds to a

landing at Albany at approximately 11:57 a.m. The result was the filing of a violation against him by the FAA for being in the clouds without an instrument rating, for careless flying, and for violating the basic weather minimums for VFR flight.

Gross defended his actions by saying first that he had been given erroneous weather information, and secondly, as a result of that information was "required to receive emergency help because his limited experience in the air did not enable him to judge early enough that the weather and cloud formations were worse than the forecasts." The administrative judge was not impressed with the defense. The weather report current at the time Gross took off stated there were clouds in layers at 3000 and 7000 feet, and the judge felt that Gross used poor judgement in electing to attempt the flight between the layers. He could also have made the traditional 180° and returned to better conditions once he saw the weather starting to deteriorate. Therefore, he was found to be in violation of FAR 91.9 (careless flight) and FAR 61.3 (non-instrument rated in the clouds). The judge said that the "fact that Gross declared an emergency and was instructed to climb through the clouds and later descend through the clouds does not afford him any immunity from this regulation."

He was cleared of a violation of FAR 91.105 (basic VFR weather minimums), as there was no way of proving whether he was in the clouds or only in haze and at a proper distance from clouds prior to the time he declared an emergency. The fact that he was not willfully careless was held to be irrelevant, and a sixty day suspension of his license was imposed by the FAA, which suspension the administrative judge affirmed.



Dave Rahm Killed in Crash

Dave Rahm, aerobatic pilot and geology professor who presented the main banquet address at International Convention in Coeur d'Alene, Idaho (1975) was killed this summer during his aerobatic routine in Jordan. Dave was not only an outstanding performer, but an eloquent speaker as well. His death is heartfelt among those whom his life touched.

99 Calendar

NOVEMBER

- 1 Deadline for 99 NEWS
- 7 Fullerton Chapter-3c-a-lb.
- 15-17 Board of Directors meeting
Ninety-Nine Headquarters
Oklahoma City

DECEMBER

- 1 Deadline for the 99 NEWS
January-February Issue

AWTAR UP-DATE

by Wanda Cummings

The POWDER PUFF DERBY COMMEMORATIVE FLIGHT will postpone AWTAR's burial. In my report from Wilmington, I mentioned that the Smithsonian had suggested we round out our history to 30 years with an "event" along the course of the original Powder Puff in 1947. This possibility was discussed at the AWTAR Board Meeting in Wilmington, and further plans were made during convention in Philadelphia. Result: There WILL be an event in 1977.

It will start July 2 in Palm Springs, CA, with proposed Stops in Tucson, AZ, El Paso, Midland, and Dallas, TX, Shreveport, LA, Jackson, MS, Monroeville, AL, Thomasville, GA, and end in Tampa, Florida on July 5. The flight will be open to women pilots only, with no age limit on aircraft. Each leg will be a separate contest in that we will mix speed, proficiency, picture hunts, ect., all for points. The contestant who accumulates the most points will be the overall winner.

Meanwhile, the Smithsonian will have issued cachet covers to be carried by contestants, declared July 1977 "Powder Puff Derby Month" and the Race as their "Milestone of Flight".

At convention, this event was endorsed by the Ninety-Nines. Chapters concerned with the Western Stops have indicated their willingness to hostess. Marian Banks and I have set up meetings with Stops East of Dallas starting September 13.

For speed racers, these plans seem like commitment to the Retirement Home. AWTAR is, however, appreciative of the honors bestowed by the Smithsonian. We will do our honest best to make it a flight to remember, and hope y'all come. Race or no, flying from Palm Springs to Tampa in July will show the world there's stamina and life in the old girls yet!

SAFETY EDUCATION FORMS

Activity Points Listing

Diane Fisher
"Working" Chairman

Marilyn Hibner-McLaren
"Advisory" Chairman

The following "Point Values" have been assigned to Safety Education Activities/Accomplishments for the 1976-77 fiscal year that may be earned by a Chapter and/or Section to accumulate points on a Section level. The Section scoring the highest number of points will be the recipient of the 99's rotating Section Award plaque; the Chapter in that Section most responsible for the Section's winning point accumulation will be the recipient of the G.A.M.A. rotating Chapter Award plaque; the Section with the highest percentage of participation in the Pilot Safety Maintenance Program will be the recipient of an F.A.A. plaque.

SECTIONS

Point Value	Activity/Accomplishment
5	Appointment of Section Safety Education Chairman
10 (each time)	Safety Education Theme and Program at Section Meeting

CHAPTERS

5	Appointment of Chapter Safety Education Chairman
5 (each time)	Safety Program at Chapter Meeting
10 (each time)	Penny(ies)-A-Pound Event
10 (each time)	Sponsoring Safety Clinic in Association with FAA
10 (each time)	Sponsoring Safety Check-Ride Clinic with FAA
10 (each time)	Sponsoring CFI Revalidation Clinic with FAA
10 (each time)	Static Display on AVIATION SAFETY ENCOURAGEMENT for PILOTS as Primary Viewers
10 (each time)	Sponsoring S. A. F. E. Seminar
10 (each time)	Sponsoring A. W. A. R. E. Seminar
5 (each time)	Published Article on AVIATION SAFETY ENCOURAGEMENT for PILOTS as Primary Readers
2000 (each member)**	One Year's Completion of Pilot Safety Maintenance Program
5 (each member)	-or- Upgraded License/New Rating during Current Fiscal Year FAA-Appointed Safety Counselor

** International Safety Education Chairman will convert this to a Chapter Value by dividing the 2000 points per member by the number of Chapter members of record as of 1-1-77.

NOTE: These points may be claimed ONLY BY SUBMITTING OFFICIAL CLAIM FORMS OR EXACT COPY THEREOF for activities/accomplishments which occurred between 7-1-76 and 6-30-77. Forms completed and mailed with a POSTMARK NO LATER THAN 6-30-76 will be the only ones eligible for this fiscal year's point accumulation. Forms bearing a postmark after the deadline date will be held over for the next fiscal year's point accumulation.

SE-100
(9/76)

Pilot Safety Maintenance Program

Note: When completed, submit to Chapter Safety Education Chairman

NAME: _____ MAINTENANCE PERIOD From ____/____/____ to ____/____/____
(one-year period)

CHAPTER _____ SECTION _____

I hereby certify that, to the best of my knowledge and upon reviewing the pilot's logbook for PIC and dual entries, the above-named pilot has accomplished the below-listed Pilot Safety Maintenance Program for the above-stated one-year period, in a sincere desire to make herself a safer pilot. I further certify that this pilot is current under BFR requirements.

SIGNED: _____ CFI # _____ Expiration Date _____

CO-SIGNED: _____ 99 - Lic. # _____ Class Med./Exp. Date _____
() Check here if qualifying by up-graded license/new rating and attach copy or other verification of same.

	Every X-C Flight	Every Three Months	Every Six Months	Every Year (* or Two Years)
PILOT-IN-COMMAND CHECKS:				
Reviewed current FAR's 1, 61, 91, NTSB 830				X
Reviewed pilot instructive material appropriate to license/rating(s)				X
Reviewed Owner's Manual and Operating Limitations for Aircraft most frequently flown			X	
Reviewed/practiced Weight & Balance problems	X		X	
Practiced DF steers			X	
X-Wind take-offs and landings (5)		X		
Slip landings (5)		X		
Normal take-offs and landings (10)		X		
Stall landings (5)		X		
Short/Soft Field take-offs and landings (5 each)		X		
Night take-offs and landings (5)		X		
Minimum controllable airspeed		X		
Stalls (approach, departure, accelerated)		X		
Steep turns about a point			X	
Filed VFR Flight Plan - flight under 200 s.m.	Optional			
- flight over 200 s.m.	X			
Weather briefing and written flight-planning sheet	X			
X-C Trip via nav aids/pilotage/dead reckoning	X		X	
Attended Safety Clinic (if available in area)				X
Take-offs and landings - Controlled Airports (3)			X	
DUAL CHECKS:				
Orally quizzed on current FAR's				X
Orally quizzed on pilot knowledge for license/rating(s) under which currently flying				X
Orally quizzed on Owner's Manual, Operating Limitations, Weight and Balance data				X
FAA Safety Checkride (or equivalent by CFI)				X*
Biennial Flight Review (or equivalent up-grading)				X
Use of checklists and preflight procedures			X	
Emergency procedures & general dual refresher			X	
Instrument Flight check-out			X	
Spin demos/instruction on entry and recovery			X	

(9/76) SE-107

Safety Education

Diane Fisher, Working Co-Chairman
Marilyn Hibner-McLaren, Advisory
Co-Chairman

The Safety Education program for this year is LOOKING UP with the addition of Diane Fisher of the Long Island Chapter joining the Committee as its Working Chairman (all of the paperwork, mailings and record-keeping); and Marilyn McLaren remaining in an advisory capacity for Diane's first year. The Point Claim Forms are LOOKING UP also — they are multiple-copy carbonless forms which eliminate the need to photocopy; they are standardized for year-to-year use; they only require one signature, and they all have form numbers on them. A complete set has been mailed to each Governor and Chapter Chairman for her to pass on to her appointed Safety Education Chairman. And — the Point Value for a member's completion of the Pilot Safety Maintenance Program* IS UP — to 2000 POINTS on a per-member basis! With the elimination of the APT program, this should fill the "gap" on proficiency. And the revised P.S.M.P. has altered the requirement on VFR flight plan filing so that it is optional for flights under 200 s.m.; required for flights over 200 s.m. Also, the P.S.M.P. requirements can be automatically met by an up-graded license/new rating. A copy of the new form for the P.S.M.P. has been printed in this issue of 99 NEWS so that each member will have a copy and can begin immediately on it. Remember it's now worth 2000 POINTS on a per-member basis.

You will notice from the revised Points Listing printed in this issue of the NEWS that the Public Speaking category has been deleted to omit the "fine line" of differentiating between Safety Education and general Aerospace Education. However, we are NOT ASKING you to stop talking! It is still one of the aims of this Committee as well as the Aerospace Education Committee.

We hope to see a high level of participation on this year's Safety Education Program, as we've listened to your comments all year and at Convention and implemented all the good suggestions. **HELP KEEP SAFETY EDUCATION ALIVE — SAVE A PILOT!**



UPDATE 99 INTERNATIONAL CONVENTION — 1977 — SAN FRANCISCO, CALIFORNIA

by Vivian Harshbarger

"The end is just the beginning". Since summer of '74 this seems to be our format. We dedicate ourselves totally to the current project (usually a fund raiser) then as each one ends, go on to the business of organizing Convention '77. The "end" this time was our "Wine and French Bread Affair" at Convention '76. I won't bore you with the horrible details of logistics such as transportation of fresh french bread from SFO to Philadelphia, the problems with Pennsylvania Liquor Laws, or OUR bringing booze into the hotel — suffice to say we "made it", and felt our

"Affair" was a huge success. We do thank all of you who attended. Our final (we hope) fund raiser will be a rummage sale in early March of '77. We do solicit IMPORTED rummage. Call Rose Sharp (in roster) to make arrangements to fly or drive in rummage.

A few statistics:

Headquarters: Hyatt Regency, San Francisco. Near everything! Convention rates less \$4.00.

Airport of Entry: Oakland, California. Don't worry about TCA. We'll give directions later. It's easy to go under. Commercial and General Aviation same location — separate fields and towers. We will have hospitality rooms at both fields and transportation to San Francisco.

Special: Hospitality room for 49½ers. Men are invited to ALL activities except business meetings and we are working on extra optional activities to entertain them.

Exhibits: We plan a large exhibit area that should be of interest to everyone attending.

If we reach our goal and we are determined we will, you will only pay for your hotel (and personal expenses) plus the Convention package containing tickets for AE Luncheon, Banquet and possibly a breakfast.

We want all 99s and their families to attend, so you can be sure we will do everything we can to make it possible.

See you in August 1977 in San Francisco.

LOUISE M. THADEN FIELD REDEDICATED

Louise M. Thaden Field, Bentonville, Arkansas, was rededicated on August 22, 1976 at 2:00 P.M. This day has gone down in Aviation History with our own Charter Ninety-Nine Louise Thaden present for the ceremonies in her home town of Bentonville.

Louise McPhetridge Thaden grew up in Bentonville in the early days of aviation. She became hooked on aviation after her first \$5 barnstormer ride, and through determination and the good fortune of being at the right place at the right time, was able to be a part of this dynamic new aviation industry.

Louise set many altitude and endurance records during her days in aviation. She won the first Women's Air Derby in 1929 flying a Travelaire. Amelia Earhart and Blanche Noyes were among the 20 other women who competed in this race from Santa Monica, CA to Columbus, OH. In 1936, the first time women were allowed to compete with men in the Bendix Transcontinental Air Race from NY to Los Angeles, Louise, with Blanche as co-pilot, came in first. They flew a Beech Staggerwing and crossed the continent in 14 hours and 15 minutes.

Exhibits exemplifying Louise Thaden's days as an aviatrix were on display at Bentonville for the ceremonies. Both a

Staggerwing and a Travelaire were brought to the field for this occasion and a new permanent display case filled with her mementos and photos was installed at the airport.



Arkansas 99s with Louise Thaden (center top) at Rededication of Louise Thaden Field.

The program was a very impressive one and the refreshments were served by the Arkansas 99s, of whom almost all were present from far and near. The agenda included airplane rides by the Bentonville pilots, stunt flying, and the historical aircraft display of Travelaires, Wacos, and Staggerwings. The Staggerwing formation flight was a thrill to the spectators as well as the moments of presentation of the gold plaque and the painting to Louise Thaden.

(Material compiled from report by Marguerite Nielsen, and accounts in the Northwest Arkansas Merchandiser, and Flight in Arkansas.)

Pilot-Whirley Girl-Writer-Editor & Publisher

by Auleen K. Hall



TONY PAGE

GIVE THE 99 NEWS FOR CHRISTMAS

Don't forget your favorite library, lady student pilot or FBO when you make out your Christmas list. What better gift than a subscription to the 99 NEWS. Let's keep everybody abreast of the progress of women in aviation in the only periodical on the subject.

On the contest board introduced in last month's issue, **Eastern Ontario Chapter** is still in the lead with six gift subscriptions. Other chapters with gift subscriptions to their credit are **Oklahoma, Ohio** and **Greater Seattle**. We're waiting to hear from your Chapter.

YES, THERE IS A DIFFERENCE!

There are those who can and don't and those who can and do. Tony Page, a member of the Fort Worth Chapter of 99s, is one who can and does.

In the 1940's Tony, Antoinette Edgett, was doing reader research for the Curtis Publishing Co. She interviewed a Dallas banker who was so impressed with her writing ability that he suggested she go to work for **Southern Flight Magazine** — now **Flight Magazine**. She became a staff writer in Houston under owner, George Haddaway. She moved to their Dallas office and became so hooked on writing that she has been doing it ever since.

Tony was born in Moscow, Idaho. Her Father, Mike, was a geologist who was on the team that discovered the Teapot Dome oil deposit in Wyoming. Because of his traveling, he put her in Mrs. William's Preparatory School for Young Ladies at 8th & Cooper in Fort Worth. Later she went to high school in Los Angeles and took special courses at UCLA.

In 1945 she married a pilot named Holland Page, and in 1952 he gave **Cross Country News** to her as a birthday gift. **Cross Country News**, an aviation newspaper, is published at Meacham Field in Fort Worth. Tony is now Editor & Publisher. She has "jazzed up" the publication in her own inimitable style!

Tony has participated in the Powder Puff Derby and once won a Texas flight competition. She holds the Amelia Earhart Medal for her activities in promoting aviation and is the only writer to receive, 4 times, the Sherman Fairchild International Safety Award. She has won the Felicity Burnelli Award, named for the sister of Vincent J. Burnelli, famous aircraft designer.

Tony was named Aviation Woman of the Year in the early sixties, an award by the Woman's National Aeronautical Association. She has been a member of the Aviation Writers Assn., since 1947, and in 1962 was given the top writing award from the Aviation Space Writers, an international organization.

Her writing got her into flying. In 1941 she wrote an essay on why she wanted to learn to fly. Her essay won first place — the prize was a flying course.

The vivacious, fun-loving Tony is saluted in the Congressional Record. She is one of 10 women in the U.S. named by California Cong. Don H. Clausen in his tribute on the floor of the House to "dynamic and dedicated women. . . who have been aviation pioneers and played a lead role in advancing aviation, aeronautics and aerospace programs and sciences".

