

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

JANUARY-FEBRUARY 1977



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Women's World Records in Aviation. . .p. 11
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India AND NEPAL



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Continuing thoughts on...

CFI REVALIDATION CLINICS

by Jan Million

When a pilot passes his check ride for the Flight Instructor Certificate, his new certificate is valid for a period of 24 months. He may renew his CFI at the end of that period by taking another check ride or without taking a check ride if:

1. His record shows he is a competent instructor.

2. He has a satisfactory record as company check pilot, chief CFI, or pilot in command of an aircraft operated under Part 121... and passes an oral.

3. He completes an approved flight instructor refresher course. (FAR 61.197)

The CFI check ride is one which must be given by an FAA Examiner and not a Designee. The man hours of FAA time required to re-examine the 42,500 U.S. flight instructors every two years on a one-to-one basis is mind-boggling to say the least. In this regard, not only have the Revalidation Clinics served to standardize flight instruction and provide an avenue for the FAA to reach Instructors (and through them all pilots) with the very latest information on new regulations and procedures and aviation knowledge, they have also in fact been one of the most cost effective programs within the FAA. In the last 2 years alone, an estimated 29,000 Instructors attended the Clinics nationwide.

Wally Funk, Long Beach 99 who's also an Air Safety Investigator with the National Transportation Safety Board, has sent us some pertinent facts which are of interest in regard to this matter.

1. During the past 24 months, approximately 29,000 Flight Instructors attended clinics nationwide.

2. There were a total of 86 clinics.

3. There are approximately 42,500 Flight Instructors nationwide. Each Flight Instructor's renewal is good for 24 months.

4. There are 84 FAA District Offices (GADOs) with 492 General Aviation Operations Inspectors nationwide.

5. It requires an estimated 3 hours to renew a Chief Flight Instructor or Flight Instructor when done on a one-to-one basis (i.e. not on basis of attendance at clinics).

6. There are approximately 1600 "approved" flight schools. Each Chief Flight Instructor is required by regulation to attend a clinic annually.

7. Based on items 1 and 5, no clinics would add 12 man years of work annually to District Offices. With continuing reduc-

tion in staffing, many CFIs will encounter delays in certificate renewal.

8. During the 10 years the clinics have been in operation, there has been a greater awareness of good practices and a very significant drop in instructional accidents — from almost 1,600 per year to last year's 605 (60% reduction).

It's beginning to look more and more like the FAA will not back down on it's decision to phase out their operation of the Clinics and will go ahead and let industry handle them. However, FAA's McLucas has related that for a period of one year, the FAA will watch industry to see what happens with the clinics. It's extremely important that we watch the clinics also, and let our evaluations of them be known to the FAA. There is no reason to accept less than the best.

There are several areas of real concern to be alert for with industry-operated programs. Wally Funk points out some areas that we might closely scrutinize during the next year:

- Is Industry providing the broad input of problem areas that the central FAA team afforded?

- Are we achieving the same level of standardization of flight training as in the past? (It's hard to see how this could be possible with so many different agencies conducting refresher clinics.)

- Is industry providing the same number of clinics as were available in the past?

- Will cost become prohibitive to the CFI? With the FAA clinics, the cost ranged from \$0. to \$35.00 depending what was provided (meals, lodging, etc.) for the attendees by the co-sponsoring group in addition to the free FAA clinic. A large increase in cost will probably be a deterrent to the attendance, leading to a diminishing number of clinics, and on to eventual abandonment of the program.

- Is there any upturn in instructional accidents?

- Will industry guarantee their clinics and schedules? Industry can (and has twice recently in the Western Region) cancel clinics if attendance is not to their liking. Then what happens to the CFI who needs to be certified?

Let's not sit back and just accept industry's programs. Let's examine them carefully, and if they are good enough, fine. If not, let's continue to let the FAA know that they are wanted.

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LOOKING UP WITH LOIS



In the past, the Ninety-Nines have supported and sponsored Accident Prevention Seminars, conducted Safety Programs, and encouraged General Aviation Safety. For these efforts we were presented a Distinguished Service Award from the FAA at our International Convention in Philadelphia last Summer. We were again recognized as a leader in the promotion of safety by the FAA.

At our last Board of Directors meeting in November, the Ninety-Nines were asked to join with the FAA in a combined effort to revitalize the Accident Prevention Program. Our own safety programs are interesting, informative, and highly successful. We have been asked to work with the FAA in putting together quality presentations with new material and new and qualified speakers from sources other than FAA. We will sponsor the programs throughout the country and "make them happen", as well as participate in their development. We will no longer be "tea and coffee pourers".

The FAA has agreed to appoint at least one member from each Chapter as an "Accident Prevention Counselor" to plan, coordinate, and guide the programs in that area. I have sent a memo to all Chapter Chairmen and Governors in the United States about this to get the program moving and, I am certain, if it has not already been discussed at your Chapter meeting, it will be soon. Also, I have appointed a dynamic International Committee to coordinate this program between the FAA and the Ninety-Nines and between Sections. Hazel Jones and Gene Nora Jessen will serve on this committee, with our immediate Past President, Pat McEwen, as Chairman. They will work closely with Mr. Huard Norton, Chief, Accident Prevention Staff of the FAA in Washington, D.C. I am certain that they will keep Mr. Norton on his toes and make things happen.

Within this committee, we are going to design and write a book on safety, using information compiled from various sources, and containing some cartoons to make the book light and interesting. The FAA will print it and make a wide distribution of it. We are so fortunate to have so many talented members who give their time and efforts freely.

This program is a wonderful opportunity for the Ninety-Nines to make a major contribution to all of General Aviation by helping to improve its safety record through dynamic and interesting programs. AVIATION EDUCATION IS THE HUB IN THE WHEEL OF ACCIDENT PREVENTION.



Editor Jan and President Lois in Ninety-Nines booth at AOPA Plantation Party.

