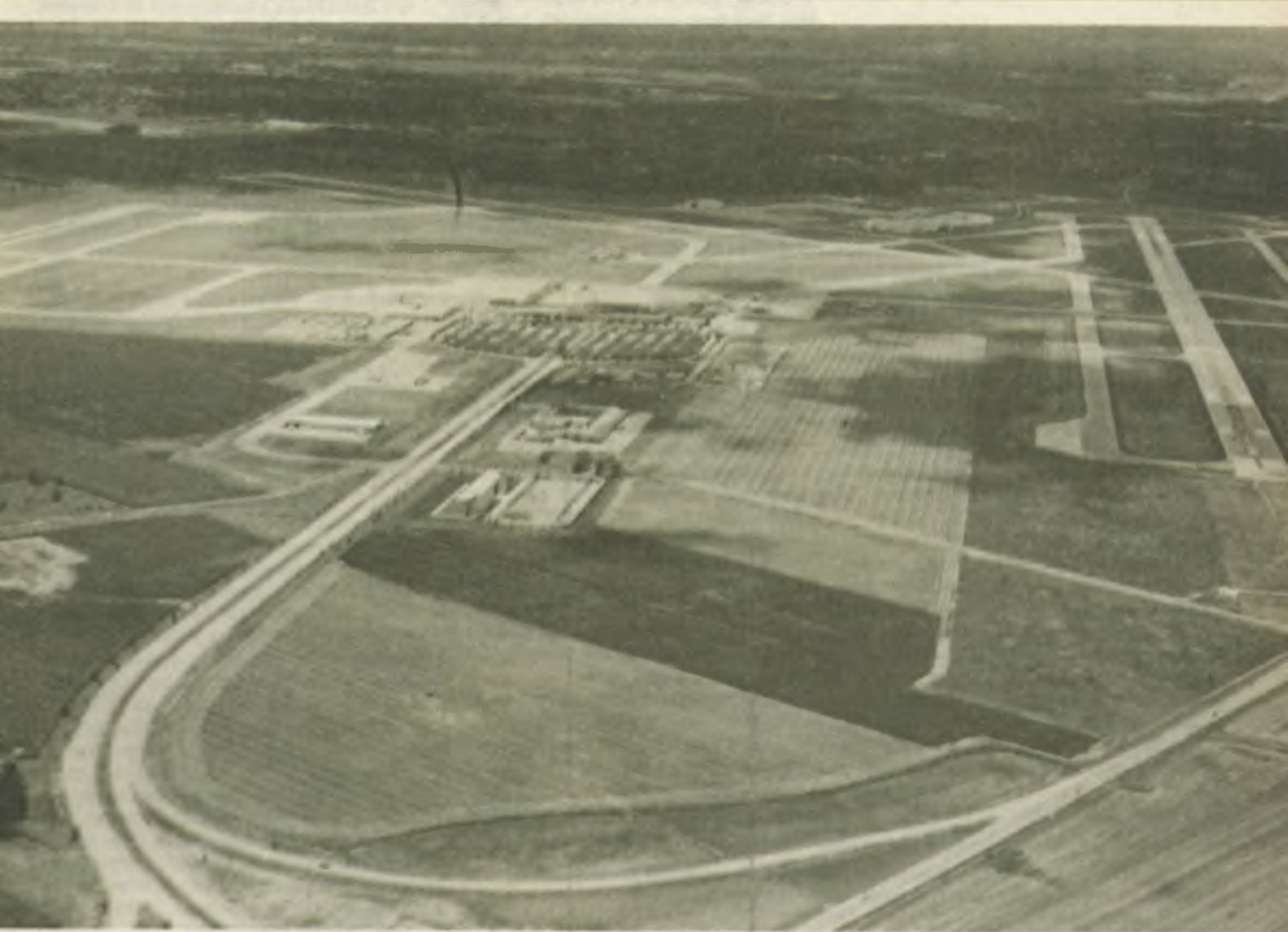


the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

DECEMBER 1976



***“The Curve Marks the Spot”
at Daytona International Airport for the
proposed site of the
Women’s International Air and Space Museum***

museum update

Condensed remarks before International Convention in Philadelphia, August, 1976,
by Doris Scott, President,
International Women's Air & Space
Museum, Incorporated.

Madam President, 99s and Friends,
Little did I know in August of 1973, when I attended my first 99s Convention in Milwaukee, Wisconsin, and suggested Dayton, Ohio, "the Birthplace of Aviation," as a possible site for the Museum, that I would be invited here to talk to you as the first President of the INTERNATIONAL WOMEN'S AIR & SPACE MUSEUM, INCORPORATED.

The idea of a museum dedicated to the exploits and achievements of aviation women originated and is credited to the Nintey-Nines.

Dayton officials welcomed the opportunity to endorse the idea by offering 20 acres of very prime land at the Dayton International Airport, at a token price of \$99.00, to establish the Women's Museum in its city, which would be dedicated as "A Tribute — Honoring All Women in Aviation."

In my heart, I sincerely pray that all the old struggles, the strife, the fears, the anxieties, the ills, have all passed away, and are buried forever.

In order for me to volunteer my full-time services and take the position as President and Chief Executive Officer for the Museum Project, I had to resign my Corporate Executive position in private industry so I could fulfill the duties necessary to organize and direct this great undertaking.

To conserve Museum funds and future

contributions, my husband's company is providing a suite of furnished offices, a secretary, supplies, telephones, warehouse space and several other goodies, at "NO CHARGE."

Briefly, here are a few items of interest that have been accomplished in just a few months:

- * Ohio Incorporation was completed March 5, 1976. Non-Profit identification status is granted. Previous Museum Trust records are being collected for the archives.
- * All previous and present Museum Trust Contribution records are being updated and recorded in a new accounting system, and the financial auditing will be handled by a Dayton Certified Accounting firm.
- * All past and future donors records will be recorded on a permanent individual ledger card.
- * Every dollar contributed will be jealously guarded so it can be used in the most effective way to achieve the museum's goals and objectives.
- * The Museum Corporate Officers, Trustees and Advisors are all working as volunteers and are paying their own expenses.
- * Acknowledgement Donor Letters will have the Corporation Certificate and IRS identification number on them so it can be used by the donor as a tax deduction.
- * Information letters are being prepared and will be mailed soon.
- * Legal matters are being handled by a Dayton Ohio Corporate Attorney.
- * Monies are insured and are being deposited under the Corporate name in a Dayton, Ohio, bank.
- * Documentation of records and memora-

bilia cataloging are being carefully studied to coincide with the Universal Programs used by worldwide museums and libraries.

- * Letters of full cooperation have been received from our Professional Museum Advisors of the:
Naval Aviation Museum
The Air Force Museum
The Smithsonian Air & Space Museum
and 8 foreign Museum Directors have been contacted.

We have officially received word from the Smithsonian Air & Space Museum that the restored **Amelia Earhart Vega Aircraft** and **Jerrie Mock's** airplane will be available to the museum.

This Aviation Cultural Center with its theater, auditorium, library, exhibits, displays, educational sections, and many other attractions, will be a means to inspire more young women, and yes, young men, to become active in the many areas of Aviation. Our purpose is to provide a close relationship among women and men in aviation and to be united in tasks that will benefit people of all ages, worldwide, and set an example to the world, so all generations will enjoy our aviation inheritance and be inspired to further advance aviation.

We will cautiously proceed to reach our destination in a professional manner. We are organizing the Corporation on a sound foundation, investigating our basic needs, analyzing logical goals, setting up realistic budgets, selecting dedicated loyal volunteers — and when these objectives are achieved THEN AND ONLY THEN — will we proceed.

The all important issue of funding is being studied and will be resolved before flying off into the blue yonder. Our funding studies so far indicate that our goals are not impossible, but it will take good planning, a lot of hard work by dedicated people and most of all "TIME".

I firmly believe that most Ninety-Nines have a deep desire within themselves to really want to be a part of this great museum project. I was present at my second convention in Idaho when it was mentioned on the convention floor that if the Museum was a separate corporation, we would really get more support from the 99s. Well, we are incorporated so now is the time to fulfill this promise.

I am giving all my time and considerable financial resources to help make this museum a reality, BUT I NEED YOUR HELP. Let all 99s be responsible to use their own freedom of choice, to endorse and support this tremendous challenge of helping in the building of this Women's Museum.

A motion was approved at the International Convention in Philadelphia endorsing and supporting this project undertaken by the new organization, THE INTERNATIONAL WOMEN'S AIR & SPACE MUSEUM INCORPORATED.

*I want to join with others in supporting this Aviation Cultural Center,
A TRIBUTE HONORING ALL WOMEN IN AVIATION*

- ☐ Enclosed is my check for \$_____.
- ☐ I pledge the sum of \$_____, payable in _____ annual equal installments.
My check for the first installment of \$_____ is enclosed.
- ☐ I wish to pledge \$_____ in the memory of:

Memoriam's name: _____

My Name: _____

Address: _____

City _____

State _____ Zip _____

Make Check Payable & Mail To:

INTERNATIONAL WOMEN'S AIR & SPACE MUSEUM, INC.
P. O. BOX 1387 — DAYTON, OHIO 45401

THE NINETY-NINES, INCORPORATED

International Headquarters
Terminal Drive and Amelia Earhart Lane
P.O. Box 59965
Will Rogers World Airport
Oklahoma City, Oklahoma 73159
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LOOKING UP WITH LOIS



Many of you have asked questions on how your Board of Directors and Officers function. What do we do to keep the Ninety-Nines running smoothly on the International level? First of all, we must understand the keystone of our organization is the Chapter. This is the basic place of input by each member, and this is where we each get the most benefit from our association together.

The next level of our organization is the Section, which is the regional organization of our Chapters. The Sectional permits our members to meet and exchange ideas and experiences with other members living in a region. Then, of course, the International ties all Chapters and Sections together into one organization that we call the Ninety-Nines.

The International President is our chief executive officer. She is your representative and spokeswoman to the rest of the world, as well as presiding at Board Meetings and International functions. The Vice-President not only presides when the President is not able to do so, but she has specific responsibilities. These include the job of International Convention Coordinator (a very large and time consuming job); she is in charge of the Headquarters Building and offices; the Headquarters Hostess Committee, Librarian and the Nominating Committee report to her; and she assists the President in the execution of her duties. The Secretary keeps and publishes the minutes of Board Meetings and International functions. Besides this she has several other committees who report to her, including Airmarking and the Historian. The Treasurer is responsible for reporting the receipts and disbursements of the International, the fiscal well-being of our organization and the investment of our funds. In addition, she is Chairman of the Budget Committee, and has the Amelia Earhart Trust, the Bylaws Committee and the 501(c)(3) Exemption Committee reporting to her. Each additional member of the Board is responsible for various committees.

The Board meets at least three times each year. The Fall and Spring Board meetings last three days and each day is a long one. It is at these meetings that the feed-back from the Section Meetings we have attended is discussed and plans are formulated to implement the things we have picked up from our membership. Each member of the Board maintains good communications with other Board members between meetings. I put in an average of twenty hours per week on Ninety-Nines business. I write an average of ten formal letters in addition to thirty notes, and make or receive approximately a dozen phone calls each week on Ninety-Nines business. My husband's secretary uses about six hours of her time each week to type letters, speeches, copy material, etcetera, for me. That gives you some idea of the President's work load. That of the Vice-President, Secretary and Treasurer may be only a little less.

Why do we diligently seek an office like this that has so much work and responsibility to it? Because we dearly love and believe in this organization of ours. We enjoy meeting the women who comprise our membership and we believe in the aims and goals of the Ninety-Nines.

Air Age Education Ninety-Nine Style

by Linda Hooker

Each of us should be vitally aware of the need to incorporate aerospace education into the curriculum of our schools. We can all pitch in and do our part whether we are a teacher in the classroom or a housewife or what have you.

An excellent way to accomplish this objective is to insure that our local school libraries and classroom teachers have the resource materials readily available to them to accomplish the task. Many teachers avoid the subject of aviation and aerospace because they themselves are too unfamiliar with the facts to feel confident to cope with student questions on the subject. Whereas if they were better educated on the subject and had the resource materials readily

available to which they could turn for answers and teaching ideas, then hopefully they would not be so hesitant to incorporate aerospace and aviation into their everyday curriculum. It is our job and our obligation as women pilots to assist in whatever way we can to insure that our classroom teachers become aware of the aviation related materials available.

Recently the American Society for Aerospace Education, publishers of the **Journal of Aerospace Education**, announced their first special publication — **Aerospace Education at the Elementary Level**. This special publication is an invaluable collection of articles which have

appeared in the **Journal** since February 1974 through May 1976. It contains complete lists of teaching concepts that can be developed at the elementary level, activities which can be used with the different concepts in various subject areas, teaching ideas and much, much more. It also includes a bibliography of aviation and space materials available and especially designed for use at the elementary level. **Aerospace Education at the Elementary Level** is now available to Society members for \$1.00/copy and to non-members for \$2.00/copy.

I suggest that each 99 order at least 2 copies of this publication — one for your local elementary school librarian and one for your favorite teacher. (You will probably also want one for yourself.) If you deliver the book personally, the teacher and librarian will probably take a greater interest than if you just mail it to them. Just think, if each of us participated in this way, we as 99s could possibly effect the classroom curriculum at more than 5,000 schools in the US and influence the lives of countless youngsters who might not otherwise receive the benefits of such exposure. Order your copies of **Aerospace Education at the Elementary Level** today by writing American Society for Aerospace Education Suite 610, 806 15th Street, N.W. Washington, D.C. 20005

N I F A COMMITTEE

The phone rang one morning and when I answered it was our new President, Lois Fiegenbaum, and I knew before she asked what she wanted — a chairman for the NIFA Committee.

"Since the NIFA meeting is being held in Stillwater in May of 1977 and Arlene Walkup lives there and she's been a 99 for 18 years, and she's chaired this committee a couple of times —" must have been the way Lois was thinking, because she asked me and I accepted.

My first time to chair the NIFA committee, there wasn't a much to do — buy a trophy, choose a judging committee, attend the meet, interview the contestants, select a winner, and present it to her. I have just received the SOP from Gene Nora Jessen, and I'm telling you things have changed!

There are 6 pages of things to do and the first thing is write a letter for the 99 NEWS

to let the rest of the 99s know that you are the chairman. That's done. It also listed the qualifications of the chairman and I must have qualified, otherwise Lois wouldn't have asked me. Then letter writing, letter writing, letter writing. And writing for the 99 NEWS to keep you posted on the progress of the meet.

We have many new members who are not familiar with the NIFA. The letters stand for **National Intercollegiate Flying Association**. Many of our colleges and universities have flying clubs, and flying is taught as a part of the curriculum. The clubs choose a team to compete in flying events — spot landings, power on and power off, message drops, navigation, preflight, etc. There are different region meetings in the year and the winners of the regions compete in the nationals. So what do the 99s have to do with it? Our purpose is to promote and fight the battles of general aviation, right?

These young men and women who are learning to fly are all general aviation in the beginning. The International 99s have given a sum of money each year to support the NIFA meet. They also sponsor a trophy known as the Ninety-Nines Woman Achievement Award. We will be asking for donations from the sections and chapters. Whatever you would like to give will be appreciated.

The Achievement Award is based on an application the girl sends prior to the meeting of the NIFA. It is accompanied by letters from her sponsors who recommend her for the award. She is interviewed by a panel of judges (who are 99s) regarding what she has done during the year, what her future plans are, and her achievements and participation in the meet. She does not have to be a certified pilot yet, but must have at least 6 hours solo time.

Have fun flying,
Arlene Walkup

NOTAM

January begins the cycle billing and notices for each month will be sent two months in advance. January notices will go out in November. Only one notice will be sent; please respond on receipt.

A complete list of members will be sent to all Chapters in late January or early February.

Legislation Information

Joan Kerwin

The F.A.A. is cutting costs again. Within the next 18 months all Flight Service Stations will be moved to 20 hub locations. These will be located off airports so there will be only telephone service. This will be an inconvenience only to those pilots who are based at or fly into airports that now have the desk service. The point is, that general aviation is getting less and less service. First they eliminated the Academy personnel available for flight instructor revalidation clinics, now the F.S.S. desk personnel. Next there is talk of having a private organization handle the Safety Program. All very well and good, if they would take their hands out of our pockets with their user taxes.

Most of the A.D.A.P. funds are allocated to the large airports used by the airlines. Some of this money goes to improve baggage facilities, terminal buildings and such "Safety" items as that, while general aviation airports have to get along with inadequate runways and facilities.

On May 31, 1976, the Airport and Airway Trust Fund contained 2.4 BILLION dollars. Combine this with all the economy moves and consider that the Airport and Airway Development Act of 1976 is helping to finance the F.A.A. operations, perhaps general aviation's "fair share" could be reduced? It won't happen if we don't speak out. Don't wait for "George" to do it. Be a do-it-yourselfer. Write ON.

Re the 80/87 fuel. N.T.S.B. Chairman Webster Todd said, "I think possibly, the first thing that ought to occur is that absolutely no more general aviation aircraft be produced with low-compression engines, or engines that are not specifically designed to handle the higher-octane, low lead content."

G.A.M.A. replied. "Any recommendation to suspend production of low-compression engines is unwarranted."

A question. Does it seem strange to anyone else that the N.T.S.B. is called in to investigate accidents involving privately owned, privately operated aircraft accidents, but was not involved in the investigation of the accident involving a commercially operated ferry boat with paying passengers? Or are only airplanes and trains considered Transportation?

WRITE ON

AWTAR GOINGS-ON

by Wanda Cummings

The Powder Puff Derby's 30th Anniversary Commemorative Flight will start from Palm Springs, CA on July 2, 1977. By the time you read this, the route survey will be completed, and all Stops GO.