Tony is a charter member of the Fort Worth Press Club. She loves the place so much she has set aside \$1,000 in her will for fellow members to drink toasts to her memory. HAY UNA DIFERENCIA!

AUSTRALIA in 1978

INTERCONTINENTAL TOURS

By now, most of you in the North American Continent have received information in the mail regarding what is being offered and what is available for the 1978 99s Convention in Australia. Be sure to fill in the form at the bottom and return it to INTERCONTINENTAL TOURS in Los Angeles and let them know which tours you are interested in. Colorful brochures will be sent you upon receipt of your completed form. For those of you who have not received any information on this tour offering, feel free to write to INTERCONTINENTAL TOURS and request it from them. Those of you who were in Philadelphia and saw what exciting things are going on "Down Under" will know why we want to make our 1978 Australia Convention the biggest and best attended yet!! Contact INTERCONTINENTAL TOURS at 609 South Grand Avenue, Suite 1007, Los Angeles, California 90017.



Editors note: Since this is the first Convention we have had away from the North American Continent, we have no past experience on which to base estimates of attendance for this convention. Both the Australians and Intercontinental Tours would appreciate it very much if you would indicate your potential interest in going to Australia by responding to the free offer for information so they will have some idea of how many may want to go. This is not binding in any way, of course.

A group of Australian women pilots pose in front of a Boeing 747 of the Qantas Australia Fleet. 99s included are Sandra Logan, far left; Nancy Softley and Lyn Butler under "Boeing"; Dawn Gregory, second from right. The group had just had a tour of the Qantas plant at Sydney Airport. The tour culminated with a "Qantas-tic" meal served in the simulator by a Cabin Crew on a refresher course. The event was organized by 99 Shirley Harris, Secretary of the N.S.W. Section of the Australian Women's Pilots Association as part of the 1976 Annual General Meeting celebrations. Photo QANTAS AUSTRALIA.

NEW HORIZONS

Stella Hardin
Her Heart Wore Wings
by Betty Wharton

On September 2, 1976, the Ninety Nines lost a true and faithful friend. Stella Hardin, from San Diego Chapter succumbed to a ten year battle with cancer. As a local news item stated, Stella was a Registered Nurse, but her heart wore wings! She learned to fly in 1939, in New York City, joined the Ninety Nines in Hawaii in 1950, and transferred to San Diego in 1958, where she was Chapter Chairman from 1964-66.

I just learned an interesting story from Don Hardin. In 1941, when the Navy needed Floyd Bennett Field, and therefore pushed General Aviation out, Stella and friends went looking for a new airport site. "Sunrise Airport" resulted. After the war, Mayor La Guardia liked the location they had picked, and...you guessed it...New York City bought the airport, and it is now JFK!

In addition to being a nurse and pilot, Stella was also an aircraft mechanic, a welder, which allowed her to make jewelry, a homemaker for Don and three daughters, active in her church...and all this in spite of a congenital defect in her spine, which would have kept a lesser spirit at home in a rocking chair! During World War II, she flew courier service for the Civil Air Patrol, since her handicap prevented her from being a WASP.

Stella Hardin was quite a woman...and there will always be a special place in our hearts for that shy little lady who was our friend.

**Tribute to the late
BOBBY TERRY**
by Nancy-Bird Walton.

"One of the first of the few" was pioneer woman aviatrix Nancy-Bird Walton's description of her colleague in the air, Bobby Terry who died in August. Mrs. Terry was the first Australian woman to win her own plane and the second to hold a commercial pilot's license, and was one of the formation who flew out to meet Amy Johnson when she landed in Sydney. Mrs. Terry left the records to others. She used her plane only to fly from her property at Quirindi to Sydney.

Nancy added that Bobby Terry was the second Australian to join the Ninety Nines in 1936, following Mrs. Keith Miller was a Charter member. Bobby Terry nominated Nancy in 1937.

Carolinas Chapter Saddened by Two Deaths

The Carolinas Chapter was saddened to hear of the deaths of two members. **Kay Williams**, an active member, died at High Point, N.C., in August. Former member **Kathleen O'Brien** died 19 July at Menlo Park, Ca. She had been a member of the chapter for years. Both women will be greatly missed.

Arkansas ATP Perishes in Crash of her Pitts Special

Ellen Spellman, ATP, Arkansas' first and only lady pilot to achieve the ATP rating has gone on to a new horizon. Ellen owned and operated her own charter service, flying a Beech Baron out of Goodwin Field, El Dorado, Arkansas. Ellen owned a Pitts Special which was for her pastime and in which she made her last flight to the new horizon.

doing it on a group basis — that is, submitting an application from your section which will include all the chapters in that section.

The best material for the application comes from newspapers, so start now to save all articles that refer in any way to your chapter activities that support the deductible purposes — scientific, educational, and charitable. That will include almost everything except purely social activities. Flyers, brochures, newsletters, Ninety-Nine News reports, letters and many other sources can also be found for this material. Letters from airport officials, FAA personnel and others in aviation, commending a chapter or section for its work in some particular area are especially favored. Thinking towards the future, when you plan a safety seminar, or flight instructor's clinic, or do some charitable flying (carrying medical supplies, etc.), CALL YOUR LOCAL NEWSPAPER and start generating the kind of publicity that will aid your application.

HISTORICAL PLAQUE TO COMMEMORATE EILEEN VOLLOCK CANADA'S FIRST LICENSED WOMAN PILOT

An historical plaque to commemorate Canada's first licensed lady pilot, Eileen Vollock, was unveiled by members of the family in front of Hamilton's new City Hall on Sunday, September 19th, 1976. Many local and provincial dignitaries were present.

Eileen obtained her license in the year 1928 at the J.V. Elliot Flying School located at nearby Ghent's Crossing. The plaque was erected by the Ministry of Culture and Recreation, Heritage Foundation Branch, and was due to the efforts of Mrs. Dorothy Renwick, Museum Chairman of the East Canada Section of the 99, Inc., who for the past three years has been instrumental in providing Canada with it's first museum collection of photographs, news clippings and artifacts respecting our pioneer Canadian women pilots.

The unveiling was part of the First Canadian Chapter's 25th Anniversary celebrations which took place at the Chelsea Inn in Toronto the week end of September 17th-19th.

Charlotte Kenney, Topeka 99, flew an ELT search on July 11 with her 49½er Bob. The little devil was found the next day in a West Topeka home, after it had been removed from an aircraft that had been flying for three hours all over the Topeka area. Moving targets are very difficult to find.



DB FINIS WITH 99s.

After ten years, Headquarters Secretary Darla Bullard, moves to San Antonio. A farewell party was held at International Headquarters, complete with champagne, cake and gifts. The Board presented her with an AE Medal. She will be greatly missed and we wish her well.

501 (c) (3) INFORMATION

by Sylvia Paoli, Chm.

An answer to the many questions and inquiries made by various chapters to headquarters and board members should be forthcoming in the very near future. By October 1st or shortly thereafter, requests directed to headquarters will bring you an information packet answering the most-frequently asked questions about the 501(c) (3) status and giving you some preliminary information as to how to get started on it for your chapter.

If your chapter or section has already decided to work on its application for the deductible status, or will be doing so in the future, you should start right now to gather the material required for the application, as it will take from six months to a year or more to complete the preparations necessary for the actual application, if you are

Amelia Earhart Scholarships

Career Scholarships

FACT SHEET PERTAINING TO THE APPLICATIONS FOR THE 99s AMELIA EARHART MEMORIAL CAREER SCHOLARSHIPS

The Amelia Earhart Memorial Scholarship application form is made a part of this Ninety-Nine News. Any Ninety Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate includes the following:

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of award financially
- have the support of her chapter
- must have letter of recommendation signed by the Chapter A.E. Chairman or Chapter Chairman
- must agree to complete the course and/or training within two years
- submit a separate application for each rating or educational goal for which you are applying

The application consists of Application form, Experience record, Eligibility form and letter of recommendation from the chapter. FIVE copies of each of these must be submitted to her Chapter A.E. Chairman, only one of which must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2 1/4 x 2 1/4) must accompany **each** copy of the application.

The Chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 30 members or major portion thereof. Regardless of size, each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the Chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in further aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the Award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- is she worthy of the Award?
- how long has she been a 99 and how active has she been?

Chapter A.E. Chairman will mail her quota (or less) of the applicants to the Section A.E. Scholarship Chairman to be postmarked no later than JANUARY 15th. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

Section A.E. Chairman will in turn select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section A.E. Chairman may submit one application for each 200 members of the section or a major portion thereof to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than FEBRUARY 15th. The Section A.E. Chairman will notify those candidates not included in the quota submitted to the Board.

A Section which does not have a chapter may itself submit at least one application regardless of size.

Research Scholarships

FACT SHEET PERTAINING TO THE APPLICATIONS FOR THE 99s AMELIA EARHART MEMORIAL RESEARCH SCHOLAR

Applicant for the Amelia Earhart Memorial Research Scholar grant must meet the following criteria:

- have been a 99 in good standing for the two previous years prior to date of application.
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have the support of her chapter
- have a letter of recommendation signed by the A.E. Chairman or Chapter Chairman
- submit a formal proposal (consisting of an Administrative and Technical section) for the research she wishes to perform
- to be qualified and recognized scholar in the area of her proposed research
- propose to do research in the area of women in aerospace and/or aviation

As for the Career Scholarships, the Research Scholar must include in her application: an Application form, Eligibility form when applicable, and letter of recommendation from the chapter. FIVE copies of each of these must be submitted to her Chapter A.E. Chairman, only one of which must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2 1/4 x 2 1/4) must accompany each copy of the application.

The Chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true.

Submittal of application forms will follow the format printed in the 99s Membership Directory. There will be no quota for the number of applications made for Research Scholars either at the Chapter or the Section level. The Chapter A.E. Chairman will mail the applications and proposals for the Research Scholar grants with her quota for the Career Scholarships to the Section A.E. Scholarship Chairman to be postmarked no later than January 15th. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

The Section A.E. Chairman will not evaluate the applications and proposals for the Research Scholar grant but will forward them to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than February 15th.

If the 99 belongs to a Section which does not have a chapter she shall submit her application and proposal directly to the A.E. Chairman of the Section postmarked no later than January 15th. The Section A.E. Chairman will complete the verification form and the Section Governor will prepare the letter of recommendation.

Evaluation of the proposals for the Research Scholar will be on the basis of research areas listed by the Amelia Earhart Memorial Scholarship Board of Trustees as desirable and on the basis of technical excellence.

1977 APPLICATION FORM

AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP AMELIA EARHART MEMORIAL RESEARCH SCHOLAR (cross out one)

These scholarships and grants are made possible through the desires of THE NINETY NINES, INC. to develop the talents of women in the fields of aviation and aerospace and to sponsor research relating to women in these fields. The monies making this scholarship possible are drawn partly from interest on the trust fund and partly from annual donations by Chapters, Sections, individuals and special interest groups within the NINETY-NINES, INC. and friends of the NINETY-NINES, INC.

Name _____ Airman's Certificate # _____
(as it appears on Airman Cert.)

Address _____

Chapter _____ 99 since _____ Month _____ Year _____

Age _____ Single _____ Married _____ Husband's name _____

Minor Children _____ ages _____ other dependents _____

Private rating rec'd _____ Pilot in command hours since Pvt _____ Mo / Yr _____

Certificate & ratings now held _____

Scholarship would be used toward* _____

Reasons for applying (proposed use of rating, opportunities available be complete!! Use additional sheet if necessary) _____

Present position and employer _____

Previous employment _____

Husband's position and employer _____

* Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.

EXPERIENCE

CROSS COUNTRY: List flights in excess of 250 miles from home base. (Use attached sheet if necessary).

Instructing: (year, place, approx. hours or duration of job) _____

Other aeronautical experience or training, including former ratings: _____

Hours in various types of aircrafts: (give details) _____

(Number of flight hours or semester hours)

ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor)

(Name of school or qualified instructor)

(Address of school or instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.

Approximate cost of instruction _____

Approximate hours of instruction _____

Type of aircraft to be used _____

I have examined the credentials (certificates, logs, transcripts, etc) of _____ and find her to be eligible to begin instruction, and deemed fully qualified to accomplish the rating for the course entitled: _____

(full name of course)

The cost quoted above is standard for this school:

Signed: _____

Title: _____

Date: _____

(If application is for more than one course copies of this form, duly signed, are required for each course.)

TO BE NOTARIZED

Be it known that I am a member in good standing of THE NINETY NINES, INC. that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out inappropriate title) I will complete the course of instruction, education or research for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying. I further agree to retain my membership in THE NINETY NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/research goal requested in this application.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed _____

Subscribed and sworn to me before this _____ day of _____ 19 _____

NOTARY PUBLIC

My Commission expires _____

CHAPTER A.E. CHAIRMAN

The following is to be completed by the

I have examined all three pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the chapter chairman accompanies this application.

Date: _____

Chapter A.E. Chairman

If the Chapter Chairman is the applicant, then the next responsible chapter officer will write the letter of recommendation

Five copies of this application must be submitted to the Section A.E. Chairman postmarked no later than JANUARY 15th. A black and white glossy head and shoulders photo at least 2-1/4 x 2-1/4 must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application.

1976 A.E. Scholarship Winners



LINSELY
EASTERN NEW ENGLAND

Susan Cutler Linsley will be using her award for a multi-engine rating, which will allow her to fly charter for her employer, Bryant & Stratton Jr. College Aviation Dept. Susan already holds a CFI and Commercial Certificate with IFR along with all Ground Instructor ratings. Her husband died in 1970 and she has been the sole support for her two children, ages 12 and 8.



SCHERMERHORN
EASTERN ONTARIO CHAPTER

Elizabeth Jane Schermerhorn will use her award toward a multi-engine rating to add to her present ratings of Senior Commercial, SMELS, IFR. She is currently an Instructor at Rockcliffe Flying Club, Ottawa, ONT.



PILKINTON
SHREVEPORT

Amy Pilkinton will use her award toward a B.S. degree in Professional Aviation. She is a full-time student working on her degree which will take her through her CFI. At the time she receives her degree she has been offered a teaching position with La. Tech. Univ. as a flight and ground instructor. She ultimately hopes to become an Accident Prevention Specialist.



ANGLIN
MICHIGAN

Mary Elaine Anglin will use her award toward a CFI and Instrument rating. She is secretary and ferry pilot for Albatross Airways, Inc. She is the sole support for herself and small son. Mary has a job promised upon receipt of these ratings.



RADECKI
LONG ISLAND CHAPTER

Nicole Radecki will use her award toward a multi-engine rating, which would allow her to fly charter for her present employer and also broaden her opportunities in aviation. She already holds Commercial and CFI plus CFII ASELs. Nicole has six children ranging in age from 2 to 13.



CARY
CANTA ROSA

Lynn Palmer Cary will use her award toward a CFI rating. She is the Chief Ground Instructor for Let's Fly, Inc., and feels that the CFI will enable her to continue in the field of aviation. She has previously taught elementary school, directed a nursery school, and operated Sonoma County Air Ambulance, Inc. She has three minor children and a son at the University of California.

Catalog Changes and Corrections

TEAR OUT YOUR CATALOG SECTION FROM SEPT.-OCT. ISSUE

To expedite your shopping for the Christmas Season we are printing all changes and corrections regardless of cause in this issue. Please attach to your catalog.

The catalog is intended to be a once a year item. We will, of course, be glad to correct any errors in your copy that we created, but we will not keep printing price changes, etc. on your goods throughout the year. (You may take out an ad for that purpose if you wish)

catalog corrections

COLORING BOOKS: Bulk Orders, price correction
1000-\$1200
5000-\$4950

PATCH: Wisconsin Chapter-\$2 each

BUMPER STICKERS from Eastern Penna. Chapter, address correction: Gail Lingo, 17 Guild Ct., Winningboro, NJ 08046 (Not NH)

WRIST WATCH address correction: Micki Thomas, 635 Hamburg Turnpike, Apt. 804, Pompton Lakes, NJ 07442.

RING: Cape Girardeau Area Chapter, yellow gold, Florentine finish, price change to \$54.50.

CHICAGO AREA CHAPTER JEWELRY: A number of price changes were put into effect on these items this summer. Some of them were not caught in the copy before press time, and some of them have been put into effect since that time.