AWTAR ENTRIES TO OPEN

by Wanda Cummings

Entry kits for the POWDER PUFF DERBY'S 30th Anniversary Commemorative Flight will be ready early in February. Trail-blazing has been completed, and plans for a truly "fun" trip across the 1947 race course are moving right along.

THIS IS NOT A SPEED RACE. There will be contests on some legs, points for each leg, and the entry accumulating the most points will be the overall winner. Entries will be limited to 99 aircraft, with no limit on age or horsepower (that alone could be interesting. . .) Passengers may be carried, but must be women pilots (up to age 99).

The "event" will start from Palm Springs California on July 2, proceed to Tucson AZ, and RON in El Paso TX. Entertainment is planned for the evening, with a possible visit to Juarez, Mexico.

July 3, the flight will continue through Midland TX, and RON that night in Dallas, where a tour of the American Airlines Flight Academy will be available.

All contestants then have two days to finish the course, via Shreveport LA, Jackson MS, Monroeville AL, and Thomasville GA. Deadline to finish will be July 5 in Tampa, Florida.

Contestants will be carrying Stamp Covers for the Smithsonian, and will be eligible for charter membership in the Powder Puff Derby Association, to be formed at the Terminus.

The AWTAR Headquarters office in Dallas has been closed. Marian Banks and I are, currently, gypsies without address. All inquiries, therefore should be sent to

Barbara Evans

40 Stuart Place

Manhasset, NY 11030

Barbara will forward your entry kit on receipt of check for \$5.00 made to AWTAR Inc.

Feb. 19, 20, 21

FAA Flight Instructor Revalidation Clinic (Instrument & Airplane) at Rochelle's Motel & Convention Center, Long Beach, CA. Sponsored by the Long Beach 99s. Fee \$40 including material and lunch. Contact Susan Greenwald, 206A Roycroft Avenue, Long Beach, CA 90803. (213) 433-5446.

Aircraft Oxygen Systems

by Mary F. Foley

The development of portable oxygen systems for light aircraft has increased the capabilities of the pilot to make maximum use of the plane. It is now possible to fly over mountains and, often, to top the weather.

Although many pilots have no intention of flying at the altitudes where supplemental oxygen is needed, it is useful to know about oxygen equipment — just in case. Oxygen is frequently necessary when transporting an ill passenger, for example.

In general, an oxygen system consists of containers for storing the oxygen supply, tubing to conduct the oxygen from the main supply to a metering device, such as a regulator which controls the flow of oxygen and a mask which fits over the mouth and nose of the user.

Oxygen used for breathing purposes must meet Federal purity specifications. It must be at least 99.5 per cent pure and have a water vapor content of less than .02 mg/liter. Thus breathing oxygen is very dry to prevent the freezing of water vapor within the system at altitude.

A continuous flow system is most commonly provided for passenger use on jet transports. This system consists of a loosely fitting mask which will cover the nose and mouth of most individuals, and attached reservoir bag, a tube to connect the mask to the oxygen regulator and a storage cylinder. This type of oxygen regulator provides a continuous flow of 100% oxygen. As the flow continues even when the user is exhaling, a reservoir bag is attached to the mask to help conserve the oxygen. The continuous flow system is adequate for passengers at rest, but not for active flight crew members.

The diluter demand system was developed during World War II for use by flight crews. This system provides oxygen only on inspiration. The oxygen is delivered diluted with ambient air up to an altitude of 34,000 feet. The diluter regulator provides a partial pressure of oxygen equal to that at sea level regardless of the actual ambient altitude. At 34,000 feet, the system delivers 100% oxygen, with no ambient air dilution. Above 40,000 feet, oxygen must be delivered by a different type of system which supplies the oxygen under pressure. The diluter demand system has several advantages: it does not waste oxygen, so the supply lasts longer than in the continuous flow type; the dilution with ambient air helps relieve the dryness of the oxygen and thereby causes less irritation to the breathing passages; it can be used for

longer periods of time than 100% oxygen as undiluted oxygen becomes very irritating to the lungs after several hours.

It is important to take good care of your oxygen equipment. Masks must be properly fitted to the wearer. There should be no leaks in the system or in its connections. Masks must be kept scrupulously clean, following the directions given by the manufacturer, if possible. The inhalation valves on some masks are extremely sensitive to dirt. Surprisingly, dirt in an inhalation valve causes problems with exhalation. If exhalation becomes difficult during flight, vent the expired air by lifting the mask slightly at the side of your chin. After flight, thoroughly clean and test the mask and its connections before using it again. Of course, this should be done after every use of oxygen equipment, and periodically even if the equipment has not been used for several months.

Be sure to purchase your oxygen cylinder refills from a reputable dealer. Remember that supplemental oxygen is necessary for flights above 10,000 feet during the day and above 5,000 feet at night.

Clarifications & Corrections

ICEBERGH?

Not really. But there's a stray "h" around looking for a home after it was left off the end of Lindbergh's name in the title "Ruth Dobrescu and the Lindbergh Stamp" in the December issue. Don't blame it on the author; it was right when she sent it in.

In addition to picking on Lindbergh, we also cropped an "n" off the first name of our dear friend and aviation historian, Glenn Buffington.

Some good comes out of everything, however. A volunteer — Nema Masonhall — has come forth for the sole purpose of sitting around in that final hour before the magazine goes to the printer to proof headlines, by-lines & cutlines.

Catalog Correction

BUMPER STICKERS (See ad p. 7) Available from Eastern Penna. Chapter, Gail P. Lingo, 17 Guild Court, Willingboro, NJ 08046.

JERRIE COBB

Inducted Into Oklahoma Hall of Fame

by Gene Nora Jessen



What do Will Rogers, Anita Bryant, Wiley Post and our own Jerrie Cobb have in common? They're all honored members of the Oklahoma Hall of Fame.

The Ninety-Nines officers and directors were privileged to witness Jerrie Cobb's induction into the prestigious group which coincided with their fall meeting in November. Jerrie spent that evening in the midst of pretty heady company — as befits a Harmon Trophy holder and multi-honored lady.