First designated airport is Tucson International. Contestants will continue to a scheduled RON in El Paso. On July 3rd, the "event" will pass through Midland, TX, and continue to Dallas for another RON that night. All planes will then have two days to complete the route through Shreveport, LA, Jackson, MS, Monroeville, AL, Thomasville, GA, landing in Tampa, FL by deadline July 5.

The Smithsonian Institute has declared July 1977 "Powder Puff Derby Month" and their cachet covers will be carried by contestants along the course of the first All-Woman Transcontinental Air Race in 1947.

Highlight of a meeting with the Terminus Committee was the discovery of a 1947 race program. This showed that race as ending at the beautiful Peter B. Knight Airport. We were greeted with open arms, and are assured that this will be an exciting Terminus.

For years, there have been suggestions that a "Powder Puff Derby Association" be formed. We plan the charter meeting in Tampa. Membership will be limited to those who have participated in the Powder Puff, and those flying the 30th will be eligible. If you have ever raced, plan to join us in Tampa July 5 so your name will be in the roster of this special group of women pilots.

AWTAR Headquarters in Dallas has been closed, but we still have items for sale:
Commemorative album\$10.00
1976 Race Charm4.25
1976 Race Program3.00
Past Programs (as available)1.50
Powder Puff Derby Pins (gold plated)15.00

25th Anniversary cachet covers
(enclose self-addressed stamped envelope for these)50
AE Stamps, sheets of 5010.50/sheet
To order, make check payable to AWTAR Inc., and sent to:

Barbara Evans, 40 Stuart Place, Manhasset NY 11030. Entry kits for the 1977 Commemorative Flight will be \$5.00, and may be obtained from Barbara in early February.

99 Calendar

DECEMBER

- 17 Noon. Hanging of Model of A.E.'s Vega in Protestant Chapel's Shrine of Aviation
JFK Airport, New York
Champagne Reception follows.

JANUARY

No Deadline for 99 NEWS

FEBRUARY

- 1 Deadline for the 99 NEWS
19-21 FAA Flight Instructor Revalidation Clinic
Sponsored by Long Beach 99s

MARCH

- 1 Deadline for 99 NEWS
11-13 South Central Sectional Dallas Redbird Chapter Dallas, TX

APRIL

- 15-17 Southeast Section Montgomery, Alabama
16 Joint East-West Canadian Section Meeting - Ottawa

MAY

- 13-15 North Central Sectional Lexington, Kentucky

"There's a prize for anything"

June McCormack, San Diego, won a prize for catching the UGLIEST fish in a group of 53 "fisherpersons" at Loreta, Baja Calif. on 10-18-76.

Notice from 99 Headquarters

Membership lists will be mailed to all chapters and sections in February. They will include all members EOM, January processing.

Supplements needed by chapters between headquarters mailings may be ordered at no cost increase. 2c per name, set-up charge of \$15.00 plus postage. Please give 3-4 weeks lead time for delivery. Specify lists or labels.

NOTICE

THE BYLAWS OF THE NINETY-NINES, Inc.

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

To become effective any Bylaw amendment must receive a two-thirds vote of all delegates present at the Annual International Meeting.

The Bylaws Committee requests that all Section Officers and Chapters study the Bylaws, and that any proposed amendment be sent to the Chairman, postmarked NO LATER THAN MARCH 1, 1977.

Proposed amendments should cite the specific article, section, page and wording of the Bylaws to be amended. Each proposal should be accompanied by an explanation and the reasons for the change.

Send to: Pat Jetton
P.O. Box 187
Addison, TX 75001

DEADLINE: March 1, 1977

Clarifications & Corrections

"GONE FLYING" poem author identified.

The poem, "Gone Flying", which appeared on page two of the September-October issue was read — without benefit of title or author — at the combined SE-SC Section meeting in Baton Rouge last spring. We had many, many requests to reprint it in the 99 NEWS. Loretta Gragg, headquarters secretary, was able to come up with the title, but no one could identify its source. We are pleased to inform our readers that it was written by **Anne Judd, Maple Leaf Chapter**. We hope Anne will be sharing more of her creations with us in the future.

Catalog Correction PIN — CANADIAN MAPLE LEAF ON CHAIN

Orders should be addressed to:
Maple Leaf Chapter
Hilda Devereux
Apt. #1115, 200 Westfield Dr.
London, Ontario, Canada
N6H 2M4

First Girl Elected

NATIONAL AVIATION EXPLORER CHAIRMAN



Jo-Ann Dannemann

by Jan Million

Four years ago, the boy across the street invited Jo-Ann Dannemann to attend an Explorer Scout meeting with him. Today, Jo-Ann is the first girl to be elected president of the National Association of Aviation Explorers.

Aviation Explorers is a part of the Explorer Program of the Boy Scouts of America and first became coed about six years ago. The Aviation Exploring Program now has between 500 and 600 posts involving 15,000 youth between the ages of 15-21.

The Exploring program is the fastest growing program in the BSA, and it is also the largest young adult program in the US, currently involving one-half million young people. Through the Explorer program, high school age youth investigate major career areas while still enjoying social activities, community service projects, and good citizenship. The Aviation Explorer program enables youth to become involved in "hands-on" experiences with aviation and aerospace careers ranging from such obvious pursuits as ground school and flying to aerospace medicine, weather and aviation law. The talents and resources of many adults in the community are utilized in sponsoring these many aviation posts, but basically explorers is a program run by the youth themselves. They are actively involved in organizing the program and designing it to fit their own special local interests and needs. They pay their own way, too! Through special fund-raising activities and ways and means projects, several posts have been able to raise enough money to buy and maintain their own aircraft.

The Aviation branch of the Explorer program has been growing rapidly. It's

important enough to have its own National Director as part of the staff operating out of National BSA Headquarters in New Jersey, and the first National Aviation Chairman was elected three years ago. This year, for the first time, a girl has been elected to this important post, and Director John Thurston has only good things to say about Jo-Ann Dannemann and her leadership abilities. Jo-Ann, who is a junior majoring in Business Administration at Florida Technological University, was a Regional Chairman for Aviation Explorers before being elected to her present post, and impressed her supervisors and peers alike by her ability to organize and by her leadership qualities. She inspires others in the program by sharing new ideas and beneath her warm and gentle personality lies the backbone to deal firmly but tactfully with others in the program to insure that they live up to their roles of responsibility.

Jo-Ann has soloed and is working toward her private pilot's license. We look forward to having her in the 99s when she achieves that rating and hope that 99s everywhere will help other fine young people like Jo-Ann develop their interest in aviation by seizing the opportunity to serve as sponsors and resource persons for this fine scouting program.

Sponsoring a post involves supplying a post advisor plus 5 adult committee members as well as a place for the post to meet. For more information on what you can do to become involved in this program, contact your local Scout Council or John Thurston, Director of Aviation Exploring, Boy Scouts of America, North Brunswick, NJ 08902.

New Ratings

CANADIAN

Beryl Schudellari — First Canadian — Class II IFR
Pat Judges — First Canadian — Class I IFR
Georgette Buch — Montreal — ATP

NEW ENGLAND

Evelyn Kropp — Connecticut — Seaplane
Cheryl Monroe — Connecticut — ME

NEW YORK-NEW JERSEY

Daisy Poss — Long Island — Commercial
Maria Distefano — Long Island — BGI

NORTH CENTRAL

Barbara Hicks — Minnesota — ME, CFII, Seaplane
Terry Miller — Minnesota — COMM, ME, BGI

SOUTH CENTRAL

Joyce Canavan — El Paso — IFR
Donna Castor — Golden Triangle — COMM
Penny Peyton — Golden Triangle — IFR
Cheryl Shaw — Lubbock — COMM
Birdie Ward — San Antonio — CFI
Jan Mauritsen — Tulsa — FAA Designee
Deanna Robertson — Tulsa — gives Safety Pin Rides

SOUTHEAST

Ursula Davidson — Florida Goldcoast — BGI
Wanda Hooper — Mid Tennessee — IFR

SOUTHWEST

Joan Sanborn — Orange County — IFR

PERSONALS

MD Chairperson **Donna Hawkins** is now Mrs. Donna Suwall. Congratulations to the Suwalls.

Rene Hirth, Chaparral Chapter, reports that her son Britt is now a licensed pilot and she is very proud to have been his instructor. Not many mothers can claim that distinction.

HELPFUL HINT

Helpful hints from **Montana 99s**: If you are ever locked out of your aircraft try your **ski rack key**. It can work, as proven by 49½er Glen Childs who performed this small miracle for Chairman, **Liz Gunn**! While the **Montana 99s** were airmarking at Augusta, Montana airport, **Liz** inadvertently locked herself out of her Cessna 150. After many attempts at lock picking, Glen came to her rescue with said ski rack key.

99s Participate In Industry Exhibit at AOPA Plantation Party

by Jan Million

Right there amid the flight simulators, the strobe lights and the Bonanza mockups were the 99s with a booth of their own, selling the AOPA community on their aviation coloring book "Let's Go Flying." Through special arrangements made with AOPA this year, the 99s received free exhibit space in San Antonio's marvelous Convention Center in exchange for including an insert about the AOPA Plantation Party in the August issue of the 99 NEWS.

International President **Lois Feigenbaum** and 99 NEWS Editor **Jan Million** were on hand throughout the exhibit period and Aerospace Education enthusiasts **Linda Hooker** and **Jo McCarrell** also spent most of their time in San Antonio in the 99 Booth. Several hundred coloring books were sold and a lot of good words were spread about the 99s.

The Plantation Party began with IFR weather and dinner on Tuesday evening, Oct. 26, continuing through Saturday. An incredible system of weather hovered over all of Texas through Friday, forcing the cancellation of many registrations and insuring that the more than 2000 Party-goers who did arrive came IFR. San Antonio 99s, led by a wet and devoted **Alice Foeh**, were heralded over and over for the fine job they did greeting and parking the 450 general aviation aircraft that arrived in the drizzle and the rain.

So many 99s came by the booth that we decided to have them sign-in so we could get some idea of how many were around. In the end, we began to feel like we were having a mini-convention of our own, with over 80 members in town. Several tables were held at the luncheon on Friday so 99s could be seated together and enjoy a little group fellowship.

This opportunity to participate in the Exhibition allowed us to expose our aerospace education project before a wide sampling of the general aviation public. The timeliness of the Amelia Earhart movie (shown on television at the beginning of the week before the Plantation Party began on Tuesday) helped to stimulate the identification of our organization before the public. We felt that the exhibit was of immeasurable value for PR purposes. We had many opportunities to talk about the 99s and to encourage women not already doing so to fly. We didn't waste any opportunities to

encourage eligible women to become 99s, and many of the chapter membership chairmen have already received notes passing on the names of women pilots from your area that we met in San Antonio.

Many individual chapters have been using displays and booths at local exhibits and airshows. It's a very effective way to get the identity and purpose of the 99s before the public and the rest of general aviation, and we would like to encourage all chapters to participate in such activities whenever the opportunity arises. We felt that this venture representing the International Organization was important enough that we are now thinking about ways we may be able to make similar arrangements for some of the other big shows such as Oshkosh and Reading in the future.

MOVING?

Let the 99s know you are moving. One report of address change takes care of all mailings from International Headquarters, including the 99 NEWS. Let us know 6 weeks in advance to avoid delays and forwarding.

Send to: The 99s
P.O. Box 59965
Oklahoma City, OK 73159

| | | | |
|----------------------|------|--------|--------------|
| Affix old Label here | NAME | STREET | CITY & STATE |
| | NAME | STREET | CITY & STATE |
| | NAME | STREET | CITY & STATE |
| | NAME | STREET | CITY & STATE |

MARKET NOTES

BOOKSERVICE FOR FLYERS

A Canadian Ninety-Nine is operating a bookservice which will be of interest to pilots everywhere. BROAD HORIZONS is a business that grew from Anne Judd's efforts in trying to find books about flying for children and adults. The list of books available to mail-order customers includes titles on all aspects of aviation, and features a large selection of books for the younger members of flying families and those that tell of women's contributions to aviation.

Why not broaden your horizons by reading some of the aviation books available? Copies of the mail-order list are returned in the next mail. Send 20c with your name and address to BROAD HORIZONS, R. 1, Port Elgin, Ontario, Canada, NOH 2CO.

Simulators on Increase

Simulators are growing in popularity with increasing numbers seen at FBO's and in homes of General aviation pilots as well. We saw representative models ranging in price from \$2000 to \$17,000 at the recent AOPA Plantation Party Industry Exhibit. One of the newcomers in the market, PACER MK II, representing the lower end of the price range, went into production only last spring and recently delivered its 100th simulator.



Accepting the 100th delivery was Mrs. Patricia Boyce of Boyce Air at Toronto International Airport. Mrs. Boyce came to Canada from Australia in 1967, bringing with her an impressive background in aviation and aircraft maintenance. She operates Boyce Air, an aviation service company started in 1974, with the help of her husband, Vic. The company owns single engine aircraft and plans to add a twin shortly, and in addition provide maintenance for about 20 U.S. and Canadian aircraft. The simulator will aid in cutting the costs of flight training plus contribute to fuel savings.

General Information on the 501(c)(3) Tax Status

1. What is a 501(c)(3) status?

It is a declaration by the I.R.S. that an organization is exempt from Federal income tax and that donations to that organization are deductible on the donor's personal income tax return.

2. How do we get it?

The technical requirement is the filing of a Form 1023 tax exempt application with the I.R.S. for your district. Although the form is relatively short the answers to the questions are not as simple as they appear on the face of the form. The status is guarded very zealously by the I.R.S. Therefore, it is necessary to support the application with documentation, and to have someone knowledgeable in the field file the application for you.

3. What forms are involved after the status is obtained?

There are yearly report forms to be filed with the I.R.S., but they are not complex. If your gross income is less than \$5000 for the year, the form merely requires a signature so stating; if more, then an itemized list of receipts and expenditures is required on the form. If you obtain a group exemption for your Section, which includes all the chapters in that Section, then only the latter must file the form, but must also include some additional information relating to number of chapters still active and exempt, names and addresses for each chapter, and letters from each chapter assenting to the group coverage.

4. What about a group application?

Pro: Only the parent group has to file returns each year, so if someone moves or mail gets lost, individual chapter's aren't running the risk of losing the exemption as they might well be in those circumstances if they had obtained the exemption individually.

Con: It takes substantially longer to get a group exemption.

5. Should we incorporate?

It is not required for the 501(c)(3) exemption. However, it is recommended, to lessen the individual liability of each member of the group. Further, it saves paperwork, if you should receive an exemption, and then later incorporate, having to then provide the I.R.S. with further documentation that you are the same organization and are still operating within exempt limits.

6. What about local state laws?

Incorporation should be done, by chap-

ters, and by the sections, in the state in which they are located, or the state in which most chapters are located. If a state has income tax returns, you should check with the appropriate state taxing agency to determine if a state exemption is available, and if so, should it be obtained before the federal 501(c)(3) or afterwards.

7. What do the terms "charitable" and "educational" include?

According to the I.R.S., "charitable" as used here is defined as including anything which advances education or science. "Educational" includes presentation of public discussion groups, forums, panels, lectures, etc., and public instruction on subjects useful to an individual and beneficial to the community.

8. Are there any financial limitations?

Requirements for the exempt status state that an organization must receive at least two-thirds of its financial support from the public. That includes money from fundraising projects, time and services and gifts donated by airport and community members, and dues and membership fees — in general everything except investment income, which most chapters have very little of! Reasonable accumulation of assets (savings accounts, etc.) is allowed and doesn't cause a loss of the exempt status when the assets are ultimately intended to be used for an exempt purpose.

9. What about political activity?

The prohibition on political activities applies when such activities are a substantial part of the chapter's activities. It is NOT a prohibition on taking an interest in supporting or defeating legislation concerned with aviation as long as the activity is an incidental part of your total activities. As an individual, there is no limitation at all.

10. What about new chapters if we get a group exemption for the Section?

Any new chapter is automatically covered until the next annual report goes in, provided the required letter consenting to such coverage under the group "umbrella" is received, the parent group will vouch for the new chapter's exempt operations, and all required information about that chapter is submitted with the next annual report.

FOR MORE DETAILED INFORMATION, WRITE YOUR SECTION GOVERNOR OR HEADQUARTERS FOR A COPY OF "INFORMATION ON THE 501(c)(3) TAX STATUS."

Ruth Dobrescu and the Lindberg Stamp

by Alice Borodkin

May 20, 1977 will mark the 50th anniversary of Charles A. Lindbergh's solo crossing of the Atlantic. This saga undoubtedly remains the all time great event in aviation."

With that statement the first of nearly 400 letters was on its way to over 100 organizations. The purpose is to issue a special commemorative stamp honoring Charles Lindbergh. The force behind this drive for a stamp is a TWA captain named Charles Dobrescu. The force with him is his wife Ruth, member of the Long Island Chapter.

It seems easy enough these days to have a stamp printed. "Just look at what has been printed," said Dobrescu. "There are stamps honoring a sentry tower on El Morro castle, birds, totem poles, and Ichabod Crane, to mention a few. Even non-Americans such as Winston Churchill." Then why the problem with a genuine American hero? "The problem," sighed the Dobrescu's, "is the Citizens Stamp Advisory Committee, which has a ruling that the person has to be dead at least 10 years before a stamp can be issued." Lindbergh died in 1974. So the pressure is on the committee because 1977 is the 50 anniversary of his flight." The pressure comes from aviation organizations and state aeronautic commissions throughout the country. People like J.J. O'Donnell, president of Airline Pilots Association, the Air Transport Association of America, and

the Aerospace Industries Association of America. All have written the stamp committee of their strong support of this stamp.

How did Dobrescu become involved in this battle? Through his wife Ruth, a pilot herself for 12 years, and a very active 99. Ruth has been a member of the 99s since 1965 when she helped start and became a charter member of the Long Island Chapter. Since that time Ruth has held several offices including Governor of the New York-New Jersey Section, not to mention 4 times delegate to the International Convention, and member of the ground operations team for the 1972 terminus of the Powder Puff Derby in Toms River, N.J. It would be impossible here to mention all the offices and committees Ruth has served on or chaired.