Order all the items below from: Chicago Area Chapter, Ethel Scott, 8133 S. Kolmar Ave., Chicago, IL 60652.

PINS: Chairman's pin — same as style #1403 w/synthetic ruby set in hub of prop-solid 10K gold only \$24.00.

CHARMS: Large pierced 99 monogram #1115 Sterling \$10.00, gold-filled \$14.85, solid 10K gold \$40.00. Smaller pierced 99 monogram w/prop (1/4" size) #1403, Sterling \$7.50, gold-filled \$8.80, solid 10K gold \$21.00. Small pierced 99 monogram w/prop on round base (1/4" size) Sterling \$9.50, gold-filled \$12.65, solid 10K gold \$27.50 — Specify #1403/8471T.

BRACELETS: Heavy Curb Link Bracelet Br3 with large 99 charm #1115. Sterling \$15.50, gold-filled \$21.35. Bracelet Br10 with 1/4" 99 monogram w/prop #1403 Sterling \$15.00, gold-filled \$20.00.

EARRINGS: Pierced 99 monogram w/prop (1/4" size) Specify style #1403 Sterling \$16.50 pr., gold-filled \$19.25 pr., (if for Pierced ears specify). Same 99 monogram w/prop on round base, specify style #1403/847 TT Sterling \$21.50 pr., gold-filled \$26.95 pr., (if for pierced ears specify). Either style earrings in dangle style add \$1.50 and specify.

OPERATION RAINCHECK

by Hazel Jones



The Ft. Worth Air Route Traffic Control Center has for several months been holding weekly classes called "Raincheck". This is a course which encompasses all three parts of the Air Traffic Control System; Flight Service, Towers, and Centers. Specialists from all three come to tell the students what their (FAA) function is and how they all fit together. The classes last four nights and are held usually at the center training room.

September 13th, the Dallas Redbirds attended as a group and by all counts, had a blast. The first night, Tiner Lapsley, local APS, gave a lecture on spin/stall accidents that are on the increase. We also heard from Jim Bedgood from the Dallas FSS on what was available at your local FSS and how to get a good weather briefing. He also discussed what the FSS specialists needs to know about you, the pilot, to help him tailor a briefing to your type aircraft and your pilot qualifications. His pictures of weather and particularly the recent Dallas Tornado were great. His discussion of how an IFR flight plan gets into the ATC system was most informative. Lots of questions back and forth. One of the "teasers" was that each time we went to class we saw the controllers at work and knew that one night we would be in there with them.

Tuesday or day 2 brought us lectures by Dennis Graham, DFW TRACON on the DFW Tower, DFW Approach Control, and the DFW TCA. He discussed the arrival and departure routes, the VFR route across the TCA, and the radar used for approach control with the new sophisticated computer equipment that assists in the control of traffic. He had slides on the way a target looks and what appears on the scope if you have transponder and encoding altimeter. He explained what happens when you have an emergency and code 7700 in your transponder and also what happens when two airplanes get too close together. John Werner then took over and explained the center's radar and what happens to your IFR flight plan when you file it and also what happens if you file and don't get off within two hours (the computer throws you out). Many, many questions to both men on who to call to do what.

Wednesday, day 3, we all went to the DFW Tracon where we were divided into

Dallas Redbird Chapter Graduating Class of Operation Raincheck. (First Row: Kathy Long and Pat Jetton. Second: Beth Tomlinson, Elinor Johnson, Helen Wilke, Sherrell Jones, Duane Perry (Dogwood Chapter), Dewey McAlister (Instructor and EPDS FTW ARTCC). Third: Hank Newman (Regional Director FAA), Bryant Hutchinson, Doris Fuller, John Fuller, Hazel Jones, and John Werner (Instructor FTW ARTCC).

two groups. With headsets in hand, half went to approach control and half went to the tower. There we plugged in beside the



Part of the Raincheck operations is to have the students plug in with controllers to observe the radar and hear the radio conversation between the pilot and the controller.

controllers and could monitor what they heard and what they told the pilot. We also got to observe what was on the radar scope and see how the computer helps the controller. There was weather in the area and we got to see what "they" see and how it is presented on the radar. They only see weather that has strong vertical currents so that a clear area might actually have rain but not be seen on their radar.

Thursday, day 4, we were briefed on what we were going to do and again issued headsets and went down to the floor of the Ft. Worth Air Route Traffic Control Center where we plugged in beside the controllers and watched and listened as they received handoffs from other sectors, vectored airplanes, and handed them off to approach control. Some of us got to see what the emergency code looked like and also what it looked like when two airplanes got less than 3 miles apart. All too soon it was time to go back upstairs for our graduation exercises and comments from the Chief of the center, Sabe Comley, and comments from Hank Newman, Director of the Southwest Region of the FAA. Mr. Newman thanked the "Redbirds" for coming and also thanked the Ninety-Nines as a whole for the work they do in aviation safety, airport marking, etc. Mr. Newman has great respect and admiration for the Ninety-Nines and expressed his appreciation to them for all the good things we do. We in turn thanked him and his staff for providing us the opportunity to participate in "Raincheck".

This is a good program and is provided as a service to the flying public by the FAA. Whether you are instrument rated or not, it is most worthwhile and very educational. Anyone having this great program available in their area should take advantage of it because of what you learn and also because it is a whole bunch of fun.

Chapel to Honor Amelia Earhart

A votive model of AMELIA EARHART'S Lockheed Vega in which she soloed the Atlantic Ocean is now being constructed to hang in the Protestant Chapel's Shrine of Aviation at JFK International Airport. It will be the only one of the many models there to honor a woman, and will take its place alongside the Wright Flyer. These two are the only general aviation aircraft dedicated to hang in the Chapel's Shrine, all others being airline type models. The father of the Wright brothers was an Episcopal Bishop and inspired the founding of this Shrine.

The Protestant Chapel is flanked by the Catholic and Jewish Chapels, gleaming white architectural beauties whose stained glass windows reflect the sunlight from the lagoon waters on which they are located.

This "Chapel Project" is being sponsored by the POWDER PUFF DERBY Board of Directors. Ten years ago when the Amelia Earhart .08 cent Air Mail stamps

were issued, the Board invested in some sheets. There are 50 stamps to a sheet. The Board is now offering them for sale at \$10. per sheet to Ninety-Nines. Some of you are philatelists, or you might want to give them as presents. (Gimbel's philatelic department sells them for \$26. a mint sheet.) The funds from these sales of ours will go towards the building and hanging of "A E's" Vega. They may be obtained (while they last) from BARBARA EVANS, 40 Stuart Place, Manhasset, New York, 11030.

YOU and your guests are hereby invited to attend the dedication at NOON, DECEMBER 17, 1976 at the Protestant Chapel, JFK International Airport. The New York-New Jersey Section will hostess the event. The consecration service will be followed by a champagne reception. RSVP to one of the Chapel Committee: Kay A. Brick, Barbara Evans, Marion Andrews.

by
Fay Gillis Wells
General Chairman



The ceremonial area of the International Forest of Friendship, with the flags of the Bicentennial, America and the State of Kansas, flying from their permanent, twenty-five foot high flag staffs.

The International Forest of Friendship now is a part of the official archives of America's 200th Birthday Celebration. It is putting down deep roots in the heartland of America to grow and thrive with our country into her Third Century, as one of the Bicentennial Horizon programs.

The Ninety-Nines launched their International Bicentennial program at the groundbreaking ceremonies for the Forest, July 24, 1973. The Forest was dedicated July 24, 1976, in Atchison, Kansas, with the trees from the fifty states and nine of the countries around the world where there are 99s. The other 24 International trees will be planted when the representative trees have been properly acclimatized in the nurseries at Kansas State University, in Manhattan, Kansas.

All the trees are identified by granite markers, etched with the names of the trees and the states or countries. There is a permanent flag stand beside each marker for special ceremonies.



Ninety-Nines at the Atchison Mall for the dedication of the Zonta flagpole honoring Amelia Earhart. Kneeling: Lois Feigenbaum, President; Shanda Sawant and Rahia Futehally from India. Standing: Nancy Hopkins Tier, Alice Hammond, Lois Broyles, unidentified, Blanche Noyes, Shelia Scott, Margaret Thomas Warren, Sunila Bhajekar, Gertrude Lockwood, Fay Gillis Wells, and Betty Huyler Gilles. Photo by Bob Farrington.

Secretary of the Interior, Thomas Kleppe, has designated the International Forest of Friendship Trail a part of the National Recreational Trail system, the first in the State of Kansas.

Part of the International Trail is Memory Lane. It wanders through the woods to a serene cul de sac, outlined by redwood benches. Here the visitors can reflect on those who have been or are a part of aviation history, etched on granite plaques, embedded in the concrete walk. Sponsors pay \$100 for each person, identified with aviation, they want to honor in Memory Lane. This helps to defray the cost of the 4-inch thick granite plaques, more durable than writing the names directly into the concrete, and more permanent than bronze plaques that could easily be pried out of the walk. Sponsors should write directly to John E. Smith, Treasurer, International Forest of Friendship, Atchison, Kansas 66002. In the Forestry Library, in Atchison, there will be a Golden Book, listing the

(Below left) Lois Feigenbaum, International President, standing beside the Illinois flag and marker.

(Below right) The Honorable Nikio Morimoto, from the Consulate General in Chicago, representing Japan at the dedication of the International Forest of Friendship.



names of the sponsors, along with a short biography of their honorees — a part of the permanent record of the International Forest of Friendship, a joint venture of the Ninety-Nines and the city of Atchison, the birthplace of Amelia Earhart.

Harold Gallaher, of the Kansas State Forestry Extension Service is in overall charge of the trees in the Ninety-Nines Forest. Jim Geisler, also of the Kansas State University Forestry Extension, directs the routine work at the Forest. TWA pilot, Earl Adam, also a forester, lives in Atchison and is the on-the-scene liaison between the Forest and Kansas State University.

Ceremonies to add new trees to the Forest and new names to Memory Lane will be held at appropriate times throughout the year. Here is the chart of the forty-two honorees presently in Memory Lane. There is only space for one hundred names in this special lane, but there is room for additional lanes off the International walk.

The entrance to Memory Lane. 99 Irene Wirschafter and Joe Carrigan, Chairman of the Atchison Bicentennial Committee.



This is the position of the 47 houses, presently in Minner's Care. Since July 20th, the Sacramento Valley Chapter has sponsored Geraldine Nickelson, and Robert F. Fairgusson has sponsored his wife, and our International President, Lou Fairgusson.

^a *Excerpt members of the 9th*

Editors Note: As a very special Christmas gift, why not remember your favorite 99 or aviation personality by sponsoring them in Memory Lane.

HiStorical Air Foto

Lura Odland and Jo Chandler



CLUE

Namesake of a famous man
Well noted in Tennessee's past
He led his group to a royal spot
Where Ferguson breathed his last.

WOTIZZIT?

VOR 1	FREQ.	RADIAL	N.M.	D.M.E.
VOR 2	FREQ.	RADIAL	N.M.	D.M.E.

HISTORICAL SIGNIFICANCE _____

SAMPLE CLUE. To be identified was the town of Sevierville, located in Sevier County and named for John Sevier, probably the best known figure in Tennessee history. Sevier was an early settler and Indian fighter and later Governor of the State of Franklin and of Tennessee.

Thousands came to TYS (McGhee Tyson Airport) on April 10, 1976. Some were contestants in the historical landmark contest anxious for the \$1,000.00 prize announcement; some were public figures out to meet constituents, some were parents of little kids anxious to frequent the coke and popcorn stands among the full-flight, radio-controlled model airplanes; some were families looking for special interests on a lazy, hot Saturday afternoon; some were World War I (sic) veterans reliving thrills of the skies with the many barnstorming biplanes in operation; some were exhibitors, the CAP, EEA and major commercial and passenger airlines; some were waiting for the opportunity for a ride in the basket of Southern Airlines hot air balloon; some were having lunch at the magnificent buffet prepared by Mr. Paul of Sky Chef; and some were the 99s who promoted the Historical Air Foto Identification Contest.

Fran Davis, Flight Activities Chairman for the Tennessee Chapter 99s, conceived an unique contest idea in connection with the national, state and local Bicentennial festivities.

Thirty photographs of historically significant landmarks assembled in kits with identification "clues" prepared by Bill Kershner, aviation author and contest judge, were sold to eager contestants for \$25.00. Contestants were given 30 days in which to identify the landmarks and to indicate the historical significance of the photograph.

Momentum developed speedily among the 99s, contestants, Bicentennial officials, and local TV stations and newspapers. Fran obtained tremendous support from many state and local businesses and aviation organizations. Particularly, Cherokee Aviation and Smoky Mountain Aero at TYS' granted hanger and apron space.

The high point of the festivities was the acclaim for the Tennessee 99s with the awarding of the prizes. Senator Howard Baker led in the program with the presentation of the first prize — a 2x4 foot check for \$1000.00 to **Donna Bower** and **Ruth Thomas** as co-pilots for the contest.

Donna Bower is one of Knoxville's first multi-engined pilots and first multi-engined flight instructors which rating she obtained in a Cessna 310 in which she has logged hundreds of hours. Donna is past chairman of the Tennessee Chapter of 99s; an accident prevention counselor to F.A.A.; and Assistant Chief Flight Instructor for Smoky Mountain Aero, Inc. Donna was an instructor of Hans Holstrum of Australia, the first pilot to fly the smallest single-engined airplane, a 2-place Gruman American, around the world without an autopilot.

Ruth Thomas started flying on the first date with her husband, Ferris, in 1938, was licensed August 8, 1940 and became a member of the 99s the very next day when the Tennessee Chapter was chartered. During World War II Ruth was an Airway Traffic Controller in the Detroit Center. Ruth flew 8 "Powder Puff" derbies, placing 4th and 6th; and two International Air Races, placing third in both races. Ruth attended the 1952 Aerospace Workshop at the University of Colorado and for 15 years has combined her aviation know-how with her profession as an educator and taught aviation education to Tennessee teachers at the University of Tennessee and Middle Tennessee State University — the first Aviation Educationist in Tennessee.

Joyce Hewins, Morristown, won the special award for 99s, for speedy identification of the 30 photos plus an additional photo (for 99s only). The award was a magnificent red, white and blue plexiglas U.S.A. flag with bicentennial coins for the stars and

Identification Contest

dollar bills covering the red stripes, a most appropriate bicentennial emblem on display now at the Morristown airport. She has been flying since October 1972 — has a private pilots license with 110 hours and is a very loyal and active member of the Tennessee 99s.

Bill Kershner, contest judge who wrote clue lines for the photos and also took many of the photos, presented Albert G. Holmes of Knoxville with the second prize trophy and \$50.00.

Helen Veerland (Tennessee 99) received the third prize trophy and a \$25.00 bond from Judge Dan Kutcha. Colonel Kutcha is the University of Tennessee Airforce ROTC instructor.

Bob Swanson and John Nance, ATC tower chiefs, also generously served as contest judges.

The Tennessee Ninety-Nines' "Know Your Country Bicentennial Air Tour" was one of 30 projects (from several hundred) selected for State-wide recognition and awarded a special certification of official recognition — by Chairman John Reese and Mrs. David Creekmore of the Bicentennial Committee.

Members of the Tennessee Chapter of 99s garbed in red, white and blue, complete with Bicentennial emblems, sold cokes, washed and decorated hangers in tremendous quantities of bunting and flags and guided the 5,000 visitors through antique plane exhibits, lunch and program areas.

Planes included 2 Pitts, a BD4, a VP2, a Flybaby, a FAT Midget Racer, Elmer Wood's biplane built when he was 65 years old, a Gruman Bearcat, along with Luscombes, Bellancas, Piper Cubs and Aeroncas of years long ago. Harold Beal flew in his F86 Jet Fighter with many a flourish to the amazement of many spectators.

Enthusiastic exhibitors added much interest to the program. President Ed Harn and the Knox County Radio Control Society demonstrated over 12 fully aerobatic, radio controlled model planes with 5 to 6 foot wing spans.

American Airlines was celebrating its 50th Anniversary with magnificent posters of the Curtis Condor biplane — first



(Above left) Mrs. David Creekmore, Bicentennial Officer and Fran Davis (L) present special red, white and blue plexiglass flag with coins as stars and dollar bills as stripes to winner Joyce Hewins (R).