Though acclaim has always embarrassed Jerrie, she surely belonged just where she squirmed in the limelight that evening. When I was building time and ratings as an Oklahoma 99, Jerrie was at the top of the heap in commercial aviation. She held several world altitude and speed records in the Aero Commander, was a demonstration pilot for that firm and later company executive.

The Mercury astronaut program caught her fancy as it did so many, but Jerrie did something about it. She became the only American woman (to this day) to undergo and pass all three phases of astronaut testing. But Jerrie was fifteen years too early. NASA named her a consultant, not an astronaut.

Jerrie's strong religious convictions then led her to serve the unfortunates of the world through her skills as a pilot. She became a jungle pilot in the vast unexplored areas of Amazonia. Her "territory" touches six countries. For 13 years she has flown doctors, missionaries, anthropologists, linguists, medicines and supplies into the many different Indian tribes, and the sick and injured Indians out. Jerrie is not affiliated with any one church or group (in the past financing her flying from her personal life's savings) but will fly anyone in need.

I would be remiss to pass up a chance to mention that Jerrie now does accept help in her humanitarian service. She accepts funds to The Jerrie Cobb Foundation, P.O. Box 1182, Coral Gables, Florida 33134 to keep the airplane running. And she needs seeds

as she's teaching the Indians to farm; and vaccines, antibiotics and anti-venom. Her non-material request is for your prayers.

But back to the ceremonies in Oklahoma City. Impressions from the audience included: giggle and gasp at the sight of cowboy Jim Shoulders in tails and top hat; a little local talent entertaining — Roy Clark mesmerizing with serious music on the guitar; awe at the stature of those introducing inductees — astronaut Tom Stafford, pianist Van Clibourn, CIA Director George Bush; pride in the woman pilot, and 99, Jerrie Cobb.

PERSONALS

Dottie Shaw, Florida Gulf Stream, and President of the Florida Women Pilots Assoc. which runs the Angel Derby, is seriously ill with the Big C. and is now home after surgery. She wants to hear from you all, so please send your cards and letters to her at: 601 NW 67th Avenue, Plantation, FL. 33317.

Palomar Chapter received sad news as this report was going to press of the death of Fred Torres, 49½er and friend to all.

On October 28, **Everett Proctor**, Memphis 49½er, and the husband of Virginia Proctor, S.E. Sectional Governor, died suddenly of a heart attack while playing golf in Biloxi, Mississippi. In addition to Virginia, he is survived by their three sons and several grandchildren.

Ev was an outstanding member of his community and had served it in many ways throughout his lifetime. He had been a municipal judge in Wynne, Arkansas for many years and was very active in the affairs of his church. He will be missed by everybody who knew him and had come to know his laughter, his jokes, and his joyous participation in all of the processes of living.

Memphis Chapter

99Calendar

JANUARY

- 15 No Deadline for 99 NEWS
San Gabriel Valley Photo Rally
Cable Airport

FEBRUARY

- 1 Deadline for 99 NEWS
11-13 Great Florida Air Race
Sponsored by Florida Spaceport
Chapter
19-21 FAA Flight Instructor
Revalidation Clinic
Sponsored by Long Beach 99s

MARCH

- 1 Deadline for 99 NEWS
9 Safety Seminar, Monarch Life Bldg.
Winnipeg 99s, Canada
11-13 South Central Sectional
Dallas Redbird Chapter
Dallas, TX

APRIL

- 1 Deadline for 99 NEWS
15-17 Southeast Section
Montgomery, Alabama
15-17 Joint East-West Canadian Section
Meeting — Ottawa
29-30 NY-NJ Spring Section Meeting
Turf Inn, Albany, NY

- 30 Allegheny Air Derby
Latrobe, PA

MAY

- 1 Deadline for 99 NEWS
8-10 Angel Derby
Columbus, OH — Freeport,
Bahamas
13-15 North Central Section Meeting
Lexington, KY
27-29 Illi-Nines Air Derby
Quad City Airport, Moline, IL

JUNE

- 1 Deadline for 99 NEWS
4 Mini Derby
Golden West Chapter

JULY

- No deadline for 99 NEWS
1 Deadline for 99 Catalog
2-5 AWTAR Commemorative Flight

AUGUST

- 1 Deadline for 99 NEWS
12-14 Palms to Pines Air Race

NEW HORIZONS

D.C. 99 PERISHES IN CRASH

by Katie Lou Webb

Shirley Oswalt Chatfield died October 20 when the airplane she was piloting crashed while making a landing approach at Dulles Airport. She was 38 and lived in Great Falls, VA. Shirley took up flying as an active hobby about 4½ years ago and had advanced to certified flight instructor with more than 1,000 hours of flying time, including instrument and aerobatic training. She worked part-time as a flight instructor at Dulles and Leesburg, VA airports. The accident occurred as she was transporting a Cessna Skylane from National Airport to Dulles for Cole Airways.

Shirley worked as a computer management specialist for the Department of Justice. A native of St. Louis, she was valedictorian of her high school class and graduated in the top 10% of her class from Rice University. Shirley was a member of the Washington, D.C. Chapter, Middle East Section. The past year she was Corresponding Secretary and had also worked as Membership Chairman. She will be greatly missed.

RENO AREA CHAPTER LOSES JOANNE WINTERLING

Reno Chapter is saddened by the death of a member, Joanne Winterling, who died in a Cessna 310 on Nov. 17th. Joanne was the former manager of the Hawthorne Municipal Airport, had her multi-engine and instrument ratings, and was working on her CFI. She is survived by her husband and 2 daughters.

Joanne and her passenger, John Walls, were both killed when their plane crashed and burned while attempting to land at the Mineral County Airport north of Hawthorne during the evening. Joanne apparently had been hired to fly the recently purchased plane to Hawthorne for Walls. Investigators could not immediately determine the cause of the accident.