Both Ruth and her husband have been collecting first day covers for many years. Their expertise has been put to the test many times since they took over this project last March. "I knew when we started this project that when you deal with the government you are bucking a wall," said Dobrescu.

Dedication and organization seem to be the key, along with an appreciation of history. Charles Lindbergh is no stranger in the Dobrescu home. Signed limited editions of Lindbergh's books appear on the shelves around the den. Snapshots of Amelia Earhart and other old time aviation greats add to the historic collection.

Captain and Ruth Dobrescu next to display made by Capt. Dobrescu and used at Spirit of 76 Air Show, Nassau County New York.



Handmade display of Charles Lindbergh by Capt. Dobrescu.

Observed Dobrescu, "A Stamp is the greatest honor you can give someone. Buildings and bridges can be named for you, but names can be changed, buildings crumble. A stamp is everlasting. It lives in albums all over the world.

Much depends on the issuance of this stamp. Plans for an entire Lindbergh "Golden Jubilee" are already underway. There is even a "French Connection", Col. Bernard Dupier, President of the Aero Club of France, who works toward keeping the Paris end of the Lindbergh Jubilee on schedule. Organizations such as the Long Island Early Fliers Club, The Nassau County Museum, and the International Aerospace Hall of Fame hope to produce cachets to be used on covers with the new stamp — if there is one.

Plans call for the covers to be cancelled at San Diego on May 10, St. Louis on May 11, and Garden City New York, on May 20, after dedication ceremonies at Roosevelt Raceway, former sight of Roosevelt Field. The "Golden Jubilee" flight planned from New York to Paris will have TWA carrying covers eastbound while Pan-Am will fly them back to the U.S. The Paris Airshow, generally regarded as one of the most prestigious air shows in the world, is slated for June 2. The "Golden Jubilee" flight will land during the show.

The Concord supersonic jet will, it is hoped, carry Mrs. Lindbergh and other officials to Paris for the celebration. To quote the "French Connection" Col. Dupier, "Fifty years after Charles Lindbergh's epic flight it would be startling to cross the Atlantic at supersonic speed."

The entire effort is sponsored by the Nassau County Museum of Long Island and include George Skurla, President of Gruman Aerospace, Dr. Norman Grossman, President of Fairchild-Republic, and Arizona Senator Barry Goldwater. They're in good company with a 99 like Ruth Dobrescu to lead the way!

The North 'Land' Route to Europe

by Martha Christy

For many years the challenge of flying the North Atlantic route to Europe had tantalized my husband. There must have been a certain amount of contagion to the desire since I found myself afflicted with the same malady. When our daughters were still in the nest, we would mull it over and went so far as figuring a rough weight and balance for the plane. There was no way we could manage with all four. Their brows would crease as they would ask if we would even consider leaving them at home.

Both girls are off on their own now. The Twin Comanche that we adore had been lovingly conditioned and it occurred to us that now was the time.

Eight months of planning and preparation went on before the actual flight took place. Understand that this was interlaced with many other activities but still the groundwork was carefully laid. At a farewell breakfast, General Hoban, Commander of the Eighth Air Force, made the statement that the success of a flight was determined by proper planning. Our flight would be successful.

When we purchased the Comanche it was equipped with tip tanks. These, plus the auxiliary and main tanks, gave us a fuel capacity of one-hundred and twenty gallons. This was translated into a range of seven and one-half hours. On the planned route none of the legs would be over five hours and thirty minutes, providing we were selective about the wind conditions. Additional tanks were vetoed to lower

expenses, a matter of prime importance to our school teachers' salaries.

A second ADF radio was added to the one that we already had as standard equipment. Both ADF's were beat frequency oscillator type, which would insure better reception over the water. A family in Oregon had an HF radio that we could rent. The same couple had a life raft plus the emergency radio needed. In fact, this couple made the same trip not once but twice in a single engine plane!

By July ninth we finally had it all together, but not without the last minute panic, bedlam, and excitement that gave us moments of hesitation and thoughts of scratching the entire idea. One week before departure the auto-pilot, fuel injection system on the right engine, the tachometer on the left engine and the clock all decided to be cantankerous. Surely this was a test to see just how set we were upon making the trip. We were undaunted but slightly unnerved.

Presque Isle, Maine, was our stateside departure point. From here it was a direct flight to Goose Bay, Labrador. We arrived on Saturday morning, which cost an extra \$29.50 for disturbing Customs. They were delightful to deal with and gave us help and assistance readily. We needed to stay here until Monday, due to the extreme landing fees at Narssarsuaq on the weekends.

Prior permission is required to land in Greenland. The Flight Service Station at Goose Bay obtained this for us by teletype.

The weather looked beautiful for Narssarsuaq though it was cold and chilly in Labrador that morning. With the proper notice given to the FSS, at least one hour in advance, a portfolio of weather information was in our fist, and it was go at last.

Our borrowed life vests were strapped on, the plane was secured with provisions for the over water flight, and we were off. From Goose we were followed for 75 miles by radar; enough time for us to be reasonably certain that the forecast winds were accurate. The coast line sank beneath us and the ocean was ahead. In a matter of minutes the first iceberg appeared. Not long after I'd settled down from the thrill of the iceberg, a ship was spotted. Incidentally, this was the only ship seen on the entire trip, but then a large share of the time was spent above an overcast that could have obscured them.

Capelin Intersection was the first reporting point. The weather cleared and the ADF was well locked on to Simiutaw, the NDB pointing the way to Greenland.

Land could be seen for miles away. As we closed the gap to the island, the ice-pack appeared. Have you ever sprinkled talcum powder on water? That was the impression that this first appearance made. Icebergs jutting up, the bleak fiord walls, glaciers swashing toward the water, glitter of sun and all topped with an ice cap.

Picking out the correct fiord is not too difficult with the aid of the ADF. However, the ADF and pilotage are the only means of

identification. When you have flown approximately 20 miles in the fiord, the bow of a sunken ship appears and is assurance that your choice was correct. Farther on, the Narssarsuaq beacon points to the left; bank the plane left and presto, off to the right, behind three icebergs, is the coveted runway.

Our jubilant feelings of pride in accomplishment were soon humbled when a Swedish 727 came blasting into sight and neatly landed on the same 3200 meters that I had questioned for length for our little twin. Feeling deflated, we loaded on the gas (at first we thought it cost a dollar a drop but it really wasn't that expensive), cleared their customs and checked weather for Iceland.

To save time on this leg, the shortest route would be to cross the ice-cap. The weather briefers provided the information that the highest peak was 9,400 feet, but since it wasn't well charted he would suggest we be careful.

The take-off is made to the west as the eastern end is blocked by a glacier. Over the ice-bbergs and up, up, up. Visibility was good and we decided that without oxygen on board 9,500 would be fine.

The ADF pointed to the east coast stations that gave us our last navigation help for 4½ hours. Between Greenland and Iceland there are 2 mandatory reporting fclxes. A TWA jet enroute from Europe graciously relayed our position report and then asked that we change frequencies and talk with him.

The 'big brother' in his jet was curious about us being in this area. We confided that this was a pleasure trip, to which he retorted that I certainly must love my husband to be out there with him.

Our next jet-jabber was with a British Airways liner. He asked if we were a 'ferry' but was more discreet with the comments than his American counterpart.

Afternoon blended into evening but the sun gave little evidence of the time change. At this latitude in early July the sun seems to parallel the horizon rather than set. Victor intersection was our last reporting position out of Keflavik. A weak voice came over the radio asking if we could squawk 4000. Never did the transponder receive such quick attention and squawk 4000 we did. He located us within 10 miles of the Victor point which more than satisfied us. The low clouds scattered in the area required an IFR approach but they didn't obscure the colorful, neat city of Reykjavik completely. The roofs of red, blue and green looked like jewels and all but twinkled with the flames of sun peeking through the clouds. 'Piston lag' got us and we rested well in the comfortable Loftleidir Hotel adjacent to the air field.

Weather seems to be made in the North Atlantic. It is quick forming and severe; something to reckon with and take with caution if you are to have a safe trip. We were forced to wait several days before it appeared favorable for the continued flight

to Scotland. The next leg of the trip was to Stornoway, off the mainland in the Hebrides. Bob Iba, a veteran ferry pilot from Ft. Lauderdale, Florida, had arrived that afternoon from this same location and his report on conditions made us decide to try it the next day if there were no changes.

Preparing to leave is rather time consuming. Any number of details must be attended to before you finally get the cleared for take-off report in broken English. It makes the American flier aware of the ease and freedom we take so casually in our country. Free to fly, enjoy it most in our blessed U.S.A.

Most of the flight to Stornoway was between layers of clouds. Occasionally the layers would blend until a solid mass would surround us and with the freezing level rather low, ice would form quickly. Airways were great about changing altitudes and once back in clear air the ice dissipated and our adrenalin would subside. This happened several times and kept the flight from becoming monotonous in spite of the time involved.

As we approached the island, a precise Scottish voice gave us explicit directions. Descend to 1,275 feet, etc., etc. The ground could be seen when we got down to 700 feet and then it was routine. The tower operator invited us to the tower after securing the plane. When we walked into the second story room I couldn't contain my giggles when noticing that at least ½ of the windows were covered with tomato vines. The weather doesn't permit growing them outdoors and the glass in the tower was a hot house for the vegetables. The tower operator was a one man operation and most unlike our sterile stateside technicians.

From Stornoway the flight to Cork, Ireland, was a cinch, even though the approach was on instruments. A radar approach to Bristol, England, was another routine matter except for the never ending landing fees which kept eating away the traveler's checks. Another hop and we were at Kidlington (Oxford) where we visited Mrs. Helen Wray, a fellow Ninety-Nine from Shreveport, La. A final fee went to South Hampton to clear customs and the United Kingdom.

England has been enduring its worst drought in decades but the clouds at the higher altitudes caused icing for us. A request to another level solved the problem and we crossed the FIR (Flight Information Range) into France being assigned a 13,000 foot slot to cross the Pyrennies at the Toulouse Pass. The French controller greeted us with a cordial "Bonjour, 7021Y." The heavy accent kept out attention. We had been at 13,000 for a long time and called in to request a lower level. The answer was, you stay there 21Y, I tell you when you come down.

Spain was ahead and another accent treat. It was south to Barcelona then east to Mallorca. The Mediterranean caused us no concern, such nice warm water in compari-

son to the chilly North Atlantic. Again the approach was on instruments, but by now we were tuned into the QNH (barometric pressure in millibars) lingo. With keen listening by both of us we could decipher the clearances without having to request a repetition each time.

Mallorca was our vacation. Customs really didn't care about checking us or our plane and shuttled us on to the airport authorities. Senor Carallo asked about our plans and when he discovered we didn't have hotel reservations he made a few telephone calls locating us in a town south of Palma called Illetias. The Grand Hotel Albatros was just that. It was a sad day when the warmth-loving co-pilot had to be dragged away.

Our earlier plans had considered a flight to Switzerland. Getting weather information in advance of the flight was such a chore that we settled for the area of reasonable weather which that day happened to be Brussels. Years ago we had visited Belgium, besides it was Tuesday! Having spent close to 3 hours getting this far towards moving on we accepted EBBR (the Brussels code name) and were Brussels bound.

A few days in Brussels and then it was time to reverse procedure and start back to the states. Weather was no problem until we were an hour out of Stornoway. By now we were affectionately calling it Stormaway. A high wind was expected that night and after we had received taxi instructions and the final cut the engines signal, a small ground crew took over and pushed us and the plane into a hangar. The Scotch people are delightful.

Bruce, the tower operator and tomato grower, found accommodations for us and then closed the tower and drove us to the hotel. We were the last plane due that day so his work was finished.

The following day was cold and blustery. METRO likes 3 hours notice for weather information but we thought we'd just ask for some general information and see what to expect weatherwise. Within the hour they responded with news that surprised us. The weather at Reykjavik was good. Seven octaves at 9,000. We had learned to decode this as cloud coverage. With decent winds aloft we could brave the strong surface winds.

The skies opened up and allowed a spectacular view of the ice-pack plus the still smoldering volcano of Westerman Island just off the southwest coast of Iceland. The Icelanders were enjoying the sun too. As we approached for the landing, the rocky hills seemed to be alive with sun worshippers leaning against the rocks for warmth and baring a bit of white skin to the sun.

The satellite picture of Greenland looked good, the fiord was open, and the old hand forecaster at Keflavik said go. As we approached this monstrous island that is

Continued on p. 12

India AND NEPAL



The 99s from India are so appreciative of the wonderful hospitality they have received in the U.S. that they have set up a special tour of their country for 99s and their families and friends. The all inclusive cost, leaving from JFK on Feb. 19 and returning on March 10, is **\$1497.00 PER PERSON**. This one price includes three meals a day, all air (747-Air India) and ground transportation, first class accommodations, English-speaking guides, and taxes and tips. (This price — which is absolutely at cost — is less than the air-fare alone paid by Lois Feigenbaum when she visited this country with her husband last year.)

**3 WEEKS IN INDIA
FOR ONLY
\$1497.**

Some of the highlights of your visit to India will be seeing **Bombay**, the gateway of India with the Khobi Ghat, beautiful temples, museums, and Haji Ali's Tomb. Then on to **Aurangabad** and an excursion to Ellora Caves — with temples chiselled out of rock by religious monks over the centuries relating the evolution of Hinduism, Jainism and Buddhism.

See the beautiful frescos and wall paintings in the **Ajanta Caves**, over 200 years old and housing 24 monasteries and 5 temples. Visit the Pink City at **Jaipur** and the 17th Century observatory. Then go by

elephant back up to the fortress at **Amber**, once the ancient capital of the Rajput Empire. See the deserted city of **Agra**, built as a capital by Emperor Akbar which later had to be deserted due to shortage of water.

Visit the Monkey Temples at **Varanasi** and see the Well of Knowledge and the ancient city of **Sarnath** where Buddha preached his first sermon.

Take a beautiful early morning boat ride on the River Ganges. At **Bhatgaon**, picturesque medieval city known as a city of devotees, see the courtyard of Kings and the Golden Gate. Visit the beautiful ancient Nepalese city of **Patan**, built in the 3rd century and famous for its arts. Shop around in the old silver market while you're in **Old Delhi** with its ruins of the 14th century fortress and Raj Ghat where Mahatma Gandhi was cremated. Then visit **New Delhi** with India Gate, Rashtrapati Bhaven, Parliament House, and the National Museum.

Throughout your stay in India, you will have plenty of free time to shop and visit sites of special personal interest. In addition, the **Indian 99s** have arranged a number of special dinners and cocktail parties and informal meetings to get acquainted with members of the tour and to acquaint you with civil aviation officials and flying enthusiasts from their country. Members of the Indian Section will also accompany your regular English speaking guide for your tour within India and Nepal.

A most unique opportunity arranged especially for you by your 99 friends in India. Send in your reservation or request more complete details by using the form below.

Send to Ms. Chanda Sawant
c/o Destination World Ltd.
680 Lexington Ave.
New York, NY 10022

☐ I wish to participate in this trip to India & Nepal. Enclosed is my Check/Money order payable to "Destination World Ltd." for \$ _____ representing:

- ☐ down payment ☐ full payment
☐ single accommodation \$50 extra
☐ I would like complete information on the trip to India & Nepal.

Name: _____

Address: _____

Phone: (office) _____

(home) _____

Names of Accompanying Persons: _____

North 'Land' Route (continued)

80% ice, it was obvious (note that I did not say clear) that the weather had changed drastically. All was white from about two octaves into space. The safe crossing altitude is twelve thousand feet and up we went. The ADF was erroneous due to the snow storm we were experiencing (and this is early August). By holding the heading and letting down at sea we were able to cautiously sneak back up the fiord at 300 to 400 feet. The 'first team' was handling the controls and this writer was busy talking to Julianhaab radio, inquiring about the height of the icebergs in this area. The tallest was reported at 604 feet. The weather improved as we worked our way into the fiord and by the time we sighted the landing strip the ceiling was about 600 feet.

For the next several days it rained constantly. The island hangs in limbo during such a seige, but once the wind picks up the clouds are blown from the rocky crags and seemingly from out of no where come the 727's bringing in the campers and hikers. Just before we left a group from the Sierra Club arrived. Had we really gotten to an area ahead of the famed group? We passed a 727 in the fiord and by communicating with each other passed successfully at 1,500 feet.

Once more we were paying the customs officer the \$29.50 for landing after hours at Goose Bay. This sort of thing must be anticipated on a trip of this type, besides the next landing would be in OUR country, which you have to leave to really appreciate.

Aircraft — Piper Twin Comanche N7021Y — 4 seats; 160 HP Lycoming, 4 cylinder engines; 120 Gallons fuel — 7.5 hours range; Speed 160 knots or 190 mph cruising; Equipped for instrument flight: 7 navigation radios, 3 communication radios, 2 emergency radios, auto pilot. Back seat loaded with raft, survival kit & navigation publications.

Trip — Presque Isle, Maine, Goose Bay, Labrador, Newfoundland; Narssarsuaq, Greenland, Reykjavik, Iceland; Stornoway, Scotland; Cork, Ireland, Bristol, Oxford, Southampton, England; Mallorca, Spain; Brussels, Belgium and return. Mileage: 12,580 nautical or 14,370 statute miles. Flying time: 90 hours, 10 minutes. Avg. speed: 139 knots or 160 mph. Fuel used: 1,268 US gals. or \$1,145. Landing fees: \$175. Parking: \$49. Customs: \$81. Longest overwater leg: 540 nautical miles from eastern shore of Greenland to Iceland.

Martha Christy — Language Arts & Math teacher at Apollo in Bossier City. Shreveport 99. Commercial pilot with instrument rating, 1640 hours.

Ray Christy — 8th grade science teacher in Bossier. Retired pilot from USAF. Commercial pilot with instrument rating. 10,500 flying hours.