(Above right) Senator Baker, program speaker and contest judge with First Prize check for \$1000. - as later cashed by winners Ruth Thomas and Donna Bowers.

(Below) Pitts 2, part of Display of Antique and Experimental Aircraft.



FOTO 30, an extra for 99s only. The Clue was:
A bible story of sheep for values & a clue
And it ties on aid with this same line
To lead to the spot to get a view
Where existing, see I and example find.

commercial plane (mail & express) to fly into Knoxville on July 18, 1934 the 6 passenger model T Stinson and later the DC2 — the first passenger commercial planes to land at TYS July 29, 1937.

United and Delta had displays with souvenir schedules, planes and pins for the public.

The Civil Air Patrol exhibited a slide series of tremendous interest. Bill Kershner's flight manuals were featured at another booth. Several hang gliders were demonstrated — as well as a hot air balloon which carried passengers for rides to the length of mooring ropes. The Piper Flight Center exhibit was well attended and also that of the Glass Insulators of Tennessee which featured energy saving devices.

A special 99 exhibit provided a superb historical perspective of the 99s (particularly the Tennessee Chapter) and promoted interest, information and enthusiasm about the International 99 programs to the thousands of visitors.

Special thanks were extended to 49½ers Leon Ridenour, Fred Vreeland, & Ferris Thomas for their staunch support, and to Bill Childress, Editor & the **Knoxville Journal** which facilitated pictures, printing, air transportation of personnel, and solved many many other needs as they arose.

To Senator Baker, Mrs. Creekmore, our judges, our contestants, our thousands who celebrated the Bicentennial with us in various kinds and amounts, we are grateful for the day of fun, frolic and fulfillment.

Most of all the Tennessee Chapter appreciates the very special expertise of Fran Davis, nobly assisted by Mickey Childress, who planned, produced and coordinated the month-long festivities culminating in the April 10 Fly-In Bicentennial Celebration at TYS.

News Notes from the FOREIGN SECTIONS

AUSTRALIA



Australian 99, Peg Kelman, far right, is also Federal President of the Australian Womens Pilots' Assn. Peg is photographed here at the grand banquet at the Annual General Meeting 1976 of the A.W.P.A. with Mrs. Port, Lady Mayoress of Sydney; Rosemary Harris, Hostess; Alderman Leo Port, the Lord Mayor; and Mrs. M. Harris.

CARIBBEAN SECTION NEWS

by Carole Chambers, Vice-Governor

The Caribbean Section is at long last a reality! For several years three very frustrated 99s watched eagerly as women student pilots progressed towards their licenses only to have them leave the islands before we reached the magic number of five to start a Section. Suddenly this spring we found we had women getting their licenses one after the other and had four, then five, then six 99s. At this point we could see our dream of a Caribbean Section about to come true. By the time our Charter was approved at the spring Board Meeting, our membership had reached the unbelievable (to us) number of eleven with several more potential licensed pilots and students. Though we all presently reside in the Bahama Islands, we did not want to limit our Section to this country and hope we have laid the ground work for an expanding 99 Section throughout the many islands of the Caribbean.

While we are a Caribbean Section by residence, our membership is truly "international" with women who are Canadian, Bahamian, American, British and Polish. Our gals own six airplanes (three singles and three twins) and have flying experience ranging from the new Private Pilot to ATP candidate and all stages in between. Flying activities run the gamut from sightseeing, shopping trips to Florida, Powder Puff Derby races, Med-Evac flights, flights for BASRA (Bahamas Air-Sea Rescue Association — Bahamian all volunteer version of the U.S. Coast Guard) to vacation and business trips to nearby islands, North America and Europe.

The Caribbean Section also represents a wide variety of careers including former and present airline hostesses, doctor, nurse-anesthetist, commercial artist, bank executive, flight instructor, lawyer and shop manager. We feel we have an extremely interesting group of 99s and plan to introduce you to all of us in coming issues of the 99 NEWS.

Most of us learned to fly in Freeport and feel we have the best of all possible worlds — almost constantly beautiful flying weather and a relatively uncrowded and fully instrumented airport. This, coupled with unpolluted air and a variety of islands to fly to for cross-countries, makes learning to fly an even more marvelous experience. Much of our pilotage includes learning to "read" water colors and sighting sandy beaches — with counting large fish and rays in the shallows for diversion.

As I mentioned at Convention in Philadelphia, we invite all 99s and their family and friends to come visit us in our beautiful islands in the sun.

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SOUTH AFRICAN SECTION

by Reporter Merle Ball

What a happy and memorable occasion our biannual meeting proved to be. This was a special meeting, planned to celebrate our 10th Anniversary. The setting was superb. The Sabi River Bungalows nestle among the beautiful hills of the Transvaal. The local golf course was the landing strip . . . and for those less daring a private strip (also grass) some 5 miles away!



A birthday cake for the 10th anniversary of the South African Section presented by the hotel. About to blow out the candles are Merle Ball, Eva Hollingworth, Yvonne van den Dool, Beth Salzer, Jeanette Frazer-Jones, Ann White, Fay Preston, Ingrid Adolphs, Amalia von Maltitz, Jeanette van Ginkel and Val Hunt-Davis.

Those of us who had arrived on the Friday were able to take advantage of being in the centre of "game country" and spent Saturday morning driving through the game reserve looking at the many beautiful species of animals available to see. How



Those attending the meeting at Sabi were: Yvonne van den Dool, Sheila Fradl, Beth Salzer, Jeanette Frazer-Jones, Fay Preston, Eva Hollingworth, Ingrid Adolphs, Jeanette van Ginkel, Kay Armstrong, Noel Harper, Merle Ball, Amalia von Maltitz, Val Hunt-Davis and Ann White.

fortunate we were, too. In the short space of two hours we saw elephant, lion, leopard, giraffe and of course countless buck, zebra and monkeys.

The meeting that afternoon was well attended and the following office bearers were elected: V-Gov. Jeanette van Ginkel; Treas. Ingrid Adolphs; Sec. Val Hunt-Davis; and Pres. Merle Ball.

Congratulations to Ann White on being nominated as Woman Pilot of the Year for all she has done for Aviation and for the 99s. This lady works quietly, efficiently and does so much to help us all. Aerial Miller won the Open (Comm.) and Private Pilots Competitions in the Western Cape. Aerial does not have her Comm. License but certainly has the "know how" as this Open competition was against males as well. (Who says I am a Woman's Libber?!!)

Well done Beth Salzer who added 2 more ratings to her license, also Ann White who did her Instrument Rating on Pipers and now instructs on them as well.

Val Hunt-Davis competed in the State President's Air Race, and was not only the 1st Woman Pilot home, the 1st 99 to reach the finish but was also presented with a 3rd Trophy for the most Meritorious Pilot in the race. No small feat as this is our big race, and all pilots in S.A. who have the chance enter. . . Men, Women, Comm. and Private Pilots. Congratulations Val, you have represented us well and we are very proud of you.

Yvonne van den Dool was interviewed by the press, and it was brought to the attention of the newer members that it was Yvonne who was the person who actually started the 99 Section in S.A. She was enthusiastic then and is able to transmit this excitement and love of aviation to any listener she speaks to. She must have felt rather proud to be there at the meeting 10 years later to share with us the achievements of all the members.

99s in the News

CANADIAN

Eastern Ontario's **Betty Jane Schermerhorn** was the recipient of an Amelia Earhart Scholarship at International convention. We are pleased for and proud of Betty Jane as she has been a most enthusiastic and active member from the day she joined our ranks. Betty Jane will be East Canada's incoming Vice-Governor.

MIDDLE EAST

Mary Ann Gorski, Delaware Chapter, left July 28th for a year of study in Germany on a Fulbright Scholarship.

CONVENTION NEWS COVERAGE

Philadelphia newspapers gave good coverage to the 99s during the Convention in August. On Sunday, August 8th, the **Philadelphia Inquirer** carried a feature on Balloonist **Connie Wolf** and Ferry Pilot **Louise Sacchi**.

Lee Zeller, Indiana Dunes Chapter and her 11 month old son, Sean, were photographed by a local reporter and headlines another article on the convention in the **Inquirer**.

On Sunday, August 22nd, **Gail Lingo** and her airplane in beautiful color adorned the cover of the magazine section of the **Burlington County Times**. Inside were two pages devoted to convention coverage as well as a separate two-page article on the "Last Powder Puff Derby."

NEW YORK-NEW JERSEY

The **Buffalo Courier Express** featured several **Western New York 99s**, in their "Good Listener" column on August 8th.

NORTHWEST SECTION

Vi Nixon, Far West 99, and her sister **Arlene Renken**, illustrator, have had an article from their book **Finnish Folk Recipes** published in the autumn issue of **Wisconsin Trails Magazine**.

NORTH CENTRAL

Sharon Fall, All Ohio, has enrolled in Cincinnati Tech. College as a fulltime A & P student. She is the first woman student in the history of their aviation program.

The Women's Air and Space Museum display at Dayton Convention Center includes a mannequin dressed in Amelia Earhart's flying suit and a life size picture of **Blanche Noyes**.

Mary Carolyn Jenkins, Michigan, has been appointed to a three year term on the Midland-Barstow Airport Commission. Michigan Chapter would also like to pat **Lillian Snyder** on the back for her work on the Board for the Detroit City Airshow this summer, and pass on congratulations to **Mary Anglin** for being awarded the A.E. Scholarship this year.

SOUTH CENTRAL

Arkansas 99 Cary Hunt has fought a hard battle and won the position of Justice of the Peace. Congratulations also to **Charlene Poe** who placed third in the Arkansas Air Derby.

Ruth Deerman, El Paso, was honored by the Mary Kay Cosmetic Company in Dallas for being one of the top sales Directors in personal sales for 1976. Because of this she was "Queen for the Day" at KROD Radio Station in El Paso. (She is willing to share the limelight with other 99s — see her classified ad.)

Shreveport Chapter is very proud of their new chairman, **Amy Pilkinton**, who was selected as one of the recipients of the A.E. Scholarship award. She is their youngest member, and they predict that she will make many contributions to aviation.

SOUTHEAST

Edna Hartness, Blue Ridge Chapter, a Jack of all trades, was recently awarded her Life Master Certificate by the American Contract Bridge League.

SOUTHWEST

The **Los Angeles Chapter** took several awards at the Southwest Sectional. They took 1st place for Large Chapter having Most Members APT (68% are card carrying APTers!); 1st place in the Members with the Most Professional Flying Time; 3rd place for Members with the Most Nonprofessional Flying Time (an average of more than 90 hours in the sky for each member); and 3rd and 5th for Pilots of the Year, **Norma Futterman** and **Virginia Showers**.

Virginia Hash, Phoenix Chapter, is a newly appointed member of the Municipal Aeronautics Advisory Board.

Betty Wharton, new International Board Member, was also named Pilot of the Year by the **San Diego Chapter**.



BETTY McNABB
1976 AMRA Distinguished Member

Our warm and wonderful **Betty McNabb**, who has served the Ninety-Nines as International President as well as being a board member for 10 consecutive years, has been out lighting flames of fame in her professional area as well.

The American Medical Record Association, a professional organization with over 17,000 members, recently named Betty their Distinguished Member for 1976. According to the **MEDICAL RECORD NEWS**, "In light of her many contributions to medical record administration, particularly in the small hospital and nursing home areas, Betty McNabb, RRA, has been selected AMRA Distinguished Member for 1976.

"In addition to her pioneering work in consulting in the South, a few of the many accomplishments which have earned her the AMRA honor are her authorship and continuous updating of **Medical Record Procedures** in small Hospitals and her editorial work for **Southern Hospitals** magazine, her teaching abilities as exemplified in various workshops and training programs, and her outstanding contributions to civic organizations at state and national levels."

Betty has used her plane throughout the years in conjunction with her professional consulting to get from meeting to meeting and to various hospitals throughout the south, and is well known as the "Flying RRA."

Betty has a long list of academic credentials as well as having been the recipient of many honors in her "other" favorite flying organization, the Civil Air Patrol. She will undoubtedly accumulate a few more as time goes by, as she reports that she is "still busy doing hospital consulting, writing, teaching, lecturing (38 states) and in general enjoying life despite senior citizenship statutes."



Sue Mason

Oklahoma 99 Becomes Navy Pilot

Sue Mason, a 99 from Ringwood, OK, will be one of four women reporting for Naval pilot training at Pensacola, FL on Oct. 12. After an eight week Naval Officer School, the cadets will begin flight training, which will last almost a year. The women will not be allowed to fly in combat (they are legally barred from this endeavor) although they may be commissioned to fly anything that any other Naval officer can fly. Sue indicated that she is looking forward to the challenge of aircraft carrier operations and hopes that this technique will be part of the women's training.

Sue is a Social Science graduate of Oklahoma State University where she was also a flight instructor for several years. In fact, her own academic progress was somewhat delayed as she first took and then taught every flying course offered. Most recently, in addition to teaching basic and advanced students, she has been OSU's aerobatic instructor, using a Bellanca Decathlon.

Sue had checked out in a taildragger long before becoming involved with the Decathlon and aerobatic flight. This was accomplished when she taxied herself around a pasture in South Dakota before bringing home the 1947 Aeronca Chief she had just purchased from "a little old man who flew it only on Sundays." The Chief and all her other flying experience will now be put on the shelf for a while as Sue starts all over and learns to "Fly Navy."

Sue applied for the Navy program two years ago when the first women were accepted into the program. At that time, she was ineligible since she did not yet have her college degree. She kept her application up to date and was informed in July that she had been accepted. She has spent the last two months in preparation — winding up personal affairs and getting in shape physically by a daily program of running and swimming which the YMCA helped her to set-up. Now the years of anticipation and weeks of preparation are building to a climax and Sue was anxious for October 12th to arrive so she could get on with the business of "Flying Navy."

Bread 'n Butter Aviation

FOREIGN SECTION

June Sutherland is flying tourists around East Africa for Safari Air Charter Company at Nairobi's Wilson Airport.

Celia Alexander flies with Inter-Island Airways on the Seychellen Islands.

EAST CANADIAN

Eastern Ontario Chapter has a rather impressive list of gals who work in aviation full time. Lorna deBlicquy is a Designated Flight Test Examiner for Private & Commercial ratings and Gean Hemming is a Chief Flying Instructor. Debbie White has a Commercial License and an Engineer while Judith Strome is an IFR Controller at Ottawa Uplands. Elaine Summer is an Engineer at Russel, Ontario and Lyn Edwards, Paula Brooks and Lois Smith also work full time. Part time instructors are Betty Jane Schermerhorn and Felicity McKendry.

MIDDLE EAST

Jan Churchill has joined the Sales Department of Summit Aviation, Inc., Middletown, Delaware as an aircraft salesperson. This is in addition to being Editor of *The Summit Informer*. Jan flew the PPD as TAR 76, sponsored by Summit Aviation, and after the race, purchased the Skylane from Summit.

NORTHWEST

Stillaguamish Chairman Marge Thomas worked for Southeast Skyways in their dispatch and ticket office in Juneau, Alaska during the summer months. After working hours she rode along on tourist charter flights viewing the countryside.

NORTH CENTRAL

Evelyn Brases, Cape Girardeau Area, is now at the FAA Center in OKC for a 10-week training session preparing for work in FSS.

Good News and Bad News. . .there's good news, and bad news in the continuing battle that Rosemary Roth Boyd, Greater St. Louis Chapter, has been conducting for several years with Ozark Airlines to be accepted as flight crew member. The good news is that a judge ruled the minimum height requirement by Ozark for a flight crew member was unreasonable and discriminating and should be lowered to 5'5". The bad news? Tiny Rosemary is only 5'2" tall! Seems she opened the door for a lot of people, but lost her own objective.

Michelle McDonough and her 49½er, Michael, Indiana Dunes Chapter, will be moving to Rochelle, IL and will be managing and operating the FBO at Rochelle Airport. All 99s are extended an invitation to drop in to see them when in the Midwest.

SOUTH CENTRAL

Liz Lautner of the Coastal Bend 99s has secured a position as a travelling saleslady for the Western Aero Supply Corporation located on the San Antonio International Airport. She is the first woman we know of who is doing this type of work for a wholesaler of aircraft parts and supplies.

La Nell Easley of Coastal Bend 99s works for the El Campo Metro Airport as a secretary and also trips to the Cessna factory to ferry new aircraft home.