49½er Sets Record

Dr. Rod Nixon of Port Angeles, 49½er of Far West Chapter's Viola Nixon, established a world class record for aircraft under 1,000kg in weight when he left William Fairchild International Airport Tuesday, October 12, in a Cessna 170 and landed in Homestead, Florida twenty-six hours and 2,815 miles later. The previous record was set by a Czechoslovakian pilot at 2,645 miles in 1956. Capt. C.W. Swickley of the Coast Guard Air Station in Port Angeles was the official observer for the record flight.



Being interviewed before the showing of the NBC film, Amelia Earhart, was Mrs. Neta Snook Southern, 80, of Los Gatos. Mrs. Southern was the woman who taught Amelia to fly.



Also being interviewed before the showing of the film was Mr. Joseph Gurr, of Los Altos, the man who installed Amelia Earhart's radio direction-finding gear and taught her its use for her last flight.

It Was October 25th, 1976

by Rose Sharp

It was more than just good coffee, beautifully served hors d'oeuvres and flowing champagne — it was the happy sounds of old friends reuniting after years of separation, conversations beginning with "do you remember when. . .?" flash bulbs popping, autographs cheerfully given, outstanding, unselfish hospitality by the Port of Oakland, and it was a gathering of some of the most exciting people in Aviation. That's right, it was a party that will long warm the hearts of those friends and relatives of Amelia Earhart invited by Bay Cities Chapter to meet in Hanger 7 on Oakland's North Field.

The occasion was the viewing of the Amelia Earhart Story on television by those who "remembered well" the flitting about of the gentle, graceful and courageous girl. The relative newcomers to aviation who attended were awed at the opportunity to meet and shake hands with such folks as Colonel Livingston Irving, World War I Ace and member of the Dole race out of Oakland Airport; Joseph Gurr, who installed the radios in Amelia's plane; Neta Snook Southern, a charming octogenarian who took time to autograph her book "I Taught Amelia to Fly" as well as to comment to the press on her experiences; Commander Tommy Thompson, long time resident of the Bay Area who served with the Navy when it was based at the Oakland Airport; our own Ruth Nevada Rueckert and Marge Hook Fauth, who remember Amelia as gracious and untiring; and Major General Lawrence Ames, who helped Amelia and George Putnam select and buy the planes she purchased for her various flights. Other exciting guests were Amelia's secretary and her cousin. Both Verna West (Southwest Section Governor) and Marion Barnick (Past Southwest Section Governor)

were in attendance. Fred Goerner, author of "The Search for Amelia Earhart" and Elgin Long, who recently flew around the world via both poles and who is recreating Amelia's last flight and plans to fly the route in the near future also were among the guests.

Ben Nutter, Executive Director for the Port of Oakland together with Kenneth Fraser, Charley Siefert, and General Roland Moore, all members of the Port Staff, went all out in their support of the Bay Cities' plans for this festive evening which received coverage by the three local T.V. stations, Associated Press, was a front page item in the newspapers and the topic of a radio talk-show.

It was good food, good will, fun, and exciting, but most of all it was a THRILL!!!

* * *

NOW THERE'S A THOUGHT

St. Louis Chairman Nelda Lee had copies of our local news mailed to all chapters in the Section, hoping to initiate an exchange of same. It worked! She received local news from just about every chapter in No. Central. This is an especially good way to communicate with the other chapters and exchange ideas. . .between Section Meetings.

First Canadian Chapter in Ontario had recently come up with the same idea for East and West Canadian Chapters. The thought is that some members who travel could possibly attend some events in other chapters if they knew about them.

An exchange of newsletters is a good way to have an exchange of information without special effort.



UPDATE 99 INTERNATIONAL CONVENTION — 1977 — SAN FRANCISCO, CALIFORNIA

GUNG HAY FAT CHOY! This is a very San Francisco "Happy New Year" to all of you, who will of course be joining us for a memorable International Convention. In truth, the streets of Chinatown will resound with the traditional greeting in February, according to the Oriental calendar, but the fascination of the unique community will still be yours to enjoy in August.

Meanwhile, back at the headquarters Hyatt Regency, we hope to add to your pleasure with exhibits, which are currently being solicited. It will greatly ease Chairman Vivian Harshbarger's financial worries if we line up at least fifty. Charge for each booth or display will be \$90 for three days, which compares favorably with usual convention rates of \$500! If you can be of any assistance please contact Sue Fuhrman (Bay Cities) at 918 Lafayette St., #4, Alameda, CA 94501. (Another team noted: Sue's mother, Beth Fuhrman of Mt. Diablo Chapter, is doing the Convention printing.)

Security for the exhibit area will be provided by Jim Bigelow (our Mr. Powder Puff of '72) and his CAP cadets. These stalwarts have also secured the impounds for all Mini-Derbies and are based in San Carlos.

The Oakland Port Authority, who so generously sponsored a Champagne Party on the occasion of the Amelia Earhart TV Special, has again come to the assistance of the Ninety-Nines by donating the tie down space for Convention Goers during convention time.

Rose Sharp of Bay Cities Chapter is still eagerly collecting rummage (see the November issue) for our last major fund-raiser in March. Do help, if you can, for it will hold your expenses down and contribute to a successful convention experience. Hasta la Vista!

FREE CATALOG
From World's Largest Pilot Shop
Send to: Sporty's Pilot Shop
Clermont County Airport
Batavia, Ohio 45103
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To Save an Airport

by Mardo Crane

Oxnard Air Force Base sat on the edge of the blue Pacific Ocean, south of Santa Barbara and Ventura, California. It had been an active and sorely needed Air Force Base both during the war and afterwards. Then began the political and occasionally desirable phase-outs of air bases in various parts of the country. Once this large air strip, with its buildings, was abandoned in 1969, it set off bitter hassling over how it should now be used.

Pilots, such as 99 member Barbara Deeds, of the Santa Paula Chapter, and her 49½-husband Charles, quickly saw the tremendous possibilities of this spot for General Aviation. While the fine runways, and hangar areas lay virtually unused for seven years, area pilots and Ventura County began the tedious and bitter fight with a small but vocal town near the airport, Camarillo.