NEW HORIZONS

IN MEMORIAM LILLIAN B. ROYLANCE

Lillian B. Roylance was killed November 2, 1976 in the crash of her Beechcraft Debonair N8713Q during a 99s fly-in. She was a charter member of the New York Capital District Chapter of the 99s, and served as vice chairman, Amelia Earhart Scholarship chairman, and membership chairman. She had been flying since 1960, had a commercial license with over 2000 hours, and was the chapter's nominee for the AE Scholarship in 1973. She was the only chapter member to date to be presented with the AE medal for outstanding service. She was also a charter member of the Northeast Pilots Association, a member of the American Bonanza Society, the Aircraft Owners and Pilots Association, and the National Pilots Association.

Lil's death leaves a void in a very special part of our lives. She was a true and valued friend, and her warmth and vivacity will never be replaced. Her life was lived as an individual, as a truly Christian lady, and as a loyal ageless friend. She was a loving wife, mother of three sons, and a grandmother to eight. Her own personal identity was of great importance to her, and she began flying at an age when many women consider their active lives to be almost over. Her spirit was indomitable, and she so cherished her freedom to fly. Her beloved "13 Queen" was her joy, and she was always so happy to be in the sky. This was the only measure of consolation in her death — that she left us doing what she loved best.

HEADQUARTERS THANKS YOU TULSA CHAPTER

for your recent donation for the sprinkler system needed at 99 headquarters.

Items still needed:

Additional funds for Sprinkler system

Ninety-Nine Sign
Aviation Library items
Memorabilia
Landscaping
Cabinet in Ladies Room
Humidifier
Chairs (2)

V bs

isn't what you think it is!

by Daryl Ann Kyle

Aerobatic butterflies internally, CAVU externally. The time, 5:45 a.m. Purpose of flight, a cross-country to an airport where I am scheduled for my private pilot checkride. According to club rules, I could take-off, for the winds were below prescribed limits set for student pilots. But my return landing, some six hours later — after the checkride — presented a problem. Forecast weather for my return fell outside the student envelope, yet within the private pilot guidelines.

Should I go? Or stay, and cancel my appointment (sob!), knowing the examiner had a vacation in the offing and I'd be leaving the area in less than two weeks. (Would I ever be a pilot?) What a traumatic time for a go/no-go debate. Clearly, the decision should come from on high; I dailed my instructor, 99 Elaine Roehrig. Not a trace of sleepiness in her happy hello! She listened to my predicament, then gently pushed her fledgling out of the nest saying, "Go, Daryl, you'll have that rating in hand when you return." Thankful for her buoyant advice, I confidently sallied forth, passed the check ride — even collected (incredulous!) congratulations from the tower. Behold, Elaine was right!

Now that the license had been garnered, my long-suffering instructor offered to go flying one day. "Split-time, just for fun!" Elaine explained. (Have I ever said no to anybody. . . about flying?) Just imagine! This wonderful woman, who had already spent over twenty hours calmly ensconced in the cockpit beside me, wanted to be subjected to more of my aerial atrocities.

At the practice area, one of us would fly for a while, then the other — chandelles, lazy eights, wing-overs, spin entries (and, thankfully, recoveries) — Elaine's maneuvers precise and perfect, mine awkward and nearly unrecognizable! Then on to the airport for some touch and goes, finally finishing up with variations on a theme — dead stick landings.

Back on the ground, I began to think about our exciting flying session. It had been like removing a blind fold! The old adage, "a ticket is a license to learn," was true! Previously practiced maneuvers now felt like familiar friends. New insight flooded my brain. . . By golly, I'd been flying around lately — most of the time solo — and in the space of a mere hour, this fun, yet highly instructive flight had taught me how I learn. (No doubt, Elaine knew all the time!)

Nothing so earth-shaking about that, you say! Well, I've been taught that everyone learns differently — some folks do best with visual cues, others learn verbally. People may need physical involvement. . . or reading. . . or writing. . . or speaking. And most of us benefit from a combination approach. That the best sequencing for learning methods should vary from individual to individual isn't so heretical either. So why bother about it?

This particular learning pattern became valuable a few flying hours and a couple of years later when I forsook power planes and transitioned to a new love — gliders. Tows, I found, were white-knuckled affairs. Slack lines? Let it suffice to say I just gritted my teeth and gripped that stick for dear life! How fortunate I could say to my conscientious instructor (who was trying his darndest to help me), "Look, here's how I learn easiest."

And you know what? He was mighty grateful. His diligent teaching efforts could now be concentrated in an order that best suited me. (I remember vividly how he breathed a hefty sigh of relief and even thanked me for explaining how I wished to be taught!) AND IT WORKED!! As if by magic my knuckles showed color, my hands relaxed, coordination returned and I learned to complete the skills safely and properly.

Since a great many of us upgrade with an instructor every now and then, doesn't it seem reasonable for us to know our own learning sequence? Moreover, to say, when we have problems with a certain aspect of flying, "Let's try it this way." And I'll bet any instructor who would disregard a well-charted course for teaching a specific individual probably ignores density altitude, too!

By figuring out our sequence for best learning, we save time and money; we fly safer sooner; and we are filled with self-accomplishment and pride — while our instructor's ego is busting out all over as well. I call it pilots Vbs (that's "best sequence", silly!)

My personal learning pattern, I discovered, goes like this: 1) receive demonstration of technique, 2) follow instructor through, 3) try it myself. Later, after significant practice, REPEAT THE WHOLE PROCEDURE. Uh, huh. . . take another dual hour and ask the instructor to show me how all over again!



Josephine Wood Wallingford, left, (License #9129) and her sister Frances, both formerly of Vernon, Texas, with their instructor, Burdette Fuller, during training at Jim Granger's operation, Clover Field, Santa Monica. One of the early-day sister-flying teams, 99-charter member Josephine now lives in the Dallas area.

Myrtle Brown (#7701), formerly of Omaha, Nebraska, sister of Mrs. Guiseppe (Dorothy) Bellanca, learned to fly at the Bellanca factory field, Wilmington, Delaware, and afterwards operated her own airport at Panters Cross Roads near Concordville, Pennsylvania. She is pictured here with an OX-Waco in which she trained.



Edwyna McConnell Thro (#7500) first licensed woman pilot in Fort Worth, with a Gipsy Moth, served as airport secretary to Manager Bill Fuller at Meacham Field. She currently resides in Wichita Falls, Texas.



Edith Foltz Stearns (#5600) poses by her Alexander Eaglerock Bullet at the '29 Derby start. One of the first stock jobs with retractable landing gear, she finished second in the light-plane category behind Phoebe Omlie. Edith flew with the Air Transport Auxiliary during WWII and entered the '52 and '53 AWTAR with Pauline Glasson.





Vintage Montage

*A collection of Ninety-Nines
charter member pictures
submitted by
Glen Buffington*



Ruth Rowland Nichols (#326), formerly of Rye, N.Y., by the Rearwin Ken-Royce as an entrant in the '29 First National Women's Air Derby. Ruth headed up the Constitution Committee during the founding of the Ninety-Nines.

(Above) Blanche Wilcox Noyes (#6540) extols for Cleveland where she lived at the time of the '29 Derby. She flew the J-5 Travel-Air to fourth place in the race, and the former International 99 President now resides in Washington, D.C.

(Below) Nellie Zabel Willhite (#8242) with "Pard", her OX-Eaglerock, named for her Dad, on a windy Dakota day at Renner Air Service. Nellie still hails from Sioux Falls, S.D.



HOLD THAT POSE, 3827 TANGO

by Linda Lee Word

What would you do if you saw a person with four heads, each head wearing a different hat? Would you call the Guinness Society and offer him as a world record? Tell the local Museum of Natural Science to prepare a large display case? Or simply do the most logical thing — faint dead away? Ninety-Nines takes pleasure in introducing you to such a person, and none of these actions is necessary. He has only one head, but he does indeed wear many hats. He's an ex-airline executive who is also an artist. He's a renowned artist who is also an aviator. He's an aviator who is a relentless sleuth and solver of forgotten mysteries. He's also a deeply religious man who readily gives God and His guidance the credit for making him the person he is. Any one of these talents would be an interesting topic for study, if they didn't blend into each other so well. And blend they do, in an amiable gentleman named Robert Carlin.

The common denominator of his interests is aviation. This interest, in Mr. Carlin's words, goes so far back that "I think I kicked over my bowl of pabulum when I heard an airplane, way back when, and it's been that way ever since." Having shown his instinct for positive rudder control at such a tender age, he went on to solo at age sixteen. Four years later he was at the controls of a B-24 flying combat missions over Germany. Although he isn't a lover of war, he still relishes the memory of combat flying as one of his most exciting experiences. After World War II, he flew a desk for an airline for several years and did his flying on the side. Up to this point his experiences parallel those of many airplane-lovers whose first love has to take whatever time is left over after such secondary priorities as making a living. One day in 1964, however, he reached a turning point, and all this changed.

"The art thing was just there, but I didn't do anything about it. Then all of a sudden, it just sprang to life." Mr. Carlin had natural talent, and had drawn pictures all his life. In 1964, when he "got serious about his art," as he says, he did a series of eight airplane pictures. On a friend's persuasion, he entered them in an aviation art contest which was taking place nearby. His friend had enough confidence for both of them, and to Mr. Carlin's amazement, he won the contest and sold all eight paintings at once! This was the beginning of a highly successful career in aviation art that shows no sign yet of slowing down. It has offered the artist a rare opportunity to combine his natural artistic talent with his primary interest of aviation.

Bob Carlin is far from being the lonely, starved artist huddled in a cold attic studio who has been immortalized by Hollywood. One day several years ago, he had a brainstorm, one of those rare flashes of insight that opened new doors and changed the course of his career. This new way of painting has enabled him to enjoy

the friendship of many of aviation's great heroes and pioneers, as well as to preserve much aviation lore that otherwise would have been lost. His idea was to paint an action scene recreating a significant moment in aviation history and to Mr. Carlin, the story itself is one of the painting's most important elements. To make the painting come alive, he then has the picture personally autographed by the aviator whose achievement is the painting's subject.

One of Mr. Carlin's best-known efforts of this kind is his group of two paintings of Capt. O.C. LeBoutillier, an American R.A.F. squadron leader, in a dogfight with a certain Baron von Richthofen from Germany. During this fight the infamous "Red Baron" was shot down and killed. The project was researched for two years. Carlin's uncompromising standard for authenticity led him to research the weather conditions on that day in April, 1918, the exact terrain, and the smallest details on the airplanes. (In the first painting, both planes are airborne, and LeBoutillier's plane is seen from its right side. In the second, the victorious LeBoutillier is making a low pass over the grounded Richthofen plane. It's now seen from its left side. A close look will reveal that in the first painting, the red, white, and blue rudder panels are brightly painted. Those in the second painting appear dingy with corroded I.D. numbers. This is because LeBoutillier's Camel bi-plane was the oldest in its squadron and had been patched many times before this memorable flight.) Capt. LeBoutillier autographed the original painting and 100 lithographs, and Bob Carlin's star was set.

Since that time, he has produced paintings autographed by many World War I and II aces and aviation pioneers like Eddy Rickenbacker, Col. Bob Scott, Belgium's Baron Willy Coppens, and Tommy Lewis, the Rhodesian pilot who was the Red Baron's last victim and a rare survivor of his fire. These action scenes are not the only types of paintings Mr. Carlin has done. He has personally commissioned paintings hanging in the offices of several airline executives and armed services personnel throughout the world. The fruits of his labors grace museums in nine foreign countries, and the homes of many individuals who treasure the memories of airplanes they have flown. One of his most exciting paintings is one he did for NASA of the Russian Soyuz and our Apollo spacecrafts. This painting, autographed by all five Russian and American astronauts, is on permanent display at a gallery in Houston, Texas.

Recently, Mr. Carlin was given an honor that most artists can only dream of. A mural done by him is hanging in the Smithsonian Institution's newly opened National Air and Space Museum. It is a five-by-eight foot painting of a Lear jet.



Capt. O.C. "Boots" LeBoutillier, Flight Leader of 209 Squadron R.A.F., after combat with the Flying Circus, making a pass over the crashed triplane of Baron Manfred von Richthofen along the Bray-Corbie Road, Somme Valley, France, Sunday, April 21, 1918.



April 20, 1918. "Tommy" Lewis, von Richthofen's last victim. The blazing plunge burned off all the fuselage and tail fabric, and with little control left, the Camel hit and Lewis flew through the top wing. Incredibly, his injuries were minor, and he lives today in retirement in Rhodesia.

It was while he was researching a painting in 1965 that another of Mr. Carlin's talents was brought to light. He was in his hometown of Rockford, Illinois talking to Col. Bert Hassell about the Stinson that he flew across the North Atlantic in 1928 in an attempt to establish a land route between the U.S. and Europe. Bad weather forced the plane down on an ice-cap in Greenland, and Hassell and his crew walked for two weeks before being rescued. This incredible adventure was to be the subject of a series of paintings. Col. Hassell had pictures of the plane taken in 1948, showing it to be perfectly preserved by the cold, waiting for someone like Carlin to come along. During their conversation, Mr. Carlin asked the inevitable question, "Where is the airplane?" The answer was, "It's still there."

"It was like waving a red flag in front of a bull," Carlin recalls. "My hands were sweating, and I was shaking like a \$12. television set. I had to get that plane!" This was the beginning of a two-year odyssey involving the U.S. and Danish Air Forces (Greenland is owned by Denmark), several supportive friends, and finally the King of Denmark himself. After the King gave his permission for the plane to be removed from the ice, it was flown back to the old Colonel. It is in Illinois now being restored. One of many people happy to see the incident closed was an exasperated legislative clerk in Washington, D.C. It seems that all the correspondence requesting help from various legislators was being funneled to his desk! Three paintings of this adventure are in the Polar Section of the U.S. Archives. Mr. Carlin has given a full account that was published in *FLYING Magazine*, Nov. 1967.

Mr. Carlin says that this recovery was the first of it's kind, but as often happens, this story contained the seeds of the next. "My biggest file is the one on lost airplanes," he says. But the type in which he is mainly interested is the one "that isn't yet finished, that got left as a king-size cliff-hanger." He is now well into his second "cliff-hanger," one of aviation's greatest unsolved puzzles. Following Lindbergh's famous flight, a young aviator named Paul Redfern wanted to share in the glory by flying non-stop from Miami to Rio de Janeiro. His route was to take him around the eastern coast of South America in fifty-five hours. He and his Stinson disappeared somewhere over the Amazon jungle. Neither he nor his plane has been found.

Searches were begun, then abandoned when World War II started. Not, however, before a young Bob Carlin had been impressed by newsreels covering Redfern's disappearance. While flying his B-24 back home from Europe after the war, he flew over the area where Redfern had supposedly gone down. He spent seven hours flying fifty feet over the jungle and knew that it

would be next to impossible to find the plane. A few years ago, he became acquainted with an aviation writer named Dale Titler, who was also interested in lost airplanes. Together they have put in hundreds of hours of research involving such unexpected leads as an out-of-print book by a mining engineer in South America. He saw Redfern's smoking plane fly over and mentioned the incident in his book, complete with the tail number. By piecing together various bits of information, Titler and Carlin have been able to re-construct a moment-by-moment account of Redfern's flight up to the sighting by the mining engineer. They have made three trips to South America in their efforts, and have flown over the area marked by a big "X" on their map. Now, almost forty years after Redfern's disappearance and five years after the Carlin-Titler search began, they know the spot where the airplane went down. Since all that remains is the actual recovery of the old plane, it won't be long before Carlin's "steel-wool jungle" will yield one of it's best-kept secrets. Mr. Carlin has already begun his paint-and-canvas narrative in a painting of the Redfern plane. It has been autographed by a grateful Mrs. Paul Redfern, who is still waiting for news of her adventurous husband.

What height will Bob Carlin, artist, detective, and story-teller try to reach next? We'll have to wait and see. But whatever it is, it will have to do with airplanes, it will thoroughly entertain you, and it will acquaint you with a fascinating moment in aviation history. And it will be pursued with the same tireless probing and compassion that has characterized Mr. Carlin's earlier endeavors. In the meantime, don't wonder if you get a telephone call from a soft-spoken man in Houston, Texas. It may be Bob Carlin wanting to paint a story about you.

Editor's Note: Several months ago, two gentlemen from Texas came by 99 Headquarters having been told by 99s in their area that they should not miss it while in Oklahoma City. In a conversation with them, we learned that there was an aviation artist in the Houston area, good enough to have his work hanging in the Smithsonian, who specialized in solving mysteries surrounding last aircraft, and that he was presently involved in probing into Amelia's disappearance.

We subsequently suggested to Linda Lee Word, Houston Chapter's NEWS Reporter, that she try to get an interview with Mr. Carlin and share his story with us. As you can see, she responded with a most warm and interesting account of Artist Carlin and his pursuits. We look forward to hearing even more about him when he really does take on A.E.'s disappearance as his number one "unsolved mystery."

Ninety-Nine Projects

Felicity McKendry, Ontario Chapter, addressed the ladies night of the Canadian Aeronautics and Space Institute September 28th, acquainting them further with the Ninety-Nines and women in aviation. Felicity has also been asked to help arrange input in a CAREERS day at Hillcrest High School in the area of AIR TRANSPORT on November 24.

MIDDLE EAST

Anyone flying over the Grove City, Pa. airport should note the new gold compass rose which is the handiwork of the Greater Pittsburgh Chapter 99s and friends.

NEW YORK-NEW JERSEY

Hudson Valley Chapter has Headquarters Building

The Hudson Valley Chapter has a headquarters building located on the Kingston Ulster Airport. The building, donated by Carroll Air Service and the Kingston Ulster Airport took the chapter nearly a year to renovate. 99s, 49½ers and friends of the chapter donated time, labor and material to make this project a reality. The headquarters was dedicated in August with noted CBS meteorologist Gordon Barnes (now with Washington DC WTOP TV) as guest of honor and featured an Air Show "Tribute to Women in Aviation" by Cole Palen of famed Old Rhinebeck Aerodrome. Among other dignitaries attending were Sister Mary Charles, Administrator Benedictine Hospital; United States Congressman Matthew McHugh; New York State Assemblyman Maurice Hinchey; and Lt. John Ryan, New York State Police. The large picture window newly installed has caused the headquarters to be fondly dubbed "The Control Tower".