Emily Howell, Colorado, now Captain flying the Otter for Frontier out of Denver, has been taking a few trips as Co-Pilot on the Convair 580. Emily was featured on NBC News' Personality Profile on Sunday, July 25.

Ft. Worth's Mary Ann Hudak, who is with Bell Helicopter International in Tehran, Iran, has just been promoted to Supervisor of the Flight Management Program. The first female to be so honored in Iran. She plans a visit to New Delhi and Nepal in October before returning to Ft. Worth at Christmas to tell all about her work and travels to Moscow and Leningrad, etc.

Beth Covey, Lubbock, reports flying a plane back from the Piper factory in Florida. What a deal Beth has going — all that flying and getting paid for it, too!

SOUTHEAST

The Carolinas Chapter is very proud of Chairman Mary Foley and her work in Aerospace Medicine. Her recent article on Hypoxia appeared in last month's 99 NEWS and should be of interest to all.

Linda Snell, Florida Goldcoast Chapter, works as an Air Traffic Control Specialist at Miami Flight Service Station.

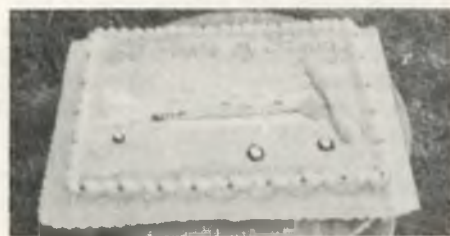
SOUTHWEST

Iris Critchell, Long Beach Chapter, is a busy Flight Instructor. She recently saw flight tests completed for 8 new Private Pilots, and has 7 Commercial/Instrument candidates in progress. In her spare time, Iris, with daughter Sandra Clary as co-pilot, flies student research flights for the Harvey Mudd Engineering Clinic involved in air pollution research.

Gloria Hovde, A & P from Santa Clara Valley Chapter, has started working for United Airlines at SFO in their Sheet Metal Shop as a mechanic. Gloria says that repairing and examining those 'big birds' is really exciting. She is pouring over travel brochures to take advantage of the benefits of working for an airline.

(Right) Presentation of gold 99 charm on disc and chain from the Fort Worth 99s. (L-R) Channel 11 TV, 49½er Al Hall, Edna, Carole Sue Wheeler, and Verna Stubbs.

(Below) Celebration Cake for Edna.



(Above) 49½er Bob Barrett and Ted White preparing for Radio Controlled airplane demonstration. The men are members of the R.C. Thunderbirds.



(Below) Edna Gardner Whyte with Fort Worth 99s Carole Sue Wheeler, Chairman, Verna Stubbs and Genie Grimes.



(Above) Indian 99, Dr. Sunilla Bhajekar, Tony Page, Fort Worth 99 and Editor of X-C NEWS. (Left) A Texas Downpour. Edna and Channel 11 TV photographer under wing.

50 Years of Flying Edna Gardner Whyte Day July 1976

Roanoke, Texas



PALMS TO PINES AIR RACE

The seventh annual Palms-to-Pines Air Race was flown August 20-21, 1976. The routing, which remains the same each year, takes racers from Santa Monica, CA to Independence, OR with a RON at Red Bluff, CA. The 816 mile race is sponsored by the Santa Monica Bay 99s and the citizens of Independence, OR.

The race was won this year by Beverly and Sandee Mahoney, a mother-daughter racing team from Chino, CA in their Piper

Comanche 250. Beverly is a member of the San Gabriel Valley Chapter and her daughter, Sandee is a student pilot. They finished eighth in the 1975 race and also received the "Under 500 hour team" prize last year.

Fifty-five aircraft completed the '76 race course with the following results: (Note: The Top Ten prize/trophy winners are ineligible for the leg trophies.)

OFFICIAL WINNERS: TOP TEN

Place	Name	Plane	Score
1	Beverly Mahoney Sandee Mahoney	'60 Comanche 250	25.11
2	Mary Wenholtz Rosemary DeAngelo	'71 Cessna 182	24.85
3	Norma Futterman Virginia Showers	'76 Bonanza A-36	24.29
4	Jean Rose Janice Free	'74 Citabria 7KCAB	23.68
5	Velda Mapelli	'66 Comanche 260B	22.45
6	Eugenia Rohrberg Jean Johnson	'76 Piper PA-28-151	21.81
7	Claire Walters Cara Lund	'71 Cessna 172	21.35
8	Berni Stevenson Marie Hoefler	'67 Mooney M20F	21.05
9	Kathleen Moskow Waynette Fisher	'74 Cessna Cardinal 177	20.99
10	Eva McHenry Bonnie Zrust	'76 Piper PA-28-151	20.21

LEG PRIZES	Name	Plane	Score
1st Leg	Georgia Lambert Joyce Jones	'62 Cessna 172	28.88
2nd Leg	Pamela Brands Elizabeth Nuckolls	'76 Cessna 172	20.74
3rd Leg	Juanita Thompson Pat Thorpe	'73 Piper Arrow II	14.62
4th Leg	Wally Funk Judy Broom	'75 Citabria 7KCAB	23.65
BEST 1ST TIME RACERS			
	Eugenia Rohbert Jean Johnson		21.81
BEST RACERS UNDER 500 HOURS			
	Pamela Brands Elizabeth Nuckolls		18.55
BEST GRUMMAN RACER			
	Lorrie Blech Barbara Michaels	'75 AA5B	15.68
MYSTERY SPOT AT RED BLUFF			
	Mary Firth Karen Charest	'73 Grumman Traveler	

Ed. Note: Many thanks to our good friend, Glen Buffington, for sending the race results to the 99 NEWS.

MOTHER-DAUGHTER NEWSLETTER INTRODUCED

As an outgrowth of a most enjoyable 99 mother-daughter picnic held during convention '75, Intermountain Chapter announces the beginning of a Mother-Daughter Newsletter to be published 6 times per year. The format will include personal items, career highlights, kids and recipes, flying activities — whatever mother-daughter flyers are doing. All 99s who have a 99 mother, daughter, or grandmother (natural, foster, adopted or what-have-you!) are invited to send a letter about themselves with their subscription fee of \$2. to:

Meg Hatch and Daryl Ann Kyle
Cedar Mountain Sky Ranch
Rt. 1, Box 93
Athol, Idaho 83801

Let us hear from you!

PERSONALS

Virginia Hake, Daughter of **Dorothy Hake**, Western New York Chapter, soloed on her sixteenth birthday, July 29th, with less than 10 hours of instruction. Her instructor was **Theresa Pirrung**.

Vonne Bourgois, Chairman of the North Dakota Chapter, has enrolled in the aviation course at the University of North Dakota at Grand Forks. Vonne is undoubtedly one of the youngest chairmen of a Ninety-Nine chapter. She is 19 years old, working on her commercial and instrument ratings and plans to make aviation her career.

Shawnee Culbertson, All Ohio Chapter, is assisting with the newsletter of World Wings Association, Inc., which is an organization recently founded in Dayton, Ohio, for anyone who has soloed any type of aircraft to retain their interest in aviation. World Wings is starting chapters in southwestern Ohio but hopes to expand nationally and internationally.

Lois and Bob Feigenbaum recently had the pleasure of having **Rabia Futchally** and **Sunila Bahjarah** visiting in their home before their return trip to India. Lois's daughter, **Sue Long of Cape Girardeau Area Chapter**, noted that it was hard to explain to her four-year-old that these Indian girls were not the kind of Indians that wore feathers.

Due to injury charter member **Mary Von Mach** was unable to attend the dedication of the International Forest of Friendship, but **Lois Broyles**, Chapter Chairman, was able to represent the Michigan Chapter. Special thanks go to Paul Allingham, publisher of the Atchison Globe and present owner of Amelia Earhart's grandmother's home and also where Amelia was born, for allowing the tour of the home.

CANADIAN

After helping man the start of the IAR at Quebec City, **Mary MacMillan** flew her Cessna 170 to Iroquois, ONT to Eastern Canadian Chapter's June Flyaway and won the Carson tote bag prize in our bombing competition, so ably organized by **Lydia Little**. In addition to Mary, **Virginia Cunningham**, **Isabel Darinzanco**, **Lorna de Blicquy**, **Felicity McKendry**, **Lydia Little** and **Marilou Comerford** participated plus other family and friends. **Coleen Carr** was a great help in getting all the arrangements made.

NEW ENGLAND

99s are "Subjects" for MIT

A number of New England Section Ninety-Nines have been flying as "subject pilots" in aircraft belonging to the Massachusetts Institute of Technology, Lincoln Laboratory. We were invited to participate in this testing program to help assess the utility and acceptability of a proposed FAA collision avoidance system called Intermittent Positive Control (IPC). Many test flights have already been flown by professional test pilots to verify the command logic of an experimental version of IPC. Full assessment of IPC must, however, include flights in a live air traffic environment by typical pilots, i.e., subject pilots, unfamiliar with the system. We were participating, therefore, as part of a large group of "subject pilots" selected because of our wide range and variety of experience and unfamiliarity, hence objectivity toward IPC. Our range of responses to the IPC was expected to be similar to that of the ultimate IPC users. And, we were advised that we all may be 'users' by 1980.

NEW YORK-NEW JERSEY

Three times **Finger Lakes Chapter** scheduled a flight activity to Penns Caves in Pennsylvania but were weathered out each time. They did have a nice day for their flight to the Thousand Island Club for lunch.

NORTH CENTRAL

Martha Velesky, All Ohio, had a picnic at her private sod strip for friends, relatives and local 99s.

FLYING

Members of the Greater Detroit Area Chapter helped with a flying treasure hunt and spot landing contest at Grosse Ile Airport on September 18. Fifteen planes participated in the event. A pilot from Gross Ile won first place. Our own **Beverly Mitchell** and her husband, Neal, came in second. 99 members from Ohio and Lake Michigan chapters were also present.

LAKE ERIE AIR DERBY

The Lake Erie Air Derby, a proficiency race sponsored by Lake Erie 99s, was held in association with the Cleveland National Air Show over the Labor Day weekend. Twenty-six planes were lined up, but one failed to start (and how disappointing to Carol Gale, a pilot of less than two months). It took only 13 minutes to get the other 25 off on their 234 mile course requiring low approaches at three uncontrolled fields. First place trophy went to **Joyce and Mickey Odom** of Grosse Point, Mich. with a score of .9902. Second was **Richard Maxfield** of Aurora, Ohio and **Robert Barris**, Highland Hts. with a .9871. Third place **Ray Koogler** and **Gary Fitzmartin** of Cleveland averaged .9867, while fourth place **Lydia Rogers** of Broadview Hts. and **Janet Squire** of Akron settled for .9854. Fifth place **Jack Gwynne** and **William Adams** of Berea, Ohio clocked a .9832. Jack was our first place winner last year, but admitted that those sod strips are sometimes mighty hard to find.

Gini Sutherland and 49½er **Neal**, of the Greater Detroit Area Chapter, flew their Cherokee 180 for two days for "Fly High for Muscular Dystrophy" at Oakland-Pontiac Airport. Through all the pilot efforts, \$5,552 was collected for M.D. at Pontiac or \$10,500, in the Detroit Area.

Chris Poster from the Greater St. Louis Chapter, sporting a new Instrument Rating, really wowed the S.A.C. (Standing Around Club) at Weiss airport as she and brand new private pilot **JoAnne Sabo** came in first in their annual proficiency race August 22nd, and "iced the cake" by winning the spot landing contest at the end of the race! **Ruth Lake** and **Doris Kuhn** formed another winning female team, coming in 5th out of a mixed field of 16 airplanes. Ruth and Doris were only 3 seconds off on their time and ½ of a tenth off on fuel, coming in 5th, so you can well imagine the competition among those guys and gals in that race.

ACTIVITIES

SOUTH CENTRAL

A Fly-in Ice Cream Supper was an unusual activity this summer for **Lubbock Chapter**. It was hosted by **Susie and Robert Evans** at Slaton Flying Service.

Spanish Peaks Chapter took part in the annual Easter Seal Penny-a-Pound flights at Pueblo Airport on September 23.

Spanish Peaks Chapter had their annual fly-in brunch on October 17 at the Minnequa University Club in Pueblo, Colorado. William Madsen, U.S. Air Force Academy, spoke on Colorado Aviation History. A side of beef was raffled off with the proceeds going to upcoming chapter aviation education projects.

Oklahoma Chapter co-hosted a CFI refresher course along with the Oklahoma Aeronautics Commission one weekend in October. This was the last of the free ones (with the FAA conducting the classes) on the schedule.

Oklahoma Chapter also assisted with the annual Big Brother-Little Brother Fishing Derby taking place on the small lake at Will Rogers World Airport in September. **Ruth Jones** and **Skip Carter** helped supervise the fishing. International 99s donated coloring books for prizes. **Sue Halpain** took the 6 winners with the biggest catches for an airplane ride.

The **Tulsa Chapter** had a record turnout at their July fly-in at Fountain Head Lodge on Lake Eufaula. Members, 49½, and guests were eager to greet **Jan Mauritsen** and **Sue McBride**, back from the PPD and to hear their descriptive report of their exciting experiences.

SOUTHEAST

Blue Ridge 99s again sponsored a "Fly for Life" day, August 22nd, in Greenville, S.C. Proceeds from this event go to the American Cancer Society. They topped off with \$2,800 — not bad for a day's work!

99s Fly-in to Tour National's Training Facilities

Florida Gulf Stream Chapter's Dottie Shaw and **Marilyn Burch** (whose husbands are National Airline Captains) hosted a tour of the National Air Line Training facilities in Miami on August 25, 1976, and about forty 99s flew in to Opa Locka for the event. Chief Systems Pilot Capt. Jimmy

Meyer greeted us, and we were divided into three groups, with one heading first to the giant 727 and DC-10 simulators, another to the computer reservation center, and the third to the maintenance hangar. Everyone had a chance to crash at least one of the simulators, and many agreed that the maintenance hangar was almost more fascinating than the simulators. It is one of the largest cantilever buildings in the world, and has ninety foot doors which open and close electrically. We saw many other marvels, including their computer system.

SOUTHWEST

After two stay-at-home meetings planning the annual Palomar Men's Air Race, Sept. 25, the **Palomar Chapter** is looking forward to their fly-in brunch at Imperial Airport in November.

Los Angeles Chapter 99s have taken to the air in great numbers this summer — five teams from this chapter in the Powder Puff Derby and three in the Angel Derby. They really came out in force for the 7th annual Palms to Pine race from Santa Monica, CA to Independence, OR. Three teams placed in the top ten spots: **Norma Futterman** and **Virginia Showers** took 3rd; **Eugenia Rohrberg** and **Jean Johnson**, 6th; and **Berni Stevenson** and **Marie Hoefer**, 8th. Other trophies were won by **Georgia Lambert** and **Joyce Jones** for the first leg of the race; **Eugenia Rohrberg** and **Jean Johnson** for best first time racers; **Mary Firth** and **Karen Charest** for spot landing.

San Diego's Eva McHenry placed 10th in the recent Palms to Pines race. . . but we hear the REAL fun was when WX kept many racers in Medford overnite coming home!

The **San Gabriel Valley Chapter** is planning a fly-in to Willets, CA for a ride on the Skunk Train, a diesel train which makes its way through the Redwoods.



Norma Futterman and **Virginia Showers**, Los Angeles, and **Evelyn Kropp**, Connecticut, received their Seaplane rating at Moosehead Lake in Maine from Northern New England 99 and FAA Examiner **Ramona Morrell**.