While this went on, the Base was infiltrated (except for the runways and taxi areas) with such uses as a Continuation School, the Border Patrol, the FBI, the Civil Air Patrol, the County Fire Department, and several private firms. Camarillo kept pressing for its use as a College Campus, a Park, or anything else that would keep airplanes away. There was name calling, petitions, and a gathering of anti-airport forces to force "Proposition A" on the ballot — an initiative which would have required Camarillo residents to approve via ballot before Ventura County could locate an airport within their city limits. It passed, with 53% margin.

Meantime, the County had wangled a lease through the U.S. General Services Administration, and finally Superior Court Judge Richard C. Heaton ruled that Proposition A was invalid. The war was on again. Expenses soared, as each side went to Washington to lobby.

Camarillo was not through wrangling. They demanded, and got an Environmental Impact hearing. This dragged on for some time. A hearing officer left in the middle of things for a vacation, and the issue dangled.

When Camarillo lost out on this issue, and the establishing of the airport became inevitable, the City Council finally and formally dropped its opposition to the use of the former Air Force Base as a civilian airport. Obviously it was a die-hard vote, with the tally 3-2.

Nevertheless, the change was accomplished by determined pilots. They wrote reams of letters; buttonholed dozens of V.I.P.s; saw to it that pro-airport councilmen and county supervisors were elected in the long seven-year fight. The Ninety-Nines were very much in the battle, sometimes led and sometimes backed by their husbands in all the action. There were times of great discouragement, when it seemed the red tape was far too long and mixed-up to get through. It was such an obvious necessity for general aviation to win this one, that they kept fighting.

At last, on October 31st came the big day for the opening of Camarillo Airport. County Supervisor Ralph Bennett flew in with an airport permit dated 1939, and the big celebration was on. Barry Goldwater, Jr., Calif. Congressman, and his wife Susan were among the big names present. Anticipating this gala affair, the Santa Paula 99s had airmarked the runway during the September 25th weekend. The huge sign, with 30 ft. letters stretched 189 feet along the airport concrete near the west end of the newest aviation facility in Ventura County California.

Saving an airport is no small task. Winning over a vocal and often hysterical minority — aided by some who simply do not know what it's all about — takes tremendous determination, knowledge, and action. Perhaps we in general aviation should start before it is necessary for fireworks, and donate much of our time and energy toward the slow education of the public. We have been dragging our heels on this project much too long!

(ED. NOTE: Let Mardo know of your airport problem and how you solved it or are trying to solve it.)

99 BUMPER STICKERS

Number
Desired

☐ Long Style
"Here's a 99 on the Move"

☐ Round Style
"99s Love Flying"
(with 99 eyelashes)

50c each. Order from Eastern Penna. Chapter, Gail Lingo, 17 Guild Court, Willingboro, NJ 08046.

International FOREST of Friendship

by Jerry B. Roberts, Chairman

REMINDER:

The trees in The International Forest of Friendship are growing nicely and being cared for by the foresters of Kansas State University. If your chapter has not contributed its share for YOUR State tree (that has already been planted) won't you arrange to do so at your next meeting? Contributions for state trees should be sent to:

James C. Geisler
Area Extension Forester
Kansas State University
1515 College Ave.
Manhattan, KA 66502

To be honored in MEMORY LANE would be an appropriate tribute to our past-presidents. We have nineteen waiting to be sponsored. If the chapters and sections from where our past presidents came were to join in this project, the \$100 sponsorship would be divided into nominal sums, and each would have a part in the tribute. Sponsors should send their \$100 to:

John E. Smith, Treas.
International Forest of Friendship
Atchison, KA 66005

For the rest of you — Who do YOU know whose name should be permanently inscribed in MEMORY LANE?

Last minute Editor's note: The two most recent names to be added to Memory Lane are Eileen Vene Redy Vollick, the first Canadian Woman Pilot; and William Jackson, who was the husband of D.C. 99 Nellie Jackson and a loyal supporter of 99 endeavors.

Lubbock FBO's report more female students than ever before — probably due to the outstanding publicity on the LBB stop during the Powder Puff Derby.

The **Florida Spaceport Chapter** will be sponsoring the Great Florida Air Race (formerly the Deltona Derby) during the weekend of Feb. 11-13. Early indications seemed to favor Orlando for part of the triangular course. Open to male and female pilots. Race kits available by December 15th from Peg Smith, 1210 South 10th St., Orlando, FL 33450. Fee to be announced.

99s movin' around

and

featured new members

of the month

AUSTRALIA

Helen Henderson, the State President of the Western Australia Branch of A.W.P.A. is a new member of the Australian 99s. She is a vivacious personality who gives great support to fellow members. She uses her Cessna 172 mainly for trips to inspect her husband John's sheep property. Her work involves Community Welfare.

Layne Glanville Williams recently moved to Western Australia from Sydney. She used her Cessna 210 to "house hunt" and found an ideal spot in the hills giving a wonderful view of Perth and the river Swan.

NORTH CENTRAL

All-Ohio has an impressive group of new members. **Christine Davis** has an MA degree from the University of Cincinnati and is employed as a University Medical Center Administrator. She owns a Cessna 172 and is a member of the Negro Airman International. **Jean Scheerer** is a Director of the National Association of Flight Instructors, belongs to the Aviation Space Writers and owns a Cherokee 180. **Carole Lee Siemon** has a degree in journalism and works as a journalist.

SOUTH CENTRAL

Shreveport is happy to add Ms. **Patricia Osborne**, the first female Accident Prevention Specialist in their GADO, to their

chapter. Pat was formerly an executive pilot before assuming her present position.

Top of Texas Chapter is getting active again and is happy to announce that **Mary Vermeulen** has transferred from **Alaska**. Since many of the members are new 99s they are pleased to have past Alaskan Chairman Mary and her experience to lean on.

Topeka Chapter 99s invited prospective members into their homes to watch NBC's movie **EARHART** Oct. 25. We had ten girls attend. Everyone enjoyed the movie and now we are passing **Last Flight** around and comparing the movie to AE's writings of the unfinished round the world adventure.