(Below) HUDSON VALLEY CHAPTER HEADQUARTERS. Standing (L-R) Joan Schneller; Patty Barone, Membership and APT Chrm.; Gertrude Coles (66); Gertrude Felsen; Kay Staccio, Treas.; Clorine Lossee (66). Seated: Barbara Steiner (66); Julie Price, Rec. Sec.; Arlene Speisman, Chairman; and Gale Brownlee, PR.



Angela Kovacs, Palisades Chapter, gave a great lecture on night flying at an FAA clinic. She's our night owl at Teterboro Airport and has soloed many students at night. Louise Galfas gave a talk to a group of problem teenagers. With the help of slides from the local GADO, she got these kids really interested in aviation.

On September 25th, the Western New York Chapter had a 99s display at the 50th anniversary celebration of the Buffalo International Airport.

NORTH CENTRAL

Members, husbands, and friends of Quad City Area Chapter gathered to paint MONMOUTH on the taxiway at this Illinois Airport. After the painting everyone gathered for a picnic (the last of the season, no doubt) in an adjoining park.

NORTHWEST

Bonnie Klein gave a speech to the Seattle Chapter of Washington Pilots Association about the adventures she and Sandy Sullivan had in the Powder Puff Derby last summer. They showed slides and a movie and displayed their scrapbook.

During October, Greater Seattle Chapter accomplished our second air marking project when we painted THUN FIELD on the Puyallup airstrip, much to the delight of the airport managers. And it was all done by seven 99s and our fearless leader Bruce Thun from the Washington State Aeronautics Department.

Mt. Shasta helps with Oktoberfest

The Mount Shasta Chapter served breakfast for the E.A.A. Oktoberfest which was held at the Redding Sky Ranch on October third. Cloudy skies on Saturday kept the aircraft away and only thirty some planes came in instead of the expected ninety to

one hundred but we still served over 100 breakfasts on Sunday morning.

We have served refreshments at two F.A.A. Safety meetings since the new Board took over, and will help again on December ninth at Red Bluff.

SOUTH CENTRAL

Coastal Bend Airmarks Smithville

On October 24, the Coastal Bend Chapter met at Smithville, Texas airport for the purpose of airmarking. Due to the efforts of our own Peggy Walicek of Smithville, Mr. Austin Wampler brought a portable air compressor. All I have to say is that this is the way to go to an airmarking. With the help of two 49½s Mr. "Speck" Morgan and A.J. Caraway — and friend

Minnesota Lifeguard Pilot

by Doro



Linda Haedge and Sally Woodburn with plaque awarded to Minnesota Chapter by the Red Cross.

Wednesday, September 1st may have been a drizzly gray day to the rest of the Minnesota residents but it was a bright spot in the lives of the Minnesota 99s Lifeguard pilots. They, along with many of their 49½ers met at Downtown St. Paul Airport where Jerry Undis of the St. Paul Regional Center, American Red Cross, presented a plaque to the group. This plaque, which will be hung in the terminal building, is in appreciation of the groups' efforts in transporting blood to St. Paul.

This program was begun in 1975 after a chapter member spoke to a Kiwanis meeting which a Red Cross official attended. He approached her about the possibility of the 99s helping solve a problem for the Red Cross. Since the blood which is to be converted into components must be in the laboratory within four hours after it is drawn and the supply within the metropolitan area is not always adequate, a rapid means of transporting whole blood in to St. Paul had become an absolute necessity. This is especially true in the case of blood which is to be used for platelets, a blood component which aids in clotting and

"Dub" from Edna, Texas, the numbers were outlined with chalk. Then we got busy with rollers and outlined the numbers and the men filled in with the paint spray gun. It both takes less paint and is less work.

The City of Smithville and the Smithville Flying Club treated us to lunch at The Barn Door Restaurant. While the ladies had their meeting the men and Mr. Irvin Row took the air compressor out and finished the numbers and the centerline on the runway. We are sure fortunate to have such a working group of men around our area. We plan to use them lots more and do some more airmarkings in the future.

Golden Triangle Chapter is excited over a new item they are proposing for sale, that being a 10-K gold 99 ring designed by Glenda (Farmer) Galey. It is delicately designed for the little finger. Response over

Honored By Red Cross

ander

is frequently used in treating people afflicted with leukemia. Other components routinely extracted from whole blood are red cells, used in treating anemia and to increase the blood's oxygen-carrying capacity; and cryoprecipitate, used in treating people with hemophilia.

Within a short time our first flight was under way. The first fiscal year the 99s flew 21 Lifeguard missions of three flights each for a total of 63 flights. During the first quarter of this year over 70 missions of three flights each have been flown.



Caroline Olson and 49½er Ray unloading blood from their Mooney at Downtown St. Paul Airport. TV cameraman from KSTP who covered the presentation.

The Red Cross spokesman has stated: "There is no economically satisfactory alternative to the Lifeguard missions. A mobile laboratory would cost approximately 130,000 plus expenses for staff and transportation. A satellite processing center would cost \$9000 the first year along plus expenses for staff and transportation plus \$20,000 for installing laboratory equipment.

The 21 Lifeguard pilots volunteer their time and their aircraft, the Red Cross pays for fuel, though some pilots also volunteer this. We are all very proud of these flights and this honor accorded us.

the ring was very favorable at the Albuquerque Sectional. There will be more information available very soon.

Golden Triangle airmarked Mangum Airport in NE Ft. Worth last month and had the best turn-out we have ever had. Simultaneously with the airmarking at Mangum we also completed an airport beautification project, and to top the entire beautiful day off, we also managed a successful bake sale.

Nebraska 99s Honor Aviation Pioneer, Belle Hetzel

As a special Bicentennial Project, the **Nebraska 99s** commemorated a plaque in honor of **Belle Hetzel**, a Nebraska aviation education pioneer who was instrumental in organizing the first Chapter of 99s in **Nebraska** and who served as International President of the 99s in 1947. The plaque was dedicated at a luncheon at Eppley Airport in Omaha on November 14, and was placed on permanent display in the Eppley Airport Terminal.

Sally Clark, Nebraska 99s' Aviation Safety Chairman, has organized an Aviation Safety Film Festival. A series of films dealing with aviation safety will be shown at the Lincoln Airport General Aviation Building one Sunday afternoon per month for four months. All interested pilots are invited to attend, view the films, and have a cup of coffee.

Oklahoma Chapter's last CFI Clinic was very successful, tho' the weather wasn't the greatest. Registration was up and we got to meet a lot of our old friends and many new ones from the area. Good by, Sam Prince, FAA. The Oklahoma Chapter is going to miss you.

The **San Antonio 99s** have an Air Age Education Project with Explorer Scouts — **Ann Lowell** is Chairman. They also assisted the AOPA Plantation Party along with the Explorer Scouts. The 21st annual AOPA meeting was held in San Antonio 26-31 Oct. 76.



There we are, in front of the hangar, happy because we just sold the last lunch at the EAA Fly-In at Tahlequah. This is Tulsa Chapter's fund raising project for the year, and we sold 300 lunches and over 300 hot dogs, pop & coffee. The weather was beautiful. We also want to thank our 49½ers who are always there when needed most.

Tulsa Chapter Makes Donation to 99 Headquarters

At their last meeting the **Tulsa Chapter** gave **Two Hundred Dollars** towards the Sprinkler System at Headquarters.

SOUTHEAST

Florida Goldcoast Chapter hosted the Southeast Section meeting held at Key Biscayne, Fla. on Sept. 24-26, which saw about 50 members participating in swimming, deep sea fishing, touring the new Planet Ocean facility, enjoying fine food, and watching our own **Lois Porter** starring in the FAA film presentation on flying safety. We were honored to have International Officers **Thon Griffith** and **Janet Green** join with us in the fun and meetings.

The **Florida Gulf Stream Chapter** had an unusual raffle in October, the item to be raffled being a beautiful gold and blue leather 99 compass rose plaque (worth \$150.) and the object of the raffle being not so much to aid our treasury as to help an elderly and needy ex-99. The drawing was held at the October meeting at Ft. Meyers, where **Anne Roethke** was hostess. Chapter Chairman **Mina Elschner** wants to thank the many girls from various chapters who helped out on the raffle. Lucky **Connie Brunger** won the plaque, and has donated it to the International Women's Air and Space Museum at Dayton, Ohio, in the name of the Florida Gulf Stream Chapter.

The **Suncoast Chapter** of the Ninety-Nines will host the terminus of the 1977 Powder Puff Commemorative Flight to Tampa, Fla. Co-Chairmen will be **Dottie Birdsong**, **Millie Lafferty**, and **Sally Tanner**. Our "Honorary Chairman" for the 1977 Terminus will be none other than the Chairman of the First Powder Puff Derby Terminus, Tampa, Fla., **Ruth Hubert**.

SOUTHWEST

Project Aware Sponsored by Phoenix Chapter

by **Natasha Swigard**

October seems to be a busy month for the Phoenix Chapter. The month was filled with our Annual Air Rallies, and also our Annual Project AWARE.

This program is really devoted to informing as many pilots, and particularly those that are passengers, of the things one needs to be AWARE of while getting ready to fly and actually making the trip.

Ken Gardner from Continental was there to address the more than 200 about engine care and safety. **Jessie Wimmers** talked about some facets concerning commercial flying; **Pam Marley** and **Vicki Bruce** spoke about the PPD and all that one needs to

Continued on p. 31

Poker Run a Success

We selected Saturday, October 2 as **Eastern Ontario Chapter's POKER RUN** day to try to sidestep the marginal weather we had experienced the last two times we held it in the spring. Friday night's forecast sounded excellent, but the early morning fog hung around a little longer than anticipated. However the show did get on the road after a short delay. It was the most successful RUN yet financially, and several comments have been received as to how much it was enjoyed by those who bided their time and enjoyed the beautiful Indian summer weather and leaves as they made their 5 stops at the 9 possible airports. First prize was won by **Betty Willis** of Brockville with 4 Jacks.

Marilou Comerford is to be commended on the excellent job she did organizing the run. Extra publicity was given the Ninety-Nines because Marilou was interviewed on radio CBO radio noon, and also TV station CJOH covered the start of the Poker run which appeared on the following Evening News.



Darleen Yergens and Nadine Cooper with some of the prizes at the terminus of Eastern Ontario Chapter's POKER RUN.

The **Alberta Chapter** is planning an all day Safety Seminar, open to all pilots. Plans for this seminar were discussed at their Chapter meeting held at **THREE HILLS** on **OCTOBER 16**.

The **Greater Winnipeg Chapter** is getting the **UNITED APPEAL** off the ground by flying customers for money, all to be donated to the cause. The title, "**BARN-STORMING WITH THE 99s FOR THE UNITED APPEAL**", should make the local media sit up and take notice.

The **Saskatchewan Chapter** held a successful POKER RUN on October 3.

MIDDLE EAST

The **Delaware Chapter** served refreshments at the September Regional tryouts for the U.S. Precision Flight Team. **Jan Churchill**, of the Delaware Chapter, participated in the tryouts.

FLYING

MD Chapter will be participating in **Chesapeake Appreciation Days Festival** on **October 31**. Our fly-by and booth at last year's festival were a huge success.

NEW YORK-NEW JERSEY

The **Hudson Valley Chapter** is 100% APT announced APT Chairman **Patty Barone**.

The **Palisades Poker Run** held in September was lots of fun, with lots of winners. **Bill Levy** won 1st prize of a weekend at **Holiday Lakes**. **Blossom Friedman** won 2nd, a \$250.00 certificate from **Mattituck Aviation** for engine repair.

Winning Score Near Perfect
in Hudson Valley 300

The **Hudson Valley Chapter** again sponsored the **Empire State 300 Race** Oct. 2 at the **Dutchess County Airport**, **Poughkeepsie NY**. Race Chairmen **Doris Miller** and **Julie Price** announced the race a great success in spite of a three hour delay in race start due to weather. The winning score was a near perfect 99.967.

NEW ENGLAND

New England Section pilots literally took the **Empire State 300** by storm. It was IFR for impound, VFR for the race, but certainly not CAVU with haze and rain showers, and low-IFR for the trip home. Undaunted by this typically "New England" capricious weather, **Western New England's Alexandra Taylor** and her co-pilot, a student, took first place, best mixed team and the perpetual trophy. Third place went to the **Orlitzki's** with **Skippy** acting as co-pilot for 49½ **Dan**. "Where are we?" "Don't ask dumb questions, just FLY!" **Eastern New England's Judy Hartzler** and her 49½ **Glen** took second while fifth, best women's team and best fuel score low-time crew went to **Pam Hawes** and student-pilot 66 **Stephanie Blombach**. And **Elizabeth Brown** of North-

ern New England won a judges award; best all around pilot. An excellent record in a contest where "safety and proficiency" are the criteria!

NORTH CENTRAL SECTION

Indiana Chapter helps with
Annual Cancer Carnival

The **Indiana Chapter** met Sunday, October 18, at the **Bloomington, IN Airport**. They were invited by the local **Elks Club** and the **Monroe County Pilots Association** to participate in their passenger hopping and pancake breakfast. The proceeds from this Annual Cancer Carnival are donated to the cancer fund.

Although the weather was a bit brisk, there was an excellent turnout and it was determined that the project was a success. Several of the **Indiana 99s** used their planes to haul passengers.

The **Central Illinois 99s** fly-in meeting at **Jacksonville** started off with a spot landing contest. Prizes for closest touchdowns went to **Joan Boyd**, **Gigi Green**, **Libby Ann Dunseth**, **Deed Holcomb**, and **Kathleen Wood**.

Kentucky Blue Grass Chapter members participating in the **Indiana Fair Ladies Race** at **Columbus** were **Dot Arnett** and Co-pilot **Ted Arnett**, **Virginia Chamberlain** and Co-pilot **Ed Morgan**.

Marian Fredlund and 49½ **Ron** were chairmen of the **Minnesota Aviation Trades Association's** seventh annual **Air Tour**. They were responsible for arranging for six separate meals, all land transportation, two nights' lodging and entertainment for 135 people, flying 44 aircraft. The three day event covered over 300 miles and terminated at **Orr, Minnesota** where the **Minnesota 99s** joined the group for their monthly meeting.

Von Alter flew solo to **Colorado Springs** to visit her parents. Husband, **Charley** joined her and they flew back together to **MLI**.

ACTIVITIES

Karen Davidson, Quad City Area Chapter, and her sons, Kevin and Mark flew to Kahoka, Missouri in Karen's Cessna 172 for a weekend of fishing. Karen reported that the landing on a little grass strip with a stiff crosswind and the fishing were both successful. Among the fish caught was a 2½ pound bass.

NORTHWEST Mount Shasta Chapter Takes Over Race Stop

After helping the **Sacramento Chapter** at the Red Bluff stop of the Palms to Pines Air Race in 1975, **Mount Shasta Chapter** took over this year and, with the help of a team that came up from Sacramento and gave us a very welcome assist, all went well and we were looking forward to next year. We had one plane in the race; **Ginger Strange**, who was flying her first race, with **Mary Grace Sebelius** as her co-pilot.

SOUTH CENTRAL

Sally Staley, San Antonio, entered the National Aerobatics Championship Competition held in Dennison, Texas. There were three women entered out of 75 applicants.

SOUTHEAST

Claudia Conn, Miriam Pullins, and Ann Taylor, Alabama 99s, were judges at the Southeastern Regional NIFA Meet at Auburn University, Alabama, October 29th and 30th.

West VA Mountaineers have been busy with flying activities. **Marlene and Tom Logston** shared the controls of their **ROCKWELL COMMANDER 112A** throughout the state of WV for a **POKER RUN**. Fantastic Flying Weather were on tap at **NOBLE County Airport** for the **Flour Bombing and Spot Landing Contests** (would you believe one of our 99s beat the fellows?).

Natalie Stafford and Barb Baron assisted with the **PENNY-A-POUND Rides** and airshows in Clarksburg and Wheeling representing the local pilots groups. At Parkersburg **Jean Pickering and Fritz Howard** spent the day dishing food to the 1500 folks at the Airshow.

Shenandoah Valley Chapter Helps with Fall Fly-in by Virginia Thompson

The Virginia EAA Chapters joined with the North and South Carolina Chapters and the Virginia Antique Airplane Foundation for a combined fall fly-in and airshow at Shenandoah Valley Airport, Weyers Cave, Virginia, on September 24-26. It was a delightful occasion until tragedy stuck on the final airshow act for Gerald Presson of Miami Lakes, Florida.

Jerrie Gribble and her husband did a tremendous job with Field Operations. **Nancy Belote and Jerrie** manned our Ninety-Nine booth on Saturday. **Anne Adams and Virginia Thompson** sold and collected tickets at Ingleside Inn for the banquet. During the program, Anne gave an excellent talk on the history, goals and accomplishments of the Ninety-Nines. On Sunday, **Ethel Garber** tried but it is hard to sell sun visors in the rain. However, the booth provided good shelter for our short business meeting. **Barbara Barber** and family and guest, **Nita Dove**, especially enjoyed the antique display of aircraft and talking with their pilots.

SOUTHWEST

There were 15 participants who **RON'd** at Hilo in the **Apuepuelele** held August 21st. There were four airplanes participating in the contest and **Coral Hansen** took her 310 and passengers along to follow the course. Chairman **Sue Young** classified the race as the **Aloha Chapter's** first and last "unofficial contest". Winner was **Debbie Petteys** with co-pilot **Susan Turk**; 2nd place was **Pat Davis** and 3rd place went to **Eleanor Sharpe**.