New Ratings

RATINGS

Ann White — South Africa — IFR

CANADIAN

Felicity McKendry — Eastern Ontario — Class II CFI

MIDDLE EAST

Jan Churchill — Delaware — IFR

Dottie Hines — Eastern Penna — IFR

NEW ENGLAND

Jeanne Ohnemus — Eastern New England — ME

Carol Stites — Eastern New England — CFI

Pam Hawes — Eastern New England — CFI

NEW YORK-NEW JERSEY

Theresa Pirrung — Western New York — Examiner:
PVT, COMM, IFR

NORTHWEST

Jean M. Davis — Intermountain — IFR

Dorothy F. Albright — Roundup — COMM

Lois Lange — North Dakota — MEI

Sally Plumley — Stillaguamish — IFR

NORTH CENTRAL

Sharon Fall — All Ohio — CFI, IFR

Janet Bone — Greater Detroit Area — IFR, AGI, IGI

Judy Graham — Indiana — IFR

Nancy Hagans — Indiana Dunes — IFR

Charlene Fee — Lake Erie — CFI

Ben Axelrod — Lake Erie — IFR

Colleen Bradley — Michigan — COMM

SOUTH CENTRAL

Katherine Caraway — Coastal Bend — Spanish PVT

Donna Castor — Golden Triangle — IFR

Cheryl Shaw — Lubbock — IFR

Susie Evans — Lubbock — IFR

Marge Culwell — Oklahoma — AGI, IGI

Norma Wynn Vandergriff — Oklahoma BGI

Amy Pilkinton — Shreveport — IFR

Evelyn Snow — Shreveport — IGI

Earlene Biles — Tulsa — CFII

Deanna Robertson — Tulsa — ME

SOUTHEAST

Carolyn Pilaar — Blue Ridge — H

Barbara Leitner — Carolinas — COMM

Karen Stone — Carolinas — CFI

SOUTHWEST

Lilly Martin — El Cajon Valley — COMM

Tookie Hensley — Inland CA — IFR

Alberta Brown — Inland CA — IFR

Nola Rhodes — Inland CA — IFR

Joan Reese — Long Beach — AGI

Norma Futterman — Los Angeles — Seaplane

Virginia Showers — Los Angeles — Seaplane

Betty Ackerman — Orange County — COMM

Susan Lea — Redwood Empire — COMM

Marilyn Eimers — San Diego, CFI & CFII

Marion Barnick — Santa Clara — ATP

Sherry Salveson — San Gabriel Valley — IFR

Sherry Knight — Santa Rosa — BGI

Carol Clarke — Utah — IFR

Starting in September, the **Eastern Ontario Chapter** has been granted permission to use the meeting room at the War Museum as a regular meeting place on the 3rd Wednesday. It has been indicated that their attendance may improve by having a fixed base available by public transportation.

MIDDLE EAST

The **Delaware Chapter's** August meeting featured slides of the 1976 PPD Terminus that were taken by Greater Wilmington Airport's general manager, Bill Comer.

The **Maryland Chapter** flew into a 3200 grass strip called Russell, which is part of the Great Oak Resort, for their September meeting. The strip is smooth with nice clear approaches, and the dining room had good food and a view of the 85-slip marina. If that wasn't enough to make your day in the beautiful fall weather, there was also a 9 hole golf course and a swimming pool.

The **Shenandoah Valley Chapter** met in July for a swim party at the home of Barbara Barber in Woodstock, Virginia; August, a pot luck dinner at Mary Horner's home in Staunton, Virginia.



Shenandoah Valley Chapter 99s Barbara Barber, Chairman Anne Adams, Elizabeth Cuadra and Middle East Governor Maryann Jessup. Back row: Virginia Thompson, Ethel Garber, Mary Horner, and Nancy Belote.

NEW YORK-NEW JERSEY

The August dinner meeting held by **Western New York Chapter** was a planning session for the fall section meeting. **Shirley Zwilling** brought her daughter, **Bonnie Quenzler**, who along with **P. Mallary**, placed fifth in the Powder Puff Derby. Members all enjoyed hearing about her experiences.



Finger Lakes officers Marcia Gitelman, Chairman; Alice McEachern, Corresponding Sec.; Sally Hershberg, V. Chairman; Joye Swanton, Recording Sec.; and Justine Mathews, Treasurer.

NORTHWEST

The **Far West Chapter** held its September membership meeting at the Clallam Omni Station. They were escorted through the facility by FAA Technician Claude Cadman. The presentation and question and answer session served to familiarize the members with the inner workings of this important navigational aid.

For their October meeting, **Greater Seattle Chapter** asked each member and prospective to fly solo to Arlington, even if they had to rent or borrow an airplane to accomplish this mission. Hopefully this got the "inactives" flying again. They did this once before and everyone agreed that it was a barrel of fun. They really invaded the field!

For a welcome change, the weather on

the second Wednesday (**Greater Seattle's** meeting day) was excellent in September. Yakima, Washington was their destination and besides the eight members from their chapter they happily welcomed four members of the **Yakima Chapter** and **Jean Davis** from **Intermountain**. Elli McElroy from Ranier chapter flew to Yakima from northern California just to attend this meeting and then RON with her husband in Seattle (he works for the airlines). **Jan LeCocq**, Yakima Chapter, surprised them all by presenting each of them with a bag of apples.

Audrey Baird was hostess for the September meeting of the **North Dakota Chapter** at her home in Dickinson, N.D. A guest at the meeting was **Judy Beckman** of the **Central Missouri Chapter**, who has recently moved to Bismarck, N.D.

NORTHWEST SECTIONAL

The last weekend of summer found the beautiful resort community of Sun River, Oregon full of 99s, aircraft and activities surrounding the Northwest Section meeting.

The Executive Board meeting and Chapter Chairman meeting had the good fortune of Pat McEwen's and Lois Feigenbaum's expertise. A mountain flying seminar was taught by Sparky Imeson, Jackson Hole, Wyoming for four hours Friday, followed by a delicious steak fry by the Deschutes River.

Saturday's section business meeting was conducted by Gene Nora Jessen, Northwest Section Governor and heard reports on 501 (c) (3) by Liz Lundin, the convention report by Ilovene Potter, and an invitation to Sectional in Alaska next June by Joyce Bergstrand and the Alaska members.

In addition to Pat and Lois, Thon Griffith, International Treasurer, Ilovene Potter, Betty Wharton, and of course Gene Nora Jessen, International Board members, were present.

GADO officers gave short ground reviews and offered BFR rides free throughout the weekend.



(Above) Back row: Lois Feigenbaum, Pat McEwen, Pegge Blinco, Jane Capizzi, Jim Yarnell, Thon Griffith, George Griffith. Front row: Arthur Kamm, Charlotte Kamm, Ilovene Potter, Betty Wharton, Claud Wharton, Louise Wicks and Noel "Pappy" Wicks.

(Left) Northwest Section Achievement Award winner Billie Dutcher being congratulated by Betty Prakken.

Mary Jo Oliver Knouff, FAA, Washington, D.C. conducted a seminar and discussion on aviation education and ways the 99s can familiarize the public with aviation.

Our salmon bake banquet, hosted by the Columbia Cascade Chapter, concluded with a humorous talk by Jim Yarnell of Beechcraft Corporation, Wichita, Kansas, whose subject was — mailboxes! There were half-Cessnas, full-Cessnas, half-Aztecs and pigeon mailboxes. It was hilarious!

To quote Sparky Imeson, "Happiness is a clear day in Sun River and the time to go flying!"

Submitted by:

Willamette Valley Chapter
with additions from the Columbia
Cascade Newsletter



Dave Empey, an I.A., talked to the **Stillaguamish Chapter** about the repairs they could attempt if they were caught out at a field with an airplane engine that refused to start. Thanks, Dave, for reminding 99s how to give T.L.C. to the radios and mikes, plus the plane's batteries.

NORTH CENTRAL

The **All Ohio** October meeting was held at New Philadelphia, Ohio, with a program on forest patrol presented by an Ohio District Forester who gave a demonstration of fire fighting techniques by flying a water drop from a helicopter. Their hostess **Jeannette Jenkins** started flying in 1941 at New Philadelphia. One of the other students on the field was John Glenn.



Central Illinois members who flew into Rushville for the September 99 meeting.

Fourteen members attended the September meeting of **Central Illinois 99s** at Rushville. Jim McHaley, from Beardstown Airport, provided an exciting background with several low "fly-bys" in his recently restored open cockpit WACO UPF7. The sod strip at Rushville was lined with 14 planes flown in by 99s and 49½ers.

Greater Detroit Area Chapter members had their August meeting at the hot air balloon factory in Pontiac. **Nancy Hecksel** was the winner for the hot air balloon ride. So on August 24th, a lovely warm summer night, she took off in the balloon. It was one of the most fantastic experiences she had ever had. Everything that you would have ever imagined about flying in a hot air balloon is there. The owner of the balloon, Lynn Harding, even let her work the burners and talked her through a landing, which she "managed better than some with the Mooney."

Greater St. Louis Chapter had a luncheon installation of officers at Sunset Country Club as guest of **Loretta Slavick**. Ron Moore, Asst. Director of Airports for Lambert St. Louis Airport, was our guest speaker. He reminded us of the vital airport study decision being announced Sept. 1st by Secretary Coleman regarding the future of Lambert International Airport. In short; will we build another "DFW" in Illinois, or keep and expand our present airport to service the metro St. Louis area? The

Secretary's decision was to build in Illinois. This was not the favorite idea of the Missourians.

We were also pleased to have Mr. & Mrs. Ron Skinner of **Aviation World News**, a general aviation paper for the Midwest area, as our guests. Mr. Skinner covers the eastern part of Missouri and is most anxious for news about women in aviation. Hope to receive nice coverage from him about our installation.

New Indiana Dunes Chapter Has First Installation of Officers

Lansing, Illinois Municipal Airport was the scene of the first installation of officers for the **Indiana Dunes Chapter**. **Barb Gross** and **Carol Zander**, hostesses, provided beautiful weather so that the August meeting could be held outside. An inspiring installation service was led by Barb Gross, Installing Officer, assisted by **Joan Kerwin**, newly elected chairman of the **Chicago Area Chapter**. The new officers are: **Barbara Jennings**, Chairman; **Mary Ann Bellafiore**, Vice-Chairman; **Diana Austin**, Treasurer; **Kathy Walker**, Recording Secretary, and **Charlene Falkenberg**, Corresponding Secretary.



New Indiana Dunes officers at Installation. (l.-r) Diane Austin, Treasurer; Charlene Falkenberg, Cor. Secretary; and Kathy Walker, Rec. Secretary.

Both **Chicago Area Chapter** and **Indiana Chapter**, mother chapters for the **Indiana Dunes Chapter**, were invited to the meeting. Many took advantage of the invitation and enjoyed the picnic lunch of hot dogs and cold drinks. However, **Ruth Ruggles**, Chairman of the **Indiana Chapter**, sent her regrets along with a friendship card and note from her Chapter, and three bottles of Champagne to be used to toast our new Chapter (by those not flying, only). Ruth's local airport was having **Ruth Ruggles Day** in honor of her participation of the 1976 Powder Puff Derby on this date.

The **Chicago Area Chapter** presented a beautiful blue and white banner to the **Indiana Dunes Chapter** which had been made by **Arta Henson** of the **Chicago Chapter**.

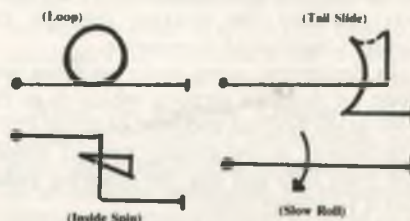
Iowa 99s had their August meeting at Greenfield where they saw slides and movies of the Powder Puff taken by the Iowa racers and by the chapter members who had gone to the OKC stop. Following the program, glider rides were offered and 8 people took the opportunity to soar. **Ann Clay** reports, "Still don't see how you can concentrate on flying the thing when you can enjoy all the peace & quiet and the bubble gives you such a beautiful view."

Quad-City Area held their September meeting in Iowa City during the weekend of the Section Meeting. They were planning to have a big percentage of their women there to be in the running for the attendance trophy.

SOUTH CENTRAL

Chaparral Chapter members flew to Silver City, New Mexico to hold their August meeting with **Marjorie Ketterling** as hostess. **Mary Wooten** and **Rene Hirth** were the pilots for the flight. Marge served us a very enjoyable lunch after our meeting and her husband, Duane, helped with the transportation to and from the airport, which is 20 miles from town.

COLORADO GOES AEROBATIC



A new type of shorthand? Yes, as a matter of fact! The Aresti system used in Aerobatic flying was demonstrated to the Colorado Chapter by Mr. Ken (Nick) Nicholas of "The Flying School" at Boulder Airport in August. Nick presented a two-hour ground school covering such topics as "Tail Dampening Power Factor", effects of engine torque and "P" factor, rolling slipstream and gyroscopic effect, not to mention a discussion of where baby propellers come from. . . and according to new Chairman, **Mary Adams**. . . "Why, the 'torque' brings them, of course!"

A picnic lunch, a short business meeting and demonstration rides in a Citabria followed.

Fort Worth Chapter's Safety Meeting featured their own 49½er — Al Hall. Al was pilot in command of a Cessna 310 for an FAA Safety film on Vertigo.

Golden Triangle Chapter was one of many that held a formal dinner and installation of officers in lieu of their August meeting.

Shreveport Chapter had the pleasure of having Ms. Patricia Osborne, the new Aviation Safety Officer from SHV GADO,

Continued on Page 28

At their 'hand over' executive meeting, **Eastern Ontario Chapter** agreed to support the Ontario Aviation Council which has been instrumental in preventing Toronto Island Airport from disappearing off the map.

Niagara Trillium airmarked runways 32 and 15 at Waterloo-Wellington Airport this summer and plans to return to mark the other runways this fall.

NORTHWEST

Greater Seattle Chapter marked Crest Airpark in July and plans are underway to do the same for Puyallup airport. They think it would be terrific if every chapter scouted around its own area, setting a goal to have every airport marked within this coming year.

MONTANA 99s PAINT THE SCENE

Vel Innes

Paint by the numbers, brushes bristling, busy 99s and '49½ers surely set the scene at several airports for the **Montana Big Sky** feminine flyers.

In May the group ran, drove, or flew to Laurel, not to paint the town red, rather to freshen the runway numbers with bright yellow. At the local pizza parlor, luncheon was provided the workers through the Laurel Chamber of Commerce.

In September some more painting was done on Augusta airport, which is at the base of the Rockies and west of Great Falls. The airport is beautifully nestled among low lying hills and has the towering peaks just a few miles west.

The first Saturday of October it'll be a Roundup "roundup" of **Montana 99s** to do airmarking. That may sound sorta' like double talk but the gals will gather on the airport at Roundup, the first town north of Billings. The letters atop a hangar have need of being redone; then, if time, paint 'n NRG last, runway end identifier posts might be painted for the first time. Although Roundup (RPX) is a relatively small community there is quite a bit of aerial activity coming in on coal, lumber and oil exploration as well as new construction along the Musselshell River town site.

North Dakota Chapter has also been busy airmarking the City of Mohall this summer.

NORTH CENTRAL

There are almost as many different ways of raising money as there are 99 chapters to do it. **Cape Girardeau Area Chapter** is going to try a rummage sale, and **Iowa Chapter** reports that its new sale item, Christmas Cards, is doing very well. **Quad-City Area Chapter** had a plane wash in August and netted their chapter \$110. They washed, debugged, and cleaned the interiors of 9 airplanes.



BLANCHE NOYES AND DORIS SCOTT
Blanche Noyes, the first licensed female pilot in the State of Ohio and also a charter member of the 99s, was the guest of honor on the 99 float in the Dayton Fourth of July Parade.

Pinch Hitter Course Popular at Oshkosh

Jayne Schiek, Jean West, and other 99s from **Central Illinois Chapter** helped out at the AOPA Pinch Hitter course at Oshkosh this summer. Several hundred women attended. They had the use of a bank of ATC simulators and it was the most popular place on the field. The women are really getting enthusiastic about flying. **Claudia Jones** of **Las Vegas** (99, instructor, and Piper girl) got herself released to this project (instead of handing out T-shirts in the Piper booth) and was wonderful in "Chats with Instructors" and instructing on the simulators. This project has a lot of potential in the making of future 99s and is a lot of fun, too. Next year, come, see and help!

Graduate Students Build Plane

Sandra Frank, of **Greater Detroit Area Chapter**, worked with 14 other graduate students at Eastern Michigan University building a Sonerai II, a two-place tandem sport plane. Eighty per cent of the plane was completed in four weeks time. (Did you get to fly it, Sandra?)

Kathy Walker, **Indiana Dunes**, is one of many 99s who have been enthralling organizations by speaking to them of her experiences flying the last Powder Puff Derby. In her case, as Kathy told the Lady Lions Organization, the last PPD was also her first PPD.

MISSION OF MERCY

Gerri Kuehn

A phone call from Wisconsin 99 historian **Florence Toney** (an M.D.-grounded 99) to **Pat Weir**, chairman of **Wisconsin 99 Chapter**, resulted in a relay mission for Multiple Sclerosis. A need to fly blood samples of afflicted patients and close relatives to research centers at Bethesda N.I.H., and L.A. Medical Center for

Ninety-Nin

research was answered by Pat and instrument rated **Lois Truchinski** on August 29, 1976.