SOUTHEAST

Sharon Luciania, a transfer from **Connecticut**, now living in Laurens, South Carolina is **Blue Ridge Chapter's** newest member. Sharon has her Instructors rating.

SOUTHWEST

Carmen Binladin of Saudi Arabia, while visiting this country with her husband, earned her pilots license and learned the English Language in less than three months. **Claire Walters** taught both Carmen and her husband to fly. Carmen has now returned to Saudi Arabia where she is the only woman pilot. She is hoping to encourage other women in her country to take an active part in aviation.



PLANNING FOR THE AUSTRALIA CONVENTION. Vice President and Convention Liaison Officer Thon Griffith visited Australia recently to check out Convention facilities down-under. Pictured (L-R) are Lane Glanville-Williams, Rosemary Colman, Thon Griffith and Nancy Ellis Leebold.

AVIATION LAW

Sylvia Paoli

Continuing our survey of pilot involvement in administrative hearings, the case of **F.A.A. v. Fifi**eld (May 19, 1970) gives us some insight into the results of flying into unknown areas and conditions and receiving poor information from other sources.

The pilot, who resided in Mt. Vernon, Washington, was enroute to Mexico with a passenger — a missionary clergyman who was a Canadian licensed pilot. From the start, weather was a problem. The first day the two flew only from Mt. Vernon to Hillsboro Airport near Portland, a distance of 230 miles, where they RON'd due to poor weather. The following day they flew the short distance to Springfield early in the morning, where they called Eugene for weather ahead. Waiting for some improvement in conditions there, they did not depart Springfield until after noon. After an unplanned stop at Roseburg for further weather checks, they refueled at Ashland. The weather information they received there advised them their route was VFR, but ground fog could be expected late in the evening, after 10 p.m., in the Los Angeles area. The pilot informed flight service that his route was from Ashland to Merced and on to Los Angeles, but he would make a stop at Oroville and again at Bakersfield to refuel so that he would have open the option of landing at a desert airport should the L.A. basin be fogged in on his arrival there.

Arriving in Oroville around 4:30 or 4:45 p.m., he found the gas station closed and no telephone available. Fifiield had been having trouble getting airborne weather since leaving Ashland, evidently due to radio transmitter problems. However, he talked to a pilot who had just come in from the south who assured him there was no problem getting to Merced, and so the two left Oroville just before dark. Approaching Merced, they could see surface haze and smoke, but it was otherwise a clear moonlit night. Five minutes north of Merced, with the weather beacon in sight, Fifiield found the area of the airport itself blanketed with ground fog. He did a 180° back to Modesto, but the entire area was fogged in by this time. When he turned back toward Merced he had thirty minutes of fuel on board.

He made several passes over the airport from the VOR; he could see buildings but no runway lights. On his final pass at right angles to the runway, still unable to see any lights, he headed northwest away from the field, and the engine failed some four to four and a half minutes out — above the fog. He looked for a dark spot below where no lights indicating structures glowed up through the fog, and landed without power about 7:15 p.m. The plane came down in an

orchard: the prop and one wing tip were damaged, but there were no injuries to either pilot or passenger.

An FSS specialist and certificated weather observer testified to "Tule" fog — the rapidly forming wide-spread ground fog common in the San Joaquin Valley of California during winter months when surface air temperatures quickly cool to the dew point in the evenings after sunset. The pilot had never heard of it. Documentary evidence presented at the hearing also showed the runway lights were on between 4:30 and 4:45 and there was no malfunction indicated then or later.

The board's findings were that the pilot violated 91.105(a) and (b), and 61.3(f) in that he operated in weather below basic VFR minimums in an airplane without an instrument rating. However, such a violation was mitigated by the fact that it was occasioned as the result of a bona fide emergency encountered by the pilot. He was found NOT to be careless or reckless in violation of FAR 91.9. There was no suspension of his license and the "notice of proposed certificate action" was dismissed.

Another pilot, in **F.A.A. v. Morrison** (1967), was not so fortunate with his weather problems. Flying a C-35 Beech from Linn Creek, Missouri to Dallas, Texas, the pilot flew into weather below VFR minimums near Springfield, Missouri; he was not instrument-rated, and was, in addition, carrying a passenger. Calling Vichy FSS earlier, he had received the ceilings of various places along his route of flight, and believed on the basis of that report, that he could fly VFR to Dallas. However, evidence later showed that the weather bureau reports were considerably different than his report from the FSS. The board said it was a "Pilot's duty to be fully informed as to existing and forecast weather conditions over his route of flight when marginal conditions prevail; this duty is not discharged by a telephone call to a communicator at an F.A.A. flight service station who is not a qualified meteorologist." Mr. Morrison's commercial pilot's license was suspended for 120 days for violating 61.3(f) and 91.9 of the FAR's.

A point that might be well taken by those who may someday come into contact with an administrative board hearing of any kind is the fact that individuals are not protected by the rules of evidence that apply to proceedings in a court of law. Thus the "hearsay" exclusions of evidence with which most of us are familiar, are not applicable at such hearings. The only determining factor as to the admissibility of any evidence is the discretion of the hearing officer.



AMELIA EARHART HONORED IN HARRISON, N.Y.

IT HAPPENED IN PHILLY!!!

Jo McConnell, Barbara Evans and Kay Brick were selling mint sheets of Amelia Earhart .08 cent air mail stamps at Convention when we intercepted a philatelist convention. Their chairman wouldn't permit us to offer the stamps for sale without being a "registered dealer", which, of course, we weren't. A chap overhearing our overtures bought two sheets. When we explained our "mission" of raising money for Amelia's Lockheed Vega model to be hung in the Protestant Chapel "Shrine of Aviation" at JFK International Airport, he revealed that he was the Historian for Harrison, N.Y. adjacent to Rye where "AE" had lived. He further mentioned a monument dedicated to "AE" in a small park in Harrison. For all the upwards of 34 years we'd been Ninety-Nines in the area, Barbara and I did not know it existed, and decided to visit it.