Gillespie Field in the El Cajon Valley on Oct. 1st was a hubbub of activity as the racers arrived to participate in the 12th annual Pacific Air Race. The atmosphere was one of a huge family reunion, and a lot of "I haven't seen you since. . ." was going around, plus a few good stories of the flight to El Cajon because our weather here in Southern California had been a little (?) disagreeable lately. But being a naturally optimistic group, everyone was looking forward to another great race.

In the evening at the banquet we were all thoroughly entertained by **Flo Schirra** as she related stories of her wing walking days and highlights through the years as the mother of an astronaut.

Saturday, Oct. 2nd dawned, which I guess is about the best that can be said for it. Mother Nature refused to co-operate and with the safety of the racers utmost in the mind, the race was cancelled. Both sighs of relief and disbelief were heard, but the decision was taken well by all. We of the **El Cajon Valley Chapter** wish to thank all the racers and we'll see you next year at Gillespie Fld. for the PAR '77.

Palomar Men's Race

Optimism, fortitude, resourcefulness. . . and a flexible treasury, are basics for any chapter planning an air race. And Palomar Chapter showed them all in their annual men's race. Facing a smaller number of entries, trophies purchased, prizes promised, banquet reservations made, they voted GO over NO GO at deadline time, only to be confronted with a weather situation putting Carlsbad in the fringe area of the Baja hurricane. The racers arrived VFR, but race day offered a pocket of southern California as the only VFR area around, and all mountain passes closed. So, the mystery round robin became a localized proficiency test with all the usual excitement. The financial picture was gloomy until **Harriet Booth** appeared with a personal project: savory sack lunches to save the day for early returnees as well as the treasury which ended up with a **whopping 75c profit** for the entire endeavor instead of much feared loss.

Thelma Mickelson, Orange County 99, flew medical supplies to La Paz, Baja, Calif. The crew of TV show "Good Morning, Good Night, America" also flew down to cover the story of the hurricane.

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(Above) Beverly and Neil Mitchell, 1st Place Michigan SMALL Race, Proficiency Category.

(Below) Al Lowman (L), of the Detroit News, Lillian Snyder, Bob Olmstead, Lillian and Al won "Best Performance by a crew flying a Beech Aircraft". Photos by Donita Simpson.

MICHIGAN SMALL RACE



by Carol Bobb

Fog delayed the start of the 20th Anniversary SMALL Race, October 2nd at Flint's Bishop Airport, but by 11:00 a.m. the first plane was in position and the checkered flag hit the ground. Fifty-one planes entered either a speed or proficiency category flying a 200 nautical mile triangular course. The 23 out-of-state entrants gave the Michigan gals a run for their money and took a bundle of trophies back to their home states as well as their share of the "green stuff".

THE WINNERS:

Speed category: Ruth Ruggles, Ft. Wayne, IN and Eric Geiger, Ashley, IN
Marion Jayne, Palatine, IL and James Lacey, Dundee, IL
Sophia Payton, Clearwater, FL and M. Lorraine Waite

Proficiency category: Beverly and Neil Mitchell, Berkley, MI
Ruth and Robert Frantz, Roselle, IL
Dottie Anderson, Bluffton, OH and L.V. Stephen, Forest, OH
Edie and Bruce Allen, Mt. Pleasant, MI

In-the-Middle Award: Helen and E.L. Davidson, Gibsonsia, PA

Best Performance, Mich. crew: Beverly and Neil Mitchell, Berkley, MI

Best Performance, Beechcraft: Lillian Snyder and Al Lowman, Detroit

Best Performance, Cessna: Beverly and Neil Mitchell, Berkley, MI

Best Performance, Mooney: Sophia Payton, Clearwater, FL and M. Lorraine Waite

Best Performance, Grumman: Caroline Luhta, Painesville, OH and Pamela Baker, Chesterland, OH

Best Performance, Piper: Ruth and Robert Frantz, Roselle, IL

Best Performance, Non-professional pilots: Dolly and George Ross, Hillsdale, MI

Best Performance, all-woman crew in 1st SMALL Race: Lois May, Hillsdale, and Sheila Dick, Coldwater, MI

Best Performance, all-woman crew with combined time less than 500 hours: Pat Race, Clarkston, MI and daughter Lynn Burket of Swartz Creek, MI

Best Performance, husband (49½) and wife (99) team: June and Bill Pailthorpe, Swartz Creek, MI

Best Performance, crew with male co-pilot other than husband: Pat Domas and father John Cleary, Lake Angelus, MI

20th Place in 20th Race: Caroline Luhta, Painesville, OH and Pamela Baker, Chesterland, OH

Best Fuel Score: Beverly and Neil Mitchell, Berkley, MI

Best Speed Score: Ruth Ruggles, Ft. Wayne, IN and Eric Geiger, Ashley, IN



(Top) Millie Dawe (co-pilot) and Natasha Swigard (pilot) were 1st place winners in Kachina Doll Rally. (Bottom) Al Boileau flew solo and won 1st place in the Roadrunner Rally.



KACHINA DOLL ROADRUNNER

PROFICIENCY AIR RALLIES

Sponsored by the Phoenix Chapter
by Natasha Swigard

A beautiful day with severe clear WX conditions prevailed for the Phoenix Chapter 9th Annual Kachina Doll — Roadrunner Rallies held October 9th. Each year safety measures in flying and proficiency regarding time to stations and total fuel usage is stressed. This year there were 37 official entries — 19 in the womens' rally and 18 in the mens'.

The rally course was 252 NM starting at Deer Valley Airport Phoenix with fly-by checkpoints at Taylor and Montezuma, Arizona. There was some rugged mountain flying, a long stretch over a gorgeous canyon, and lots of flying over colorful timber country ablaze with autumn colors.

Awards were presented at a fun hangar party well catered by the VOR Restaurant at Deer Valley Airport. Margaret Lamb and Roy Heidemann won awards for being Johnnies-on-the-spot in a landing contest at the end of each rally. Carol Borgerding and Bill Whelan both won awards for pre-flying a Super Cub and a Cherokee 140. Both planes were loaned to the chapter by Deer Valley Air Service.

Sandi Haag did a terrific job at the flight-briefing; Judi Carns and Carol Borgerding handled the other major details of the rallies.

An interesting coincidence this year is that the fifth place pairs of pilots were last year's first place pilots. And this year coming in as tail-end turtles were Richard Mumey and Luther Hampton!!

KACHINA DOLL RALLY

| PLACE | PERCENTAGE RANK Time and Fuel | TYPE PLANE |
|-------------------------------------|----------------------------------|--------------|
| 1. Natasha Swigard Millie Dawe | 98.7269 | Cessna 182 |
| 2. Martha Pearce Renee Dawson | 98.5298 | Cessna 172 |
| 3. Laura Little Joanruth Baumann | 98.1134 | Cherokee 140 |
| 4. Virginia Edwards Mary Triano | 98.0606 | Cessna 172 |
| 5. Nancy Crase Judi Carns | 97.0230 | Cessna 182 |

ROADRUNNER RALLY

| PLACE | PERCENTAGE RANK Time and Fuel | TYPE PLANE |
|----------------------------------|----------------------------------|--------------|
| 1. Al Boileau | 99.5619 | Cherokee 140 |
| 2. Jack Pankey | 99.0565 | Commanche |
| 3. Don Goebel Roy Quackenbush | 98.7813 | Cessna 140 |
| 4. Robert Long Robert Havens | 98.5594 | Beech |
| 5. Gerald Myers Robert King | 97.9977 | Mooney |

New Members and 99s on the Move

FOREIGN

East Africa is proud to welcome to their membership Greek-American **Electra Catsonis Beahler**, an attorney and a member of the American Bar Association and the District of Columbia Bar.

MIDDLE EAST

Julie Jones will be missed in the East. She has moved to the state of Washington.

Madiline Kesterson, formerly of the **All Ohio Chapter**, has joined the **West VA Mountaineers** now that her husband has been relocated in Lewisburg.

Project 66 is soaring in the **Connecticut Chapter**. In early 1976 we acquired six new members. The two most recent gals in our chapter are **Janet Adams**, a private pilot, registered nurse and if that's not enough she is a law student. **Mary Wills** is a private pilot and advanced ground instructor. She is busy working on her commercial ticket when she's not at her job as a computer programmer with a large Hartford insurance company. Mary has an aunt who is a 99, **Martha Tobey** of Memphis.

From **Eastern New England's** newest member, **Rose Marie Tougas**: "I am delighted to become a full-fledged 99! At my three 'probationary' meetings all members made me feel so welcome that I am looking forward to many future meetings."

NORTH CENTRAL

Indiana is growing. Would you believe they pinned five new members in August? Welcome to **Diane Golay**, **Paula Hook**, **Rosemary Latshaw**, **Sylvia Lee**, and **Eva Parks**.

New member **Nydia Meyers** of **Tecumseh, Michigan**, is president of **Al Meyers Airport** and a doctor of medical research at the University of Michigan, Ann Arbor.

NORTHWEST

Elizabeth Webster, who moved to Spokane, Washington from northern Ontario, and **Julie Jones**, former vice chairman for the **Delaware 99s** have joined **Intermountain Chapter**.

During the summer **Mount Shasta Chapter** lost three members by default and three more who moved away, but we hope to replace them shortly. Our newest member is **Eleanor Mueller** of Red Bluff. She can well be an inspiration to younger women who procrastinate since she learned to fly and passed her Private Pilot Rating after she had passed her sixtieth birthday. She is bookkeeper for her son's auto repair garage and our Chapter Membership Chairman. One of the most dedicated and hardest workers in our Chapter, we are very proud of her.

SOUTHEAST

Sun Coast Chapter welcomes **Sierra Holmes** who transferred from the **Eastern Penna Chapter**.

Liz Garret, a new member of the **Alabama 99s**, is employed at the Army Missile Command in the International Logistics Directorate in Huntsville. She is the owner of a Cessna 150.

New **Florida Goldcoast** member **Linda Snell** works at the Miami Flight Service Station along with another member **Mary Ann Zdunczyk**.

The new **Middle Tennessee Chapter** of 99s is off and running with two new members joining the ranks of seasoned flyers, namely **Julie Brueckmann** and **Diane Capers**.

SOUTH CENTRAL

Bobbie Walls, a supporter of the Plainview Air Show, is a new member of the **Lubbock Chapter**. Another new member, **Jana Palmer**, was co-pilot in TAR #70, and is convinced that 99s are the friendliest people from one side to the U.S. to the other.

Lorene Bourland is a new member of the **Tulsa Chapter**. Lorene has been flying for three years and is a secretary for an appliance company.

Oklahoma Chapter welcomes **Dana** and **Lelah Gibson** of the Flying Gibson family of El Reno. Nice gals, good workers, always an asset to a chapter.

SOUTHWEST

Aloha Chapter has gained another transfer from the Mainland — **Pat Schaaf**, whose husband is the new FAA Safety Inspector. In case you haven't heard, **Mary Hirsch**, a member of the **Washington, D.C. Chapter**, has succumbed to the lure of Hawaii and is now instructing at Hawaii Country Club of the Air.

Patricia Metzger, after more than a year of trying, finally received her 99s membership and we can now officially welcome her, even though she has been an unofficial member of **Aloha Chapter** for many months. Pat is stationed in Hawaii with the Air Force, based at Hickam Air Force Base with the 659th Test Group, a Maintenance Squadron working with C-130 aircraft. Pat put in 2½ years of actual maintenance work on the aircraft until an aggravated knee problem made it necessary for her to transfer to administrative duties. Pat is enrolled in VA Flight Training at Hawaii Country Club of the Air. She has gained her Commercial License and is enrolled for her Instrument Rating. Her final goal is to be a Certified Flight Instructor for all licenses and ratings.

El Cajon Valley Chapter welcomes new member **Sandy La Plant**, and is most happy to have **Jan Gammell**, formerly of **Colorado**, with us.

Lois Erickson, Chairman of the **Las Vegas Valley Chapter** will soon be moving to Stockton, California.

Long Beach Chapter is losing **Gerri Gustetter** to the **Santa Rosa Chapter**. Gerri has been an outstanding and active member of the 99s and the Long Beach Chapter and will be dearly missed.

Barbara Thisted, **San Diego Chapter**, pinned Ninety-Nine wings on her daughter, **Dana** this month. Barbara is moving to Eastern Washington for two years, then back to San Diego, they hope.

A farewell party was given **Marilyn Twitchell** and **Jean Pyatt** by the **Los Angeles Chapter**. Marilyn and Jean will be moving to Pennsylvania where Marilyn has accepted a year's residency in ophthalmology at the University of Pennsylvania.

FOREIGN SECTIONS

First Meeting of Caribbean Section

The newly chartered **Caribbean Section** held their first meeting on October 10th in Freeport, Grand Bahama Island, Bahamas. The second Tuesday of the month was chosen for their meeting date and they invite any visiting 99s to attend.

This small group is truly "International", representing the Bahamas, Canada, Britain, Poland, and the U.S.A. Among their hobbies and interests they count air racing, air-sea rescue flights, med-vac flights, flight instructing, and vacation trips around the beautiful Bahamas Islands and to the U.S.A. and Europe. Flying experiences range from new private pilot to ATP candidate and their professions include former and present airline hostesses, bank executive, doctor, lawyer, shop manager & commercial artist.



(Top L-R) Carol Chambers, V. Gov.; Leona Sweeting, Membership; Judi Schultz, A.E. Scholarship; Yvonne Smith. (Bottom L-R) Fran Davis, Publicity and NEWS; Dr. Iza Horsfall; Sandy Dunn, Treas.

Seven of the eleven members are shown above. Not present for the photo were **Esme Williams**, governor, **Barbara Darrow**, secretary, **Judy White**, and **Harriet Lynch**.

Their first flying activity will be manning stops around the islands for the 29th annual Bahamas Treasure Hunt which will start at Freeport on November 28th. Contestants include 99s **Virginia Britt**, **Florida Gulfstream Chapter**; **Mary Jane Law**, **Florida Spaceport Chapter**; **Pat Mlady** and **Jackie Luke**, **Kansas Chapter**. Pat and Jackie won their entry fee and the 7 day, 6 nights stay at three islands given by TAR 30, **Fran Davis** and **Leona Sweeting** for placing 30th in the last Powder Puff Derby and through the courtesy of the Bahamas Ministry of Tourism.

EAST CANADIAN

Eastern Ontario's October meeting was centered around the film strip "SAFETY AROUND SMALL AIRCRAFT". This is a presentation available free from the Ontario Department of Labour.

Seven of our members attended the East Canada Section Meeting in Toronto Sept. 17-19th. The **First Canadian Chapter** is to be congratulated on an excellent weekend. Plans are underway to hold the **SPRING**

SECTION meeting in Ottawa hosted by the **Eastern Ontario Chapter**.

(Below) **First Canadian Chapter** members at their annual meeting.



On September 1, the **First Canadian Chapter** held its annual business meeting. The new officers were introduced: **Shirley Allen**, Chairman; **Jean MacDonald**, Vice-Chairman; **Beryl Scudellari**, Corresponding Secretary; **Lorraine Armour**, Recording Secretary; and **Cheryl Jones**, Treasurer.

Outgoing Chairman, **Dorothy Renwick**, was thanked for her work the past year and presented with a gift. The new year promises to be one of interesting activities, with possibilities including a simulated ELT Search, aviation education seminars, and a Treasure Hunt.

First Canadian Chapter Celebrates 25th Anniversary

by Kate A. Merry

On the weekend of September 17-19, 1976, the **First Canadian Chapter** celebrated the twenty-fifth anniversary of its founding and the tenth of its re-activation at the annual meeting of the **East Canada Section**. The activities began on Friday night at the Governor's Welcoming Party, hosted by **Governor Helen Barter**. The annual meeting of the Section was held the following morning and afterwards a celebration luncheon was held at which the special guests were the original members and those who participated in the re-activation.

Kay Brick, who as International President gave FCC its charter, cut a cake decorated with the Ninety-Nines logo with the assistance of one of the charter members, **Dorothy Drew** of Ottawa. **President Lois Feigenbaum** brought greetings

from Headquarters to over fifty **Ninety-Nines**, including members from all five chapters in the East Canada Section and the Vice-Governor of the **Western Canadian Section**, **Helga Valousek** of Winnipeg.

The highlight of the evening banquet was **Fay Gillis Wells**, a charter **Ninety-Nine**, who gave a most interesting and enlightening talk on the "Magic of Amelia". After the banquet, the **Ninety-Nine Canadian Award in Aviation** was presented by Trustee **Lorna deBlicquy** to Dr. **Alan Frosst** for his educational work and to the **Western Canadian Aviation Museum** in Winnipeg.

The activities closed with the unveiling of a plaque to **Eileen Vollick**, the first licensed woman pilot in Canada. This took place on Sunday in Hamilton, Ontario.



Special guests gathered at the 25th Anniversary celebration of the **First Canadian Chapter**.



Dorothy Drew and **Kay Brick** cut the celebration cake.

NGS

WEST CANADIAN

The Western Canadian Section held their fall Section Meeting in Winnipeg on September 25. Myrtle Pawlychka, Greater Winnipeg Chapter was appointed as Secretary for the Section; Nancy Rand of Alberta Chapter our new Flying Activities and APT Chairman; and Darleen Yergens, Saskatchewan Chapter, Nominating Committee Chairman. East Canada Section extended an invitation for the Spring Section meeting to be held in Ottawa April 16, 1977. Special awards were presented by Governor Nadine M. Cooper to Eleanor Bailey, Alberta Chapter, and Blanche Moxley and Mildred Beamish of the Saskatchewan Chapter. These awards were for active pilots for 15 years or more and members of 99s for 5 years or more.