The blood samples were taken at 10:30 AM, flown out of the small northern Wisconsin community of Phillips at 12 noon, arriving at Mitchell Field, Milwaukee at 2:30 to be put on waiting transcontinental aircraft. Pat and Lois were met at Phillips by a large group of nurses, Bob White, Airport Manager, and concerned citizens. M.S. is at a high percentage in this area. Twin boys' blood samples were included in the 8 dual samples carried. One of the twins afflicted, the other spared. . . why? This disease, unlike M.D., affects the brain. . . slow deterioration follows. Research is trying to determine if there is a factor in the blood of those with M.S. and a close, well relative.

The flight was made in Lois' Piper, and met by director of M.S., Lucille Ulrich, who thanked the 99s for the good job. Last year a plane was chartered at great cost to the charity. Both Pat and Lois said they would happily do the task again. That's what 99s are all about!

SOUTH CENTRAL



Four members of the **Cimmarron Chapter** made the front page of the **Garden City Telegram** — all decked out in their photographic best while painting the airport tetrahedron. In conjunction with this same project, they also painted the runway light covers — extending up and down the runway for 1200 feet plus ends!

Coastal Bend 99s painted the numbers and centerline at the Edna, Texas airport this summer. In August they helped sponsor a safety seminar at Wharton, Texas attended by 60 area pilots.

Dallas Chapter co-sponsored the first safety seminar scheduled for the Dallas GADO area this fall. This one was a Stall/Spin Program put on by ex-99 NEWS Editor **Sandra's** 49½er, **Tiner Lapsley**, who's the new Accident Prevention Specialist there. This was the first time a Stall/Spin

projects

program has been offered in the Dallas area. Incidentally, as part of their co-sponsoring duties, **Edna Wright, Mary Kit-chens, and Judy Cobb** helped **Dorothy Warren** put address labels on about 7000 flyers.

The **El Paso Chapter** has really been busy with projects of many kinds lately. They had a successful day selling lemonade during the airport open house on National Aviation Day, and the ranch-style fly-in breakfast they sponsored at Cloudcroft airstrip was so well attended that they have been invited back to do it again.

El Paso Chapter held a one week seminar on aviation for Girl Scouts. **Lois Hailey** taught navigation and aerodynamics. **Doris Shreve** talked about the weather. Others assisted on tours. On the last day, **Sim Lindley, Joyce Canavan, and Marilyn Cragin** gave the scouts rides in their planes. **Jean Cartier** organized the entire seminar and appeared on TV with the Girl Scout Counselor.

Marilyn Cragin and **Doris Shreve** have also been busy giving talk and slide programs about the PPD to the El Paso Aviation Association, with another scheduled for the Welcome Wagon Club.

Last Minute Effort Brings 2nd Prize

Golden Triangle members **Jo McCarrell** and **Linda Hooker** (with one day's notice and assisted by some of Jo's neighbors) put together a float for the local county fair parade in Arkansas. Their float won second prize out of twenty-five or more floats. The most stand-out feature was the 10'x10' airplane (painted 99 blue) mounted on a pickup truck, high above the ground-features, which were in the bed of the truck. **Linda** designed it and they put it together with chicken wire and newspaper. It turned out so well, Jo has it stored in her barn for future use by the chapter.

Nebraska 99s Sponsor Poster Contest

In conjunction with "General Aviation Awareness Month", **Nebraska 99s** are sponsoring an aviation poster contest for elementary school age youngsters. Ninety-nines in different areas of the state sponsor local contests. The winning local posters are then entered in a statewide contest. As a part of the poster project, **Nebraska 99s** provide information about general aviation to elementary teachers. **Sally Van Zandt** is chairman of the aviation poster project.

Nebraska 99s are also providing rides again this year for pilots and passengers who fly to Lincoln for **Nebraska** football games. They drive football goers from the airport to the stadium. They'll be especially eager to meet any 99s from other states.

San Antonio 99s really plan to work out during the coming AOPA convention October 26-31, 1976, in San Antonio. Ninety-Nines, and other interested organizations, plan to help greet AOPA members and transport them from their aircraft to buses which will take them to the hotel. A few of the members are also planning to help man the 99 booth at the convention.

South Louisiana Chapter assisted with the **Blue Angels Air Show** at **Chennault Air Force Base** on October 3rd — the last air show at the AFB before **Chennault** is decommissioned.

Airport beautification is of special interest to the **Shreveport Chapter** and one of their members, **Jere Sauer**, has personally supervised planting an area in front of the terminal building and has also landscaped the Civil Air Patrol trailer.

Spanish Peaks Chapter had an aviation display at **Pueblo Regional Library** from August 16 to August 31. Aviation books, aircraft photographs, and model aircraft furnished by **Sky Corral R/C Club** made up the display, which featured the official proclamation of the **Pueblo City Council** proclaiming August 19 National Aviation Day in Pueblo. According to library personnel, the display attracted great interest.

SOUTHEAST

The **Carolinas Chapter** is donating \$25.00 to the **Kansas State University** for the purchase of the **South Carolina tree** in the **Friendship Forest**. It was also decided to make a yearly project of donating \$100.00 to member **Nancy Wren's Aviation Science Class** at **Swannanoa High School, Swannanoa, N.C.**

99s Part of Study Group in Miami Area

There is now a "Miami Terminal Area Study Group" to study the volume of air traffic in the general Miami area, which includes traffic from **Homestead Air Force Base** to **Palm Beach**. The study hopes to locate problem areas and try and suggest ways to solve them, as well as to generally expedite air traffic safety in the area. **Florida Goldcoast Chapter** members involved are: **Fran Sargent**, representing **Miami Dade Community College**; **Ruth Fleisher**, representing the 99s; and **Lois and 49½er Saul Eig**, representing general aviation.

Sun Coast Chapter got its air education off the ground when **Margie O'Riorden** took a group of **Girl/Boy Scouts** on a tour of the **Sarasota Airport**.

Bay Cities 99s assisted with a **FAMILY AWARENESS SEMINAR** put on by the **FAA** and **Sierra Academy of Aeronautics** in October. The seminar concentrated on the psychological and emotional effects of pilot stress and strain, and featured special guests from the **FAA Civil Aeromedical Branch** in **Oklahoma City** and a representative from the **FAA Accident Investigation Branch of Aviation Medicine** in **Washington**.

DRF is still going strong in **California**. **Inland California** had 5 airplanes and 15 people out one Sunday this summer to transport 1700 pounds of medical supplies to **Santa Barbara**. **Nina Rookaird** from **Redwood Empire Chapter**, 49½er **Dick** and granddaughter **Hope** drove to **Santa Barbara** to deliver 250 pounds of **DRF** material. Incidentally, they report that the warehouse is extremely interesting to visit. **Golden West Chapter** was planning to take **DRF** supplies with them to **Santa Barbara** when they attended the **Fall Sectional** there over **Labor Day Weekend**.

Pennies-a-Pound Flights Popular

Fullerton Chapter has a **Pennies-a-Pound** event scheduled for **November 6**. This seems to be a successful kind of money-raiser. **Santa Rosa Chapter** recently had such an event in which they carried 292 passengers on rides and made a profit of \$655.75. They were charging 3c a pound.

When the **Palomar Chapter** treasurer reported a shockingly low balance, emergency measures were set in motion. Instead of an outright assessment, each member is planning a personal project to bring in \$10. to the treasury. Offers of homemade biscuits, jam and jellies were made. Some promises were made that no questions would be asked when the money is turned in.

Redwood Empire Chapter members **Hazel Bertangna, Pat Stouffer, Fran Gauger, Erma Chance, Jeanne Gibson** and **Esther Harri** participated in an **Airport Use Survey** at **Napa Airport** for one week. **Jane Fuller (Las Vegas Chapter)** also assisted.

The **San Gabriel Valley Chapter** will have their annual **Air Life** on **November 6**, under the guidance of Chairman **Helen Blanchard**.

Utah 99s co-sponsored (with the **Utah Pilots Association** and **Salt Lake GADO**) a "Density Altitude Clinic" at **Wendover, Utah** in August. After the events of the day were over, the sponsors decided to have the next clinic on "Crosswind Takeoffs and Landings."

Kay Howells and **Wilma Nichols** did a great job helping with the preparations for the clinic. In the activities of the day, **Sidney Sandau** won a prize for the shortest take off distance at the closest gross weight. **Janet Knowles** overestimated her take off distance the most and was awarded a **World War II drag parachute**.

MEETINGS. . .Continued

as a guest speaker. They will enjoy having her in their area and hope to be of assistance to her.

South Louisiana Chapter is having an organizational meeting in November with several glider-rated women pilots to explore the idea of sponsoring a new Chapter at the Oak Hill Gliderport to serve southeast Louisiana women pilots, particularly Hammond, Slidell, Covington, Franklinton, Amite and Bogalusa.

In December, they will be hosting a Christmas party for the Flight Service Station and Ryan Airport personnel, and their families.

San Antonio 99s have been concentrating on improving their knowledge lately. In July, members were awakened to the importance of keeping current in new developments and remaining familiar with the AIM when **Peggy Kemble** presented a quiz on AIM. The September meeting saw informative IFR tips for the VFR pilot presented by **Jane King**. About thirty 99s, 49½ers and guests attended a dinner at San Antonio International Airport Restaurant in September where Col. Carl Crane (husband of **Pamela Crane**) gave a very interesting slide-show presentation on the history of IFR flying and a new aircraft instrument he is introducing (which is his own invention).

SOUTHEAST

An interesting gentleman, Mr. Len Povey spoke to the July 25 meeting of **Blue Ridge Chapter**. Mr. Povey spent four years in Cuba training pilots for Batista's air force and is the originator of the Cuban 8. He now resides in Highlands, N.C., and is employed by Stevens Aviation.

A covered dish supper at the home of **Jo Hartness** was the setting for the **Blue Ridge** Installation of Officers.

Carolinas Chapter held their August meeting at the beautiful Flying H Farm belonging to **Elizabeth Hamilton**. Her beautiful 3500' grass strip (maintained by Betty personally!) went begging as tropical storm Dottie brought IFR weather to pilots and drivers alike. This meeting is a yearly event and is looked forward to by all the members.

A joint meeting with the **Kitty Hawk Chapter** and the First Flight Society was held at Nags Head, N.C. in September where there was a ceremony honoring the Wright Brothers and the Fiftieth Anniversary of Commercial Flight.

At their September meeting, members of the **Deep South Chapter** enjoyed a tour of the Gruman-American plant in Savannah, conducted by Howard Sandbeck, manager of the Gruman-American FBO.

The **Florida Gulf Stream Chapter's** first meeting of the "new year" took place on Saturday, September 18th at the Rathskeller Restaurant in Fort Lauderdale where the new officers were introduced.

Memphis 99s waded through at least 6 inch deep floodwaters and sat around in wet stocking feet at their September meeting. Anybody not there really missed a treat. You could tell by the look on their faces that the tourists at the Sheraton really knew that they were in Tennessee when the 99s came in with pants legs rolled up, barefooted and shoes in hand!

SOUTHWEST



J.C. and Ginny Boylls celebrate 49½er Day as nine new recruits are added to the Palomar fold.

New 49½ers installed by Palomar Chapter.

At an afternoon pool party and potluck at Pam Vander Linden's, nine husbands of recent members were royally installed into the mystic order of 49½ers by **Esther Whitt**. Those honored were: Bob Robinson, J.C. Boylls, Ray Grimsinger, Jim Hatfield, Bob Harris, Allen Thompson, Bill Mizell, Norm Copus, and Fred Torres.

Bringing their own specialty salad, Palomar's October meeting was a combination gourmet salad luncheon, officer installation and money-raiser as well.

San Diego Chapter celebrated it's 30th Anniversary with a WOW party at **Diane & Bob Stocklin's** home. It was a pot luck dinner, with TWO decorated cakes. We invited those members in **El Cajon Chapter** who were previously in **San Diego Chapter**, and many of them joined us, and presented us with a beautiful scrap book. (Diane bubbled all evening about her recent "ride" in a 727 simulator.)



Outgoing Redwood Empire Chairman Lynn Ahrens hands the gavel to new Chairman Janet Allbeck.

Redwood Empire Chapter recently held a meeting at the Velvet Turtle in Pleasant Hill at which new officers were installed.

San Gabriel Valley Chapter began the new year with a gathering of 99s and 49½ers at **Beverly Mahoney's** home for a luau. Following dinner the 99s had a business meeting to plan future activities.

TEN WOMEN BEGIN AIR FORCE PILOT TRAINING

The Air Force has begun the training of the first class of women in Pilot Training. They are currently in the Flight Screening Program at Lackland Air Force Base where they are in academic courses including flight principles and analysis of aircraft systems. From there they will go to San Antonio for flight instruction in the T41, a military version of the Cessna 172, and then on to Williams AFB for a 49-week course in the T37 and T38 jets.

SOUTHWEST SECTIONAL

Labor day Weekend and a college campus formed the background for the Southwest Section Meeting this fall. International Officers **Thon Griffith**, Vice President, and **Hazel Jones**, Treasurer, were on hand as was new Board Member **Betty Wharton**.

The **Santa Barbara 99s** were warm and welcoming hostesses. The University of California Santa Barbara Campus was right on the beach and very lovely. Reports we received indicate that dormitory life was a riot with everyone trying to get into the

shower at once. Apparently, the volley ball game at the beach bar-b-que was worth the price of the whole trip. Anytime this collection of magnificent pilots just managed to find the ball was considered a major triumph.

Many awards were presented at the banquet. **Marie McMillan** won the "Women Pilot of the Year award", and well-deserved it was after noting her incredible list of accomplishments. (Plagiarized version of Bay Cities Loghorn)



(Left) Past Governor Marion Barnick hands silver pitcher to Governor Verna West as Vice Governor Margo Smith looks on. Photos by Maggie Burch.

(Right) Maggie Burch, SW Section P.R. Chairman, awards trophy to Santa Clara Valley Chapter for outstanding work accomplished in Public Relations this year. Marion Barnick accepts for Nancy Rodgers, Chapter P.R. Chrm.





Gone Flying

A Travelogue
of Ninety-Nine
Trips and Flying Fun

FOREIGN

Many of the East Africa members have been visiting overseas! **Dr. Anne Spoerry** to France and Switzerland; **Virginia Gay Stephenson** to Athens and Corfu in Greece; **Nani Croze** to Germany; **Veronica Scott Mason** to Oregon; **Marcia Gordon** to Albuquerque, New Mexico and Geneva, Switzerland; and **Carolyn Thresher** to Wichita, Kansas.

CANADIAN

Betty Jane and **Carolyn Thomas** were E.O.C.'s only entry in the PPD as **Lorna de Bliques** and **Marilou Comerford**'s entry was snagged due to the Civil Aviation Inspector's strike. Without the proper paper work completed on their newly imported aircraft, they didn't get past Toronto. Some anxious moments were even created before **Lorna** and **Marilou** left on the IAR, not knowing when the Air traffic Controller's strike due to concern over air safety and bilingualism would be called.

MIDDLE EAST

Susie Simon, Eastern Penna Chapter, flew a Navajo Chieftan to "see America first." From PHL to Lancaster to Morristown to Cleveland, to Louisville, KY, staying overnight. From there to Tulsa, to Austin, then Georgetown, TX — 11 hours of flying in two days! Her home "Flying High" in Lafayette Hill is well-named.

Maryland 99 Kay Bays flew her Twin Comanche to Utah to join a 9-day rafting trip down the Colorado River. She's also been putting her CFI rating to good use teaching her daughter Jody to fly.

Shenandoah Valley 99 Martha Morrison, Representative to the U.S. for the International Council of Women, attended the Triannual International Council of Women at the University of British Columbia in Vancouver this summer. She highly recommends a tour of the Northwest, Lake Louise and Banff Springs in Alberta, Canada.

NEW YORK-NEW JERSEY

Finger Lakes 99 Marcia Gitelman and family spent 3½ weeks flying to San Francisco and Seattle. True to Seattle weather they took off into a horrible ceiling and encountered carburetor ice which required 3 hours of heat to melt.

NORTHWEST

Margaret Layton, Far West' Chapter, flew in her friends' 150 to Yankton, SD in July taking her dog as her co-pilot!