Our new-found friendly admirer of "AE", Mr. Charles Dawson, met us and led us to the park-in-the-pines in the center of Harrison. The monument is a hand-hewn granite form bearing a magnificent circular disc of copper with a cowlng implant surmounted with a solid copper propeller. The embossed inscription around the cowlng reads:

"DEDICATED TO
AMELIA EARHART PUTNAM
Of the Town of Harrison
Westchester County, N.Y.
Harbor Grace, Newfoundland
Londonderry, Ireland May 20-21, 1932
In commemoration of her being the first
woman

To make a solo flight across the
Atlantic Ocean.

AMELIA was present at the dedication which took place in 1935.

Mr. Dawson then took us to visit the residence that was Amelia's and "GP's", now for sale. (The one shown in the recent TV movie about "AE" not authentic). A portion of the property formerly extended into Harrison. We left "A E Lane" in Rye with a nostalgic, warm glow.

KAB
Dec. 1, 1976

India 99s Visit USA

by Rabia Futehally

July 19th of this year was a different sort of day for me, because I was going on a visit to the USA, which has been a dream for me since I was a little girl. Looking back at it now, what a wonderful visit it was with so many new experiences, so many new and wonderful friends, and so much that was beautiful and memorable seen and remembered. There are no words in which adequately to describe the 99 hospitality. In cities across the USA we were received, looked after and pampered by the 99s of that area. Truly the 99s are the greatest.

Now for the details: My friend **Sunila Bhajekar** and I arrived at St. Louis Airport to find our friend and protector, **Lois Feigenbaum**, who did so much to organize our visit and made it comfortable —

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

awaiting us together with 49½er Bob and daughter **Susie** and grandchildren. What a lovely reunion it was after her visit to India in March. They took us on a sightseeing tour of St. Louis. At a later visit to St. Louis we were hosted to a beautiful luncheon on the River Boat by 99s **Alice Jackson, Nelda Lee, Lorretta Slavik, Irene Rawlings, Ruth Schueller** and **Virginia Kunkel**. Later **Lois Feigenbaum** drove us to her beautiful home in Carbondale, and then to her farmhouse near Patosi, where we spent a wonderful relaxing weekend. **Lois** flew us in her Piper Apache to Atchison in Kansas to attend the **Amelia Earhart Forest of Friendship Dedication Ceremony**. Among the people we were privileged to meet were **Fay Gillis Wells** of Washington, with whom I have corresponded for 15 years but never met. We visited **Amelia's** childhood home on the Missouri. **Lois** then flew us to Aero Valley Airport near Dallas, where the 50th Flying Anniversary of **Edna Gardner Whyte** was being celebrated by a fly-in. That was a most memorable day, when we met flying enthusiasts owning antique airplanes and hitched rides in a variety of old aircrafts, often entirely re-made by the owner and their families. **Edna**, herself, is an amazing person whom we shall never forget, whose way of life and candid personality in spite of her mammoth achievements and dedication to flying has made a deep impression on **Sunila, Chanda** and me. **Chanda Sawant** was destined to stay a while at Aero Valley and get her license endorsed for "Instructor's rating". **Edna** gave **Sunila** an instructional flight in aerobatics. Lots of people flew in to congratulate **Edna** for her long and wonderful career in aviation, and we were able to meet a lot of new and very interesting people.

After two wonderful days at Aero Valley, where we got to live in a mobile home (of which we had read but never seen), **Nema Masonhall** from Minco, OK and her husband drove us to Oklahoma, a very interesting drive where we were able to see the oil wells of Texas and the red earth of Oklahoma on the way. She very kindly hosted our stay at the Oklahoma City airport. We were able to see the 99 Headquarters, go through the scrapbooks and the trophies, etc., and meet **Loretta Gragg**, our secretary.

The next stop was San Francisco, where **Marge Carmine** met us and took us to her beautiful home on the waterfront. She and her husband are sailing experts, and we had a marvelous moonlight cruise in the bay. **Gay McCauley** was present too. We had a lovely dinner on the verandah overlooking the bay, with a stiff cold breeze blowing! **Gay** took us on a "Gayline" tour of San Francisco and convinced us of her own opinion of San Francisco being "the most Beautiful City in the World"! (except Bombay of course!). **Rose Sharp** hosted us to a wonderful breakfast and later took us to her flat where we tasted kiwi fruit for the first time.

The next stop was Seattle, where **Ilovene Potter** flew me in her Piper Comanche, so that we were able to view Mt. Rainier in all its glory from its own altitude. Seattle is beautiful and so is **Ilovene's** cabin on Hood's Canal. I was able to pick oysters right off the beach, and after **Ilovene** had cleaned and packed them, carried them all the way to San Diego for **Isabelle McRae Hale**, who met us at the airport and hosted us for a wonderful day in San Diego. **Isabelle** is the person who introduced us to the 99s 14 years ago at a chance meeting at Bombay Flying Club, where she was visiting. Later her Chapter, **El Cajon Valley**, had us as honorary members for several years. At night **Ida** and **Del Gay** had us over for a beautiful dinner in their lovely home in the mountains.

Our next stop was Los Angeles, where **Juanita Thompson** met us and put us up at her home. She drove us to Beverly Hills, and later with **Mary Pinkney** and daughter **Lisa** to Disneyland. We attended the concluding session of the Seminar of Safety (S.A.F.E.) conducted by the 99s of the local Chapter, which was most interesting.

Then on to Las Vegas, where 99s **Rene' Crow** and **Louise Erickson** met us, and later **Carol Vilardo**, and all three together pampered us. We had a lovely dinner at a newly opened Salad restaurant, and made a round of the sights of Las Vegas at night including the top of the Landmark Tower. **Sunila** was able to look-in on an operation at the Sunrise Hospital, thanks to Dr. Ewy of the same hospital, who then took us along with his wife to a visit of Lake Meade and Hoover Dam.