MIDDLE EAST

A SEPTEMBER CORN ROAST at Oglebay Park in Wheeling found W. VA Mountaineer enjoying a family social day. Sharon and Bill Peters and Linn and Lee Buell took advantage of a Cessna 172 and took turns as PILOT IN COMMAND for the day; Bonnie Plowman and Marlene Logston arrived in a Rockwell 112-A and Jean Pickering brought her kids in the family Cherokee. Barb Baron and Melanie Stretski provided the Roasting Ears.

CRISP OCTOBER weather. . .4500 Scattered and 20. . .brought Barb Baron and Melanie Stretski in Barb's Apache to the beautiful Greenbriar Valley Airport where Ruth Gwinn's husband is the manager. Traveling statewide for a meeting it's imperative for the sun to shine!

NEW YORK-NEW JERSEY

The Western New York Chapter held an October Fly-In meeting at the Hamburg Airdrome. The owner, Mr. Robert Schultz, showed the members his collection of antique airplanes. The members then journeyed to the nearby home of Vera Denz for a business meeting.

NORTH CENTRAL

Hard to believe the Michigan Chapter has been in existence now since February, 1934, and finally had their 1st meeting in the upper peninsula of the state in September! A new 99, Eloise Greenlee and her husband Bob graciously hosted us to a weekend in Calumet and a touring of the Homestake Copper Mines of Michigan, Fort Wilkins, and a dinner meeting

arranged at Michigan Tech University, Houghton, attended by 40 members and guests. After such hospitality we left with new found friendships and a promise to return to the beautiful wilderness of the upper peninsula.



Indiana Chapter Officers (L-R) Lillie Danek, Rec. Sec.; Judy Graham, Treas.; Mildred Snyder, Chrm.; Barbara Simmons, V. Chrm.; Tannie Schlundt, Corr. Sec.

Quad-City Area Chapter is pleased and proud to have been awarded the attendance trophy at North Central's Fall Section meeting. Fifty percent of our members attended the business meeting held in Iowa City on September 25. The trophy is a large silver loving cup, and plans are being made to display it in a case in the terminal at the Quad-City Airport. Other trophies, some won by our chapter racers, and other 99 and related flying memorabilia will be displayed. The glass front case is being donated by the Quad-City Airport Authority.

NORTHWEST

The Alaska Chapter 99s had a program on Mountain Flying for their October meeting. Mike Crandell presented the program and showed the FAA film on Mountain Flying. Mike was awarded the Flight Instructor of the year in 1976, and is well qualified to talk on this subject.

The Alaska Chapter presented their awards to chapter members for the 1976 year. Many members worked long and hard

Continued on p. 26

NEW ENGLAND SECTION MEETING

99s FLY INTO PEASE AFB, NEW HAMPSHIRE

New England Ninety-Nines had the opportunity recently to fly into Pease Air Force Base in Portsmouth where the fall section meeting was held. Northern New England Chapter Chairman Elizabeth Brown and her girls are to be commended for hosting the affair and acquiring permission to land on the 11,000 foot runway normally reserved for jet tankers and fighter bombers of the Strategic Air Command.

The Officer's Club was the site of the morning meeting and the luncheon. At the end of the business meeting, Governor Mildred Doremus passed the gavel to incoming Governor Barbara M. Herbert of the Connecticut Chapter.

After the luncheon, a formal installation of officers was officiated by past New England Governor Alma Smith.

A special guest was on hand to take part in the festivities — Charlene Falkenberg of

New officers of the New England Section are (L-R) Evelyn Kropp, Treas.; Harriet Fuller, Sec.; Elizabeth Brown, V. Gov.; and Barbara Herbert, Gov.



Gov. Mildred Doremus presents a memento from New England Section Meeting to Board Member Charlene Falkenberg.

the International Board of Directors as well as a member of the new Indiana Dunes Chapter.

Other invited guests were Colonel Roderick Busbee, Pease Base Commander, who gave an enlightening talk of the mission of the Strategic Air Command and its readiness in maintaining a deterrent force.

From the serious tone of military aviation the program moved along to a film of the popular Oshkosh EAA Fly-in by Joe Morin, a manufacturing inspector with the FAA in Windsor Locks, Conn.

The highlight of the day's events was the honor bestowed to Nancy Hopkins Tier of the Connecticut Chapter as she was awarded the Woman of the Year of New England. (See page 27)

Meetings (continued)

last year to sponsor the Bicentennial Air Show, as well as have educational meeting once a month. Achievement awards were presented to **Edy Miller, Joyce Bergstrand, Betty Rogers, Anita Benson** and a special award was presented to John Rogers for his work in instructing our annual Pinch Hitter classes.



Alaska Chapter Award winners (L-R) Edy Miller, Joyce Bergstrand, Betty Rogers, Anita Benson, and John Rogers.

The **Alaska Chapter** is presently planning for the fall Northwest Section to be held in Anchorage July 1977. All 99s and their families are invited to attend. **Edy Miller** is the Convention Chairman.

SOUTH CENTRAL

Pauline Hall and **Lela Carwardine** of the **Chaparral Chapter** attended the El Paso September meeting. Pauline gave a report on the International Convention.

Of special interest at **Golden Triangle's** last meeting was the talk given by the Governor of the New India Section. She was truly an inspiration to all of us.

South Louisiana Chapter has a safety seminar by the FAA scheduled for January. In February they will be in Lafayette for orientation helicopter flights by Petroleum Helicopter pilots.

Restored Steerman Unveiled to
Kitty Hawk 99s

by Myrt Carnevale

The October fly-in of the **Kittyhawk Chapter** of the Ninety-Nines was again a joint venture with the Petticoats. Hosting the event was your 1976 reporter, **Myrt Carnevale**, who is also president of the Petticoat Pilots. Host airport was the new I-95 South Airport just South of Fayetteville. The highlight of the day was the long awaited unveiling of the "Steerman". This open cockpit bi-wing plane with a two-hundred and twenty horsepower Continental radial engine was delivered to the Navy in 1943, used during World War II for pilot training and later converted to a crop duster. Having outlived its usefulness as a duster, it was left to rust away in an open field near the Holly Springs Airport. Last November, Dr. R.A. Carnevale of Fayetteville, this proud reporter's husband, started the restoration. After a year of blood, sweat and tears, plus unaccountable off-duty hours, the "Steerman" made its second maiden flight. We were delighted to have the Ninety-Nines and Petticoats, along with many local flying enthusiasts, on hand to share this exciting event.

Other highlights of the day were a Pitt Special Experimental Bi-wing Airplane and a restored 1929 Heath Kit Airplane with a twenty horsepower Henderson motorcycle engine. The engine itself was forty years old and started the first time without any hesitation and purrs like a kitten. Other antiques on display were a 1936 restored Spartan powered by a four-hundred and fifty horsepower Pratt-Whitney engine which cruises at two hundred miles an hour. This was truly an airplane well before its time. Also displayed was a restored 1934 Stenson.

North Georgia 99s' Installation Banquet was held Saturday, September 11, 1976 at which time we introduced our new officers: **Carolyn Baker**, Chairman; **Carolyn Upton**, Vice Chairman; **Lolly Shaw**, Secretary; **Barbara Rice**, Treasurer.

Also at this banquet, we honored our new Pilot of the Year, **Denise Blankenship**. Denise's capabilities and accomplishments are numerous: She is a member of AOPA, NIFA, CAP (for which she is holding office as the check pilot in Tifton, Ga.), EAA, and IAC. She taught at numerous AOPA clinics and has acquired her Airline Transport Pilot Rating. She was awarded the Gold Seal Instructor's Rating. Last, but not least, she was awarded the "Flight Instructor of the Year" for the state of Georgia by the Federal Aviation Administration.



Florida Suncoast's officers (L-R) Treas. Selma Marlowe; Sec. Margie O'Riorden; V.C. Judy Walter and Chairman Gwen Zimmerman are sworn in by **Ruth Hubert**, terminus chairman of the 1st AWTAR.

Suncoast's October meeting was a Fly-In at Hidden River Airport and a short drive to the beautiful home of **Betty Hood**. (Betty can taxi her airplane right up to her front door.) Betty's husband, Doug, son Phil and **Ethel Gibson's** husband, "Hoot", were the reception committee upon landing while Betty and Ethel took care of the scrumptious luncheon. The highlight of the meeting was the installation of the new officers by **Ruth Hubert** (who incidentally was the Terminus Chairman of the First Powder Puff Derby which ended in Tampa,

Continued on page 27

SOUTH CENTRAL SECTION MEETS IN ALBUQUERQUE



South Central Section 99s gathering for lunch in Old Town Albuquerque.

With absolutely cloudless skies the entire weekend, South Central Section could not have asked for more perfect conditions than they found at Albuquerque for the Fall Section Meeting. The lovely hotel facilities were located on the edge of Old Town, where 99s could stroll for a taste of the Mexican and Indian heritage that colored the history of the Southwest.

On Friday evening, 99s were treated to samples of the kind of hospitality they could expect from various cities if they were chosen to be the site of the 1980 International Convention to be hosted by this section. At the business meeting on Saturday morning, Vail, Colorado was selected.

Luncheon at LaPlacita in Old Town was highlighted by fashions by Joyce — original

designs emphasizing applique's featuring one of our more binding interests — aviation.

The banquet Saturday evening featured one of our favorites, Pete Campbell — always as interesting as he is entertaining.

The Governor's Achievement Award went to **Nebraska Chapter** this year. With over 41 separate Aerospace Education projects being carried on by that chapter during the last year, it was well deserved.

Hearty souls who made it up by 6 a.m. were treated to a bus ride to the site of the International Balloon Fiesta where they were able to watch the launching of a great number of the 180 balloons present — a spectacular treat with the bright baubles dancing against the crisp, clear New Mexico sky.

Nancy Hopkins Tier

by Carol Phelps

...New England

Section's

Woman of the Year

Nancy Hopkins Tier of the Connecticut Chapter was the recipient of the annual Woman of the Year award recently at the fall New England Section Meeting held at Pease AFB in Portsmouth, New Hampshire. A charter member, Nancy promotes the spirit of safety and friendship that is the heart of the Ninety-Nine organization. She has been directly involved in aviation for nearly fifty years. Her high school yearbook indicated hobbies of flying, riding and swimming. Her plans for the next year — more flying. Her ambition calls for still more flying — and she is.

Nancy's rapport with aviation has been as varied as the field itself. She learned to fly near Washington D.C. in a Waco and an Eaglerock, her progress documented by famed Washington correspondent, Ernie Pyle. While working on her commercial license at Roosevelt Field on Long Island, she attended the first meeting of the 99s and became a charter member. She delivered and sold airplanes and raced them. She was the only woman to fly in the 6th Ford Reliability Tour in 1930. In 1931 she was the Connecticut Speed Champion. In 1941, Nancy joined the C.A.P. and became the first woman Colonel as Wing Commander of Conn. She taught navigation and meteorology to the C.A.P. between patrol assignments. She served 10 years on the

National Command Advisory staff and was awarded the Exceptional Service Medal.

Nancy flew the First Day Covers for the Amelia Earhart Commemorative Stamp celebration from Atchison, Kansas to Teterboro, N.J. She repeated the flight ten years later for the anniversary issue. Before leaving for Atchison this time, she accepted from Thomas Meskill, then Governor of Conn., a scion of the Charter Oak tree to be planted in the Forest of Friendship. Nancy recently accepted from Conn. Governor Ella Grasso a State flag to be placed alongside the tree in the Forest of Friendship.

Nancy has addressed numerous organizations. She spoke of women in aviation to the New Hampshire Zontas and presented a slide program of early flying days to the Eastern New England Chapter of the Central Conn. Pilot's Association. Other groups have heard her speak of the Amelia Earhart Scholarship and she has been to the White House to represent the 99s in



preparation for a Bicentennial Celebration.

Nancy heads the Conn. Chapter Museum Committee. Her contacts among the charter members and her friendships with people whose names are included in aviation history have been valuable to her outstanding efforts on behalf of the International Women's Air and Space Museum. Nancy has made many flights to attend committee meetings and make fund raising speeches.

Nancy's gentle, persuasive enthusiasm is as inviting as a CAVU sky. She has inspired those around her and it is no wonder that the New England Section has paid her the tribute she so richly deserves — WOMAN OF THE YEAR.

Meetings (continued)



Bill Weatherlow appropriately on his knees for 49½er initiation.

Fla. We also initiated Joyce Teetor Weatherlow's husband, "Bill" — now a 49½er. Would you believe a pool one foot away and Bill managed to stay dry?

Florida Goldcoast Chapter's October meeting featured a ceremony honoring outgoing Chairman Miriam Davis and installing Fran Sargent as incoming Chairman. Highlight of the meeting was seeing Miami Dade Community College's new GAT 2 Multi-Engine Simulator and aircraft systems board.

The Alabama Chapter is busily working on the Southeast Spring Sectional to be held in Montgomery. We're excited about our guest speakers — The Women Astronauts from NASA.

Middle Tennessee Holds PPD Appreciation Dinner

The Middle Tennessee pilots held an appreciation dinner for those who gave of their time and efforts at the Nashville stop of the Last Powder Puff Derby. The Nashville Flying Service Hanger was the location of the dinner with the Metropolitan Airport Authority presenting trophies to participants from the state of Tennessee in the last PPD. In addition, a trophy was sent to Trina Jarrish, winner of the Nashville to Wilmington leg prize, who was unable to attend the dinner.

A genuine piece of the Fly-By-Line was used on the place cards at the luncheon, providing all guests with a souvenir of the last PPD.

SOUTHEAST

Southeast Section Meets at Key Biscayne, Florida

The Southeast Section held its Fall Business meeting on September 24-26 at beautiful Key Biscayne, Florida with the Florida Goldcoast Chapter as hostess. Although the weather was not entirely cooperative, quite a few of the Ninety-Nines made it down to enjoy the sunshine (some of it liquid). On Friday night we were treated to a scrumptious dinner at a local restaurant, and Saturday night, after a most satisfying business meeting and a relaxing afternoon, we wound our way through a delightful buffet line of exotic foods subtly mixed with more commonplace dishes, all superbly prepared.

Special visitors at the meeting included International Vice President, Thon Griffith and our own Janet Green, International Secretary.

Section officers for the 1976-77 year are Virginia Proctor (Memphis), Governor; Peggy McCormick (Mississippi), Vice Governor; Judy Hall (Deep South), Secretary and Claudia Conn (Alabama), Treasurer.

Continued on p. 30

Canadian 99 Attends Aircrews' Reunion

Dr. June Mills, Saskatchewan Chapter attended the Aircrews' Reunion, held in Winnipeg September 9-12, 1976. She was the guest of L.C. Benson, of Wilkie, Saskatchewan, who flew with 432 Squadron out of Eastmoor, near York, England. The Winnipeg Convention Centre helped in about 5,000 aircrew, their wives and friends. It was a glorious success — and another is planned in 5 years time.

The women's program took in some shopping and a special show of Scottish Dancing, but June managed to sneak off with the "boys" to the air display at Portage La Prairie. This proved to be very interesting, with formation flying and other manoeuvres from the jets of both Moose Jaw and Cold Lake and the Kiowa helicopters. They climbed in and over the static displays, and all wanted to sit in the captains seat. She met celebrities such as Group Captain Sir Douglas Bader and General Herr Adolf Galland, whose book on the Luftwaffe *The First and the Last* should be on everyone's reading list. Pilots had come from all over Canada and abroad. In particular "Tiny White" now 82 years young, came all the way from New Zealand, and was the little star of the whole meeting. He is very small but made history in fights with the Japanese. The dinners, banquets, dances and all other entertainment was tremendous. The organizers and the city of Winnipeg received nothing but praise.

MIDDLE EAST

In mid-September **Mary Lou Waite of Greater Pittsburg Chapter**, flew her Mooney to Chatham, Ma. where her husband Paul was attending a Howard Johnson management meeting. Mary Lou was kept busy flying friends to Nantucket and Martha's Vineyard.

Exploring the historical heritage of Williamsburg, VA was **Jean Pickering** with 2 friends in her Cherokee. One of the women is a Radio Personality who was doing interviews with the Williamsburg personnel. Both passengers learned first hand about IFR as the trip progressed. Jean reports the accommodations were great at Williamsburg, a lovely paved strip, reasonable taxi rates to town and a nice FBO. Taking advantage of the proximity to Charlottesville, VA. they took a side trip to Monticello. The airport has good approaches, nice facilities at FSS but don't arrive hungry. . . no food service and the taxi fee one way to Monticello is \$10.00 (P.S. When will they learn to put the airports closer to town?)

NEW ENGLAND

It might seem that **Eastern New England 99s** are invading the great state of Texas. George and **Lucille Flynn** with Cliff and

Jeanne Ohnemus headed out for the AOPA Plantation Party in San Antonio. Party goes **Lillian** and **Howard Emerson** took the long route, via Florida, while **Stu** and **Billie Downing** have just returned from a trip that included stops in San Antonio and Dallas. The return flight saw them at Hawk Mountain in Penn right at the peak of the migration of hawks and eagles.

Eastern New England 99s are on the move this summer — **Sue Linsley** flew to Ottawa, visited Rockcliff Aeronautical Museum and reports it is a must-stop if you're in the area. On the return flight she spent a long weekend in New York's Finger Lakes Region touring Corning, Hammondsport and Watkins Glen. She highly recommends the Glenn Curtiss Museum in Hammondsport. While babysitting her grandchildren in Dayton, Ohio **Harriet Fuller** revisited the Air Force Museum. She reports discovering more wonderful things to see every time she goes there. **Chris Seaver** with her daughter and family managed Yellowstone National Park, Badlands, Grand Tetons, Flaming Gorge and Rocky Mt. National Park. "Flying low and fast" in a Chevy Van they drove 4,000 miles in two weeks and Grammy even survived the tent camping experience.

NEW YORK-NEW JERSEY

Anita Corderre, Long Island Chapter, took a 30,000 mile air tour of Fiji, Australia, New Zealand and Tahiti and met a 99 in the Outback, **Chris Davy**, a pilot for Connair Airways. On her return to New York, **Anita** attended the New York Wing Civil Air Patrol Encampment at Plattsburgh Air Force Base.