Robbie Taylor, a member of **Alberta Chapter** from Cranbrook, B.C. flew down for Intermountain's September meeting.

Kay and **Dave Vogel** of Bismarck, ND flew their Skyhawk to Sun River, OR for the Provident Life Insurance Convention, and also flew to Winnipeg, Manitoba over Labor Day to take in the races.

Gail Bashforth, Stillaguamish Chapter, wondered why her Cessna 140 was a bit squirrely handling on landing at Abbotsford, BC. Her passenger, 99 **Grace Greer**, noticed while walking behind the plane that a tailwheel spring was missing. When the gals returned to the plane after their meeting, a new spring was in place. How's that for international relations?

It has been a busy summer for **Ali Sharp**, **Willamette Valley Chapter**, who logged 270 PIC hours since January. She flew the IAR, the PPD, the Palms to Pines, and was entered in the PAR. She toured Headquarters before the IAR and made a tour of the Mooney factory before the PPD.

Willamette Valley members **Frieda Bunting** and **Nancy Spaniol** flew the Palms to Pines for the first time this year, while **Marge Petersen** and **Janet Fitch** had their second try.

NORTH CENTRAL

Central Illinois Chapter had a letter from **Jerrie Cobb** thanking them for the gift of seed corn for the Amazon Indians.

Jerrie said the floods this summer were the worst in 40-50 years. She has been flying, searching for survivors and delivering rice and medicine to muddy strips if they aren't under water.

Joyce and **Mickey Odom**, Greater Detroit Area, won the Cleveland Air Race, part of the Cleveland Air Show, in September.

Mary West and husband **Abe**, from Michigan, flew to Durant, OK in a Pacer PA 20 visiting their oldest son. **Abe** received a Glider Rating in December from a 99 in Florida, **Pat Haynes**.

Von Alter, Quad-City Area, has been getting a little practice filing IFR on trips to central Indiana. **Judy Hodges** and **Joanne Walker** recently flew to Morris, IL for an Illi-Nine Race Board meeting. **Judy** remains as the Chairman of the new board.

SOUTH CENTRAL

Henrietta Hallinan of Chaparral Chapter and 49½'er **Jim**, are back from a fishing trip and vacation in Canada. They flew to Lynn Lake in Northern Manitoba, and took a seaplane to Waterbury Lake in Saskatchewan from there. **Santa Fe 99s Phyllis Brasher** and **Kay Bond**, along with her husband **Cal**, joined them, flying a separate plane. They reported fishing good and a great trip.

Betty Rogers and **Ruby Tatman**, El Paso, took a 21 day tour of Russia in September.

Fort Worth's Gladys and **Ernie Latham** kept their Bellanca warm this summer — 50 hours in six weeks, with trips to San Francisco, Louisiana, and southern Texas.

Gene Anne Cozart still manages to keep up on her flying even though she has her own Indian jewelry outlet and is doing shows from Hawaii to the East Coast.

Verna Stubbs, **Henrietta** and **Bob Pierce**, Ft. Worth, participated in the Texas Air Tour. The **Armstrongs** and the **McEatherns** flew to Albany, NY with the lost Angels, and then took a bus tour through New England States.

Jeannette Barrett, Golden Triangle Chapter, flew a straight 9 hours from her parents home in Detroit with her children on board one Tuesday (meeting day) and she still had the stamina to attend the meeting that evening.

99 Flies Own Plane to Europe

Martha Christy, Shreveport, and 49½'er **Ray** logged 97 hours in their Twin Comanche on a transatlantic flight. They left Bangor, Maine, headed for Goose Bay, Labrador, refueled in Greenland and Iceland and landed in Ireland. They lunched with **Helen Wray** in Oxford, England, then headed for the continent with stops in Spain and Belgium. Shreveport 99s enjoyed their marvelous television appearance and will look forward to reading their article **FREEDOM TO FLY** and a showing of their slides at our next meeting.

Flying

. . . Continued

Shannon (Hawthorne) Crouse, Spanish Peaks Chapter, and new 49½ Dick flew to Cortez after returning from Hawaiian Honeymoon in August. Also in August **Joan Alyea** and 49½ Dale flew to Longmont and Van Aire (Brighton) Colorado, and made a leisurely flight to Lamar, Colorado, spending an hour aerial photographing the newly restored Bent's Fort near La Junta, Colorado.

From **Tulsa Chapter**, Sue and Ken **Duncan** are off again for a lengthy vacation through the west in their Bonanza. **Kay Brunton** and Bill are back from a trip along the East Coast, and **Carol Brown** is working on an active rating in a Cherokee 140.

SOUTHEAST

Barbara Leitner, Carolinas Chapter, and husband Tommy flew their Cardinal to New Orleans, La. recently. Guests were the wives of two friends who were attending National Guard camp. They landed at beautiful Lakeside Airport, enjoyed a tour of the city and had a memorable ride on the Riverboat President.

Jean Turner, Carolinas Chapter, and husband Don attended the national convention of Flying Dentists at Hilton Head, S.C. Can you imagine 250 aircraft parked alongside a single runway and no taxi strips? The planes were all tied down together with continuous steel cables. One big wind would have wiped out nearly all of the planes at once!

Jean also recently attended a board meeting of the International Flying Nurses Association held in Atlanta, Ga. This is a newly chartered group of professional nurses and related fields. Any flying nurse, tech., etc. is invited to join.

Lois Eig, Florida Goldcoast Chapter, got quite a thrill when she took off from Dulles Airport. She left at the same time as the Concorde (Air France) and the tower made the Concorde hold for Lois' Twin Comanche take-off.

Mary Jane Law, Spaceport, and 49½ Bob, **Peggy Brown, Gulf Stream** and **Patsy Judges, First Canadian**, flew out to the Reno Air Races in Patsy's 310 and Mary Jane's Comanche 260, respectively. It was reunion time again at the Holiday Hotel in Reno for them and **Berni Stevenson, Norma Futterman**, and **Virginia Showers**, all **Los Angeles Chapter**.

Sun Coast Chapter's Ethel Gibson and husband flew their airplane to the International Convention of the Flying Farmers. . . St. Petersburg to Saskatoon, Saskatchewan. Dottie Birdsong and husband airlined it.

Gwen Zimmerman has combined her flying with her cats. . . flying to various cat shows throughout the country, and what we hear — she has been bringing home the bacon. We will be anxious to hear about Gwen's trip to Poland and Czechoslovakia.

SOUTHWEST

Hawaii's travelling members have really been at it recently. **Coral Hansen** and **Dee Keaveny** are back from the mainland and **Florence Beamon** has been in Florida. **Jane Kelley** and her family are going to East Africa for a month. **Eleanor Sharpe** has a Mainland trip in the near future and plans to do part of the flying herself. **Kathy Walton** and husband, Rich, will also be off that-a-way, also.

Do 99s Have 9 Lives?

If 99s, too, have nine lives, **Gay McCauley, Bay Cities Chapter**, is down to seven. A while back she was to take a rented 182 on a business cross-country with her associates. The renter just before her trip encountered an engine out on take-off and managed to "cream" the plane in the emergency landing.

A short time ago, Gay scheduled to take a non-pilot friend for a tour of the area in a 172, and would you believe the preceding renter had an engine out on take-off? This time the plane was landed intact, but without operable engine. . . Gay opted for a 150. Her friend didn't know that this was unusual, and proceeded to enjoy his tour.

Carolyn Zapata, Golden West Chapter, had last minute panic before the PPD when the owner of the plane she was scheduled for "changed his mind" about the plane being flown in a "speed race". Thanks to **Alameda Chapter's Fran Milford** and her husband, Vic, Carolyn had a plane — their 182. Makes you feel good when the day is saved by a fellow 99.

Sally LaForge, Rachel Bonzon and **Dorothy Limbach** attended the Spirit of Flight Film Festival at Claremont, California, a program which included the viewing of a number of new films on soaring, sky diving, hang gliding and included films by Mira Slovak, Art Scholl and Richard Bach.

Norma Futterman and **Virginia Showers**, after completing the Powder Puff Derby, decided to do some sightseeing before

returning to the East Coast for the International in Philadelphia. They visited — in their plane — Washington, D.C.; Annapolis, Md. (where they hopped a ride aboard a 55-foot yacht escorting the Tall Ships Race down the Chesapeake Bay); Boston; Greenville, Maine (where they got seaplane ratings); Chicago; Dayton, Ohio; Kentucky and Oklahoma before going to Philadelphia for the Spirit of '76 meeting.

US 99 Visits Australia

Sharron Temps of Orange County Chapter reports that going to Sydney, Australia on Qantas was quite an enjoyable experience. "For those of you who plan to attend the 1978 Convention in Canberra, just be prepared for lots of TLC. The people of Australia are very warm and caring to travelers.

"The aviation community is especially strong and is fortunate in that the whole country supports aviation, because without air transportation Australia could not have developed economically as fast as it has. The majority of the Great Outback is still without road or rail lines."

Arrested in the sky? It can happen! **Betty Kitchin of Palomar Chapter** reports seeing it happen while viewing the tall ships at Baltimore. A small plane lazily circled at a very low altitude. A police helicopter, clearing the area for the anticipated arrival of President Ford, approached the plane with siren screeching, and escorted it to a higher elevation and then out of the area.

The highlight of **Redwood Empire 99 Donna Spontak's** visit to Pennsylvania was checking out in a rented 172 and flying over grandma's house.

Wendy Meyer, Redwood Empire Chapter, is in the Air Force Reserve. While stationed at Vandenberg, she was able to obtain some jet time.

Margaret Lawson of San Gabriel Valley Chapter visited Great Britain this summer and was given an official welcome by **Barbara Cannon of the United Kingdom 99s**. She was invited to the Bizzin Hill Air Show commemorating "the Battle of Britain (1940)" by 99 **Connie Fricker**. Both Barbara and Connie plan to attend the International Convention next year in San Francisco.

viewpoint

. . . Continued from Page 2

To the Editor:

I know this may not be an appropriate letter for the 99 NEWS, but I want the 99s to know how I feel.

Our son, David, who was nine years old, went to Heaven on August 31, 1976. During the preceding three weeks we found out just how wonderful the 99s are.

David was able to die at our lake home with those who loved him because we had support from friends like the 99s. They sent cards and made phone calls to express their love, the flew medicine to us, sent flowers, and one 99 we met at the PPD came and stayed to share our sadness and to give us strength.

We are happy now that David is free of his cancer. And I am proud to be a 99.

Jo Dieser

Monterey Bay Chapter

Woman & Machine

MIDDLE EAST

June Hanson, Maryland, had her Piper Colt recovered. It has new colors — white with international orange stripes.

Maryland 99 Rene and 49½ **Phil Birch** remodeled their Cherokee 180 with new interior and exterior. The new colors are white with brown and gold trim and brown interior.

NEW ENGLAND

Pat Thrasher from Eastern New England is the proud and excited new owner of a sunflower bright Mooney Ranger, N6870N.

"Pete" Ingals, Finger Lakes Chapter, has a "new" 68 Aztec and is busily working on her multi.

Connie Weeda is thrilled over her newly acquired Grumman American '72 Traveler. She now flies by all red, white, and blue. **Stillaguamish Chapter** is happy for her and wishes her many joyous and carefree hours flying above our beautiful country as she views it from on high.

Jackie Klaus, Central Illinois Chapter, traded in the Warrior for an Arrow and reports there's a lot of difference between 150 HP and 200 HP.

NORTH CENTRAL

Doris Kilanski, Greater Detroit Area Chapter, bought a Cessna Cardinal and immediately took off for Escanaba.

Pat Hayes and 49½ **er Jim**, from Iowa Chapter, are now building an Aeroduster One — one of 18 under construction in the USA.

SOUTH CENTRAL

Liz Lautner, Coastal Bend Chapter, owns a Cherokee Warrior with her fiance, John Weaver who recently made a fabulous 98 on his Private Pilot test.

Anne & Gene Cozart, Fort Worth, are the proud owners of a new Piper Lance.

Shannon Hawthorne, Spanish Peaks Chapter, became part owner of a Piper Cherokee 6 in August in the process of becoming Mrs. Richard "Dick" Crouse in a Honolulu, Hawaii, ceremony. Congratulations to Shan and Dick — we are always glad to add a new 49½.

Eleanor Lowry, South La., recently bought a little Grumman American, N9955L — bright yellow with a black racing stripe. She is still building her Bede 4.

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.

AIRCRAFT FOR SALE

PITTS S-1. Uniquely beautiful acft. for women aerobatic pilots. Mint condition; proven, 475TT. Has 85 HP Cont.-inverted fuel-oil. Outstanding performance, and not overpowered monster. Remember Betty Skelton's feats in 85 HP Pitts. First \$8000. Col. R.E. Bohan, Ret. 9532 Victoria Dr., Upper Marlboro, MD 20870.

AIRCRAFT WANTED

JAN MILLION & NANCY SMITH want a 1968-72ish Cream-Puff. Will consider 180 to 235 hp. Need full IFR instruments. Gotta have a bargain! Write Jan at 99 NEWS.

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

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.

ARTICLES FOR SALE

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.

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WESTERN FLIGHT GUIDE SPECIAL:

\$12.95 CA Residents add 6% Sales Tax. Includes 1 years Revision Service **Scarf & Goggles Pilot Center**, 8060 "A" Joe Crosson Dr., Santee, CA 92071.

SOUTHEAST

Pat Kirkland (Oklahoma Chapter — now living in Sumter, S.C.) and husband Dr. Charles are the proud new owners of a new Cherokee Arrow.

Jean Turner, Carolina Chapter, and husband Dr. Don are also proud new plane owners — a new Cessna Skyhawk II, fondly referred to as "Little Bird".

Jean and Johnny Pate, Deep South Chapter, sold their Cessna 172 and bought a Comanche 250. Quite a change of pace for Jean!

SOUTHWEST

Phoenix member **Shirley Rogers** is sporting a new C-175 with a 180 HP Conversion. **Cathy and Jack Nickolaisen** are the proud owners of a new 1966 V35 Bonanza. . . just in time for the Air Rally.

Marena Palmer from Cedar City (Utah Chapter) has a new Citabria. She will be teaching at the College of Southern Utah this year.

The **San Gabriel Valley Chapter** is proud to have two new planes in the group. **Deborah Taylor** and **James Biever** have purchased a 1968 Cardinal and **Joan** and **Ed Winter** have a 1961 250 Comanche with a personalized N number, N328EJ.

HELP OUR TEAM GET OFF THE GROUND.



Financially, that is.

We're confident that the four pilots who will eventually represent the U.S.A. in the World Precision Flying Championship can take on the best from any country in the world. And come out on top.

But first we have to get there.

And that's why we're asking for your support. The world competition will take place in Linz, Austria. And the National Pilots Association and the National Intercollegiate Flying Association have accepted the responsibility for sponsoring the official US Team.

This means raising money now to defray travel expenses for the US Team to and from Austria and living costs there. And organizing the funding for regional Team try-outs all across America.

Matched against dozens of other countries, our Team will test its talents in precise aircraft handling and precision navigation—techniques every pilot is taught but which few can do faultlessly. While there have been hundreds of contests for parachute jumpers, airplane racers, aerobats and sailplaners, this is the only World Precision Flying Championship of its kind anywhere.

It's a wonderful way to show the world that we're second to none when it comes to pilot skill in light aircraft. And, naturally, we hope you'll demonstrate your support by sending a contribution.

Six regional contests are open to all qualified pilots, and the top five finalists from each will participate in the national fly-off to determine the four-member US Team.

To thank you for your support we'll send you an official United States Precision Flight Team decal. For a donation of \$25 or over, you receive a beautifully embroidered US Team patch as well. All contributions are fully tax-deductible.

You can feel free to contribute anything from \$1 to \$1000. And you can even charge it on your personal credit card. Put your donation in the mail to us as soon as possible.

Since no agency of the Government is involved in any way, we have to rely on our friends to get our Team off the ground—and over there.

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

☐ Here's my donation of ☐ \$5.00 or ☐ \$10.00 or ☐ \$_____ Please send me the USPFT color decal.

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Make all checks payable to "National Aeronautic Association/US Team Fund." (The National Pilots Association, sponsor of the US Team, is a division of the National Aeronautic Association.) All contributions are fully tax-deductible, and will be promptly acknowledged.

This advertisement appears as a public service to the aviation community.