Long Island 99 Diane Fisher flew NY Congresswoman **Bella Abzug** on a charter flight to Syracuse, on official business. A most interesting flight, and Rep. Abzug was most impressed with a woman pilot.

NORTH CENTRAL

Lake Michigan 99 Maisie Stears survived two and one-half weeks in a motor home with husband and three boys. Had a great time visiting the east coast from Jamestown, VA. to Rochester, N.H. Husband — **Jim** — tried to pull the nose up a few times in those Appalachian Mountains.

Marian and **Ron Fredlund** were the only **Minnesotans** on the Texas Air Tour. **Marian** went "Sky-hopping" in twenty



Gone

different aircraft during the eight day tour of Texas, but did rejoin 49½er **Ron** for the trip home in their Cessna 210.

Lucille Thern and husband **Royal** enjoyed a trip to Finland this summer where they were thrilled to meet **Ritva Laurila**. She and her husband **Heikki** were most cordial and helped the Therns celebrate the fourth of July by giving them a scenic trip over the Finnish countryside in a Cherokee 140 as well as a nice drive around the city of Espoo.

Minnesota 99 Clara and **Arnie Johansen** flew Cessna Skyhawk N5279R to two airstrips in the Rocky Mt. area south of Glacier Park where they backpacked, camped and fished for rainbow trout. The one strip is accessible only by air, no roads within 25 miles. It's a USFS facility, sod, elev. 4855, nestled in among the mountains and has beautiful camp sites. They returned in time to go on the Minnesota Air Tour.

Dorothy Bolander, 49½ **David** and daughters **Kris** and **Susan** flew to Yakima, Washington in August for the 50th Wedding Anniversary of **Dorothy's** parents. The celebration included a plane ride over the valley for various family members, eleven in all, the first for over half the passengers and the first with a woman pilot for all of them.

A note from **Sandy Kambic, Wisconsin 99**, tells of a trip to Norfolk, Virginia with husband **Bill** over the Labor Day Holiday. Weather was smooth, and while they were there they made a side trip to Maryland to pick up a **Burnese Mountain dog**. "Basil", at 10 weeks old is already a well seasoned flyer, taking the trip back to **Wisconsin** very well.

Wisconsin 99 Caroline and flight instructor husband **Field Morey** flew out to Colorado in August, hoping to get a lot of instrument time. The trip out there in a C310 was smooth and uneventful, until they were well into the mountains. . . and experienced snow flurries. Navigation proved to be difficult because VOR centers were few and far between. . . ADF was given a good workout thru the flight. **Field & Caroline** found themselves looking for the opening on the other side of the mountain, after following a road that ended from sight with a tunnel. Aspen and hang gliders galore, with wonderful food at all stops were additional benefits on this trip. **Caroline** promises movies for winter 99 meetings.

Flying

A Travelogue of Ninety-Nine Trips and Flying Fun

NORTHWEST

Alaska's **Carol Fleming** got APT this September and has now put in 10 hours in a J-5. As far as Carol is concerned, that's the "only way to fly!"

Margaret and **Bob Snider** returned to Alaska recently after flying to Reno and Carmel in their Bellanca Viking. They also flew to Prudhoe Bay in August, toured Atlantic Richfield's facilities and visited with **Nita Wood**, another Alaska 99, working on the Pipeline.

Greater Seattle 99 **Sandy Sullivan**, with husband **John** and children **Michael** and **Tanna**, flew their C-185 to Alaska on an annual hunting and fishing trip. From Juneau and Yakutat they shipped home quite a few pounds of fresh salmon and **Dolly Varden**. Also in Yakutat **John** shot a moose, so of course, the freezer is full. Beach-combing yielded a nice plane load of Japanese glass floats plus ceramic and plastic ones too. The traveling lasted 35 days — or 45 hours flying time.

SOUTH CENTRAL

Chaparral members have gone flying lately. **Ann Curtis** and 49½ **Conrad**, taking two friends, flew to a Navion Meet at Strawberry Valley, Utah. On the trip they flew over the Grand Canyon area, including Bryce Canyon and the Painted Desert.

Carol Barham and 49½ **Gary** flew their Grumman to the east coast this summer and spent three weeks sightseeing and visiting in Maine and Kentucky.

El Paso 99 **Cheri Spier** and 49½ **Werner** attended the Flying Physicians fly-in at Dennison, Tx. They also attended the fly-in at Plainview, Tx. and took a ride in a Ford Tri-motor.

While "Scouting" out possibilities for airmarking, two Golden Triangle members flew into Horseshoe Bend, Texas, a development project with a country club on the Brazos River just south of Weatherford, Texas. The hospitality was unexcelled and the manager of this project extended a warm welcome to all 99s and their families for any weekend.

Lubbock's **Cheryl Shaw**, **Susie Evans** and 49½ **Robert Evans** had a thrilling ride

in a Ford Tri-Motor at the Plainview Air Show. **Angela Boren** and 49½ **Doug Boren** flew an Aeronica C-3 to exhibit on static display at the show. **Bobbie Walls** from Plainview was busy helping with the show.

Marge Hudson and **Arlene Walkup**, Oklahoma 99s, attended the Okla. Flying Farmer Fly-In Tour at Eureka Springs, Ark. We missed you all in ABQ.

Tulsa's **Sue Duncan** and **Donna Wallace** with their 49½ers took an extensive vacation through Colorado mountains and on the Las Vegas.

SOUTHEAST

Fran Sargent, **Katie** and **Jack Strehle** flew Strehle's Cessna 182 to Alaska and back this summer. **Fran** finished up by navigating the Colorado River on a raft. After flying her Aztec to N.C. she decided to get checked-out on Hang Gliding! Now she has just returned from Wichita where she was part of an Aviation College Standardization Accreditation Task Force study group.

Lois and **Saul Elg** flew their Commanche into Dulles, where the tower had the CONCORDE hold for them to land! They toured the new Air and Space Museum at WDC and are back up north again.

New Orleans 99s **Trudy Oppenheim** and **Judy Maggoire** with 49½ers **Gerd** and **John** flew to the AOPA Plantation Party in San Antonio, in October. **Gerd** and **John** participated in the Pinch-hitter Course.

Glorice Wills and **Ede Brandon** enjoyed their direct flight so much, over the Gulf of Mexico from New Orleans, to Merida, Yucatan and then to Cozumel in April of this year that they decided to take Glorice's new tail-dragger on a trip to Brazil. The Mexico flight was a good test of the fuel endurance of the Cessna 185. The route is via West Palm Beach to Grand Turk; San Juan, Puerto Rico; Trinidad; Georgetown, Surinam; French Guiana; Belem, Brazil and then on to Rio de Janeiro. A trip of approximately 10,000 miles round trip. By the end of this trip — the plane won't be the only "tail dragger."

North Georgia 99 **Carolyn Baker** and 49½ **Winn** flew to Harlingen, Texas for the Confederate Air Force Air Show and to tour the Confederate Air Force Museum on October 9 and 10, 1976.

Soph Payton, Florida Suncoast, has been flying back and forth — Clearwater to Columbus, Ohio, Cleveland, Ohio. She leased an airplane for the Mich. Air Race, placed 3rd in Speed Category and 1st in Class. Her Co-Pilot, **Mary Lou Waite** of Pittsburgh, Pa. flew to the Michigan Air Race with **Helen Davidson** and husband, **E.L.**, of Gibsonia, Pa. who were also contestants.

Gwen Zimmerman, Florida Suncoast Chapter, spent two weeks in Europe. Saw the Concord at Dulles. . . Great! On return trip, stopped off at Smithsonian Museum . . . disappointed no Powder Puff Derby Trophy and she couldn't find anything on Amelia Earhart. Otherwise, she thought it great.

SOUTHWEST

Aloha's **Jane Kelley** and family took off for the month of August on their annual vacation trip — this year to East Africa by way of the Far East. She reported stuffing on Chinese food in Hong Kong, smelling the lovely flowers in Singapore, riding an elephant in Bangkok and an exciting landing in Sri Lanka with armed guards everywhere on the airport and no one being allowed to disembark during the re-fueling stop. A visit to the Seychelles followed that and then on the East Africa for some relaxation!

Laura Little and **Joanruth Baumann**, San Diego 99s, came in third in the recent Kachina Doll Race in Phoenix. They were flying Laura's friend's Cherokee 140. (Her friend, **Al Bouleau**, came in FIRST in the men's division!) **Joanruth** is setting a good example as this year's Chapter Chairman.

Betty Wharton, San Diego 99 and **Claud** attended the roll out ceremony of the Space Shuttle Orbiter in Palmdale Sept. 18. This is a new state of the art, and it's so exciting, it makes her wish she were just starting out, at about age 20, so she could be around to see all the fabulous things that will be going on in aviation and space in the future. **Flo Shirra** (Wally's Mom) was the speaker at the P.A.R. banquet. She says she has seen it all. . . from Jennys to the Space Shuttle Orbiter. We forget just how young aviation really is, don't we?

Ruth and **Jack Ebey**, San Diego, flew their Funk (yes Virginia, that's an airplane) to the Annual Antique Airplane Asso. annual fly-in, in Iowa, where they were thrilled to meet a famous aerobatic pilot, **Bob Herendeen**. Then on to Kansas to visit relatives. (Ain't flyin' wonderful?)

Lois Bartling, San Diego, flew her Bonanza to Oak Ridge Tenn., so husband **Harry** could take care of some business. Meanwhile, **Lois** met with members of Tenn. Chapter at Knoxville for a fun time. Coming home, they made a beautiful moonlight flight to Phoenix.

Chapter Personality

South Louisiana's

SANDRA RICE



New South Louisiana Chapter Chairman **Sandra Leder Rice** is a resident of Lake Charles, and received her Masters of Education at McNeese State College there last August. A public school teacher for 12 years, Sandy was honored in April by the Lake Charles Jaycees as that city's Young Educator of the Year for her outstanding ability and activities connected with her teaching career.

She earned her private pilot license in December, 1969. In 1970 she assisted flight instructors with ground school courses at McFillen Flight School near Lake Charles, and worked as Dispatcher, Air First Corporation during the summers of 1972 and 1973. She coordinated one of the first FAA Safety Seminars in Lake Charles in November 1974. She conducts aviation classes regularly in the Lake Charles Elementary School System.

Sandy's interest in flying pre-dates her interest in 49½er, Claude, a CFI. A ride in a cropduster at the age of 5 with her Father in Arkansas, and a husband-wife pilot team were her inspiration. In a recent newspaper

interview about her membership in the 99s, Sandy happily admitted that she learned to fly so she could become a Ninety-Nine! Sandy joined the Tulsa Chapter in 1970, and transferred to the South La. Chapter in 1971. Asked about the possible dangers of flying, she told the news reporter, "Sometimes I don't feel safe until I'm up in the air. Flying has added another dimension to my life."

Sandy arranged participation by the Chapter in the Blue Angel Air Show on Oct. 3 at Chennault Air Force Base, and a feature article in the official air show program about the South Louisiana Chapter. She and 99 Dee Wilson custom made orange signal flags with 99s painted on the fabric for our use in flagging and parking some 150 private aircraft which flew in for the show. She has scheduled a full year of various aviation activities for the Chapter with maximum civic and community exposure in aviation-oriented programs and projects. We look forward to a rewarding year under our new, young Chairman with her enthusiasm and creativity.

Meetings (continued)

SOUTHWEST



Bay Cities Chapter recently gathered to install new officers. (L-R) Joyce Wells, Helen Kelton, Ruth Rueckert, Marion Barnick (Former Section Governor), Gail Lane. Second Row: Gay McCauley, Dorothy Dunn, Rose Sharp (Chairman), Vivian Harshbarger (V. Chairman), Miriam Brugh, Sue Fuhman, Marge Carmine (Secretary), Gail Wagg (Treasurer) and Betsy Lindsay.

Palomar Chapter's pot-luck gourmet salad luncheon meeting at Valerie Grim-singer's in October gave the treasury a boost and delighted the palates of the members. Each member has a goal of a personal project to raise \$10. and at this meeting, members cheerfully supported such projects as Valerie's avocados, Rosemary Longmire's homemade chili sauce, and beeswax straight from the hives. Promoting safety and proficiency **Mary Pearson** volunteered to give APT or BFR check rides to members and donate the fee to the treasury. A Fall fly-in is planned to Imperial Airport for the November meeting, a Christmas party takes over the December meeting, and another fly-in to the desert, this time Palm Springs for lunch, in January.

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Give the word on women in aviation to your favorite FBO and aviation enthusiast through a subscription to the **99 NEWS**. The only publication of its kind, it's also a great value for your school or community library.

The Canadian gals still lead with the highest number of gift subscriptions ordered, although several other chapters have added their names to the list of contest entries. Cutoff date to earn that fine moldy, bottle of rum (see August-September issue) for your chapter is March 1.

Currently in the running are: Eastern Ontario Chapter, Oklahoma Ohio, Kansas, Idaho, Greater Seattle and South Louisiana.

consider before undertaking such a journey; and **Melba Beard** (one of the original 99s) spoke about AWAREness in flying with a well-experienced viewpoint concerning aircraft from old to new. And many thanks to **Lona Atkinson** for her efforts in the organization of the interesting program.

Orange County members painted the "O" of Orange Co. Airport a bright orange, and added some green leaves and a tiny flower to the top of the "O". Now everyone will know where our county got its name.

Family Awareness Seminar

On October 9, 1976, Bay Cities 99s and Sierra Academy of Aeronautics, in cooperation with the FAA, held an all day Family Awareness Seminar. The purpose was to impart information concerning the psychological, and emotional effects of pilot stress, and strain. All members of the family were invited.

Everyone attending felt that James Harris, Chief Aeromedical Education Branch, and Dr. Robert E. Yanowitch, M.D., Chief Accident Investigation Branch, Office of Aviation Medicine, gave the most complete, and informative seminar they had ever attended. This presentation was aimed specifically at the pilot as a person — what he might do in specific situations, and how to allow for or combat any negative reactions.

If you are planning to attend Convention '77 in San Francisco you will have the opportunity of attending a shortened version of this seminar, as both James Harris, and Dr. Yanowitch are scheduled.

Bay Cities 99s, and **Sierra Academy** are very appreciative of the time and efforts of these two men, and are already planning a repeat "performance" next year because of the many requests.



FAMILY AWARENESS SEMINAR

(L-R) **Al Gossard** (Oakland FSDO), **Rose Sharp**, **Dr. R.E. Yanowitch** (FAA, Washington, D.C.), **James Harris** (FAA, Oklahoma City), **Joyce Wells**, **Gay McCauley**, **Ena Ayers**.

Woman & Machine

Ribstitching this winter will be **W. VA Mountaineer** members **Sharon** and **Bill Peters** and **Linn** and **Lee Buell** on a recently purchased '65 Citabria which they hope to have airborne this Spring. Other 99s and 49½ers in the repair department are **Barb** and **Bob Baron** with a J-3 Cub and **Jean** and **Charlie Pickering** with a 1943 Taylorcraft L-2 which they hope to restore to the original military plan.

Delaware's Jan Churchill has now logged two hours in a Boeing 727 Simulator.

"Is it a bird?" "No." "Is it a Plane?" "No, not exactly." It's a bathtub on bellows with bungees! **Harriet Fuller** of **Eastern New England Chapter** has inherited a real "airloom", a Link Trainer circa WWII of all things. Still fully functional (once we get the darn thing back together) and legal for instrument currency requirements. I can hear it all now — "Skyflyer 1234 Xray cleared for the backcourse approach to the kitchen. Report the laundry room outbound."

After many months of diligent restoration, **Blue Ridge 99 Carolyn Pilaar** has recently moved her Luscombe to the airport in anticipation of that first flight.

Outgoing Hudson Valley Chapter Chairman Gertrude Felsen has a new "Bluebird". She has sold her beloved blue Cardinal and purchased a Cessna 210 (N93184). Gertrude often has to fly on business and expects to use the aircraft much more.

In **Florida Suncoast Chapter**, **Betty** and **Riley McGraw** have a new Baron. It looks beautiful, with new colors of red/white/blue for the bicentennial with light blue crushed velvet and dark blue leather on the seats and goodies inside — new Collins micro-line radios. . .

Several other 99 hangers are bulging with aircraft. **Maryland 99 Mary Beth Jones** and **Tulsa 99 Peggy Flanigan** have each acquired Cessna 150s. **Alabama's Alice Earle Harper** is the proud owner of a new Piper Lance, and **Eloise Greenlee** of the **Michigan Chapter** has ordered a red, white and blue Cheetah Grumman. **Doris Shreve**, **El Paso**, has the N number 200 YR for the bicentennial on the plane she raced in the PPD last summer.

Ursula Tracy, an **Orange County 99**, is the new owner of a Messerschmidt. She also got to fly a P51, "Miss America".

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.

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NOISE MANAGEMENT OFFICER, Aviation Department, Massachusetts Port Authority. Engineering or Aeronautics Degree + 2-5 yrs. experience. Candidates with experience in commercial aviation, with knowledge of turbo jets and FAA regulations preferred. \$18,900-\$28,350. Contact: **Tim Campbell**, Aviation Dept., Mass. Port Authority, 99 High St., Boston, MA 02110.

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.

VISITING LONDON? Apartment available. Marble Arch. Double bedroom & living room, etc. \$100 a week. Minimum 3 weeks. Contact **Elizabeth Overbury**, Bircham, Old Hill Wood, Whipsnade, LU62NF. UK.

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HELEN BALL

ROBERT GILL

MARK ALAN KLASS

This is the position of the 42 honorees, presently in Memory Lane. Since July 24th, the Sacramento Valley Chapter has sponsored Geraldine Mickelsen, and Robert E. Feigenbaum has sponsored his wife, and our International President, Lois Feigenbaum.

**Charter members of the 99s.*

12-8-7
Mr. H. Glenn Buffington
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