Next we landed at Grand Canyon where

June O'Neil met us and took care of our staying and sightseeing arrangements. She runs a Helicopter service and we were able to avail ourselves of a wonderful Copter trip into the Canyon. We wound up the day with a lovely Mexican dinner. June and her son are wonderful company and it was such fun being with them.

Next we found ourselves at Philadelphia's Ben Franklin Hotel, where the '76 convention was being held where two other girls from India, Chanda Sawant and Capt. Durba Banerjee of Indian Airlines joined us. We sorely missed Mohini Shroff of Bombay, who had been at the convention in 1974 and who gratefully remembers American hospitality. It was fascinating and instructive to watch the business procedures, meet so many wonderful 99s from all over the USA and also from Canada, Germany, Mexico, Brazil and Korea. It was fun to be able for me to perform an Indian Classical Dance at the Banquet, and gratifying to watch the reaction of the people. We were thrilled to find out that Chanda Sawant had received a special scholarship to obtain her instructional endorsement at Aero Valley Airport under Edna Gardner Whyte. After the convention was over Barbara Evans of New York was sweet enough to take our heavy bags by car to New York to await our arrival, while we went with small bags by Greyhound to Niagara and Boston. Later in Manhattan, NY, Barbara and her husband took us over to their photography workshop, and gave us a wonderful steak dinner. In Manhattan, Vicky Vilardo, mother of Carol Vilardo from Las Vegas and sister Bobby took us on a walk to Times Square, the Indian shops on 26th Street, etc., and fed us a wonderful steak at her favorite restaurant.

In Boston, Jean Doherty, whom I met by chance at the Convention, and husband, Ed, daughter Erin and son Edward hosted us for three beautiful days. The weather was being naughty but we managed to visit Sturbridge Village and Boston International Airport, also the Saturday Market newly opened in Boston, and a fascinating afternoon at the Boston Fine Arts Museum. It was just wonderful sitting at Jean's beautiful home on the Reservoir in Framingham, chatting with the family and exchanging views on everything on earth.

This concluded our visit to the U.S. and we left it with the feeling that we had indeed made a lot of lasting friendships, that the 99s as a bunch are the greatest bunch of girls. When any 99 comes to India, and specially Bombay, we shall be always ready to receive and look after her. There were so many people whom we met and who were kind to us and took lots of trouble over us; but lest this newsletter should read like a page from the Who's Who, I have been forced to curb myself and not just rattle off long lists of names. I hope my good friends there will understand this and know that if they should come to India they too will have friends here.

Women's World Records in Aviation

The following material is a list of World and World Class Records held by women and was current as of the end of September of this year. We hope you will find these records informative and that some of you will be encouraged to try for some of the records.

In the March issue, we will show the records on gliders, helicopters, and speed over recognized courses. We were sorry to note that the U.S. has lost all of their helicopter records.

This information has been compiled for us by 99 Historian, Virginia Thompson.

FEDERATION AERONAUTIQUE INTERNATIONALE FEMININE WORLD OR WORLD CLASS RECORDS AS OF 9/30/76

SPACE CRAFT RECORDS

6/16-19/63	DURATION WITH EARTH ORBIT	USSR	70 Hrs., 40 Mins., 48 Secs.	
	DISTANCE WITH EARTH ORBIT	USSR	1,970,990 KMS.	1,223,716 Miles
	GREATEST ALTITUDE WITH EARTH ORBIT	USSR	231.1 KMS.	143.59 Miles
	GREATEST MASS LIFTED WITH EARTH ORBIT	USSR	4,713 KGS.	10,380.3 Lbs.
	Valentina V. Terechkova			
	VOSTOK VI spacecraft 48 Earth Orbits			

CLASS A - BALLOONS

A-1, Less than 250 Cubic Meters

A-2, 250 to 400 Cubic Meters

8/12/27	DISTANCE	USA	28.33 Kms.	17.60 Mi.
	Wilma Piccard			
	Piccard S-10 Balloon			
	Indianola, Iowa			

A-3, 400 to 600 Cubic Meters

5/14/39	DURATION	USSR	22 Hours	40 Minutes
	A. Kondratyeva			
	SSR BP-31 Balloon Moscow to Loukino Polie			
5/8/53	DISTANCE	FRANCE	511.987 Kms.	318.128 Mi.
	Mrs. Paulette Weber			
	F-AMAG Balloon			

A-5, 900 to 1200 Cubic Meters

7/31/75	ALTITUDE	G. GERM.	6,176 M.	20,262 Ft.
	Renate Peter			
	D. Trevira Balloon			
	Augsburg, W. Germany			

A-6, 1200 to 1600 Cubic Meters

A-7, 1600 to 2200 Cubic Meters

A-8, 2200 to 3000 Cubic Meters

A-9, 3000 to 4000 Cubic Meters

A-10, Over 4000 Cubic Meters

11/20-21/61	DURATION	USA	40 Hours	13 Minutes
	DISTANCE	USA	585,786 Kms.	363.09 Mi.
	Constance Wolf			
	900 Cubic Meter Balloon Big Springs, Texas/Boley, Oklahoma			

7/31/75	ALTITUDE	G. GERM.	6,176 M.	20,262 Ft.
	Renate Peter			
	D. Trevira Balloon			
	Augsburg, W. Germany			

FEDERATION AERONAUTIQUE INTERNATIONALE FEMININE WORLD OR CLASS RECORDS AS OF 9/30/76

HOT AIR BALLOONS

Sub-Class AX-2 Between 250 and 400 Cubic Meters

3/13/75	DURATION DISTANCE ALTITUDE	USA USA USA	2 Hours 18.01 Km. 595 M.	40 Minutes 11.19 Mi. 1,953 Ft.
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Donna Wiederkehr
Modified Raven Hot Air Balloon
St. Paul, Minnesota

Sub-Class AX-3 Between 400 and 600 Cubic Meters

Sub-Class AX-4 Between 600 and 900 Cubic Meters

Sub-Class AX-5 Between 900 and 1200 Cubic Meters

3/13/75	DURATION DISTANCE	USA USA	2 Hours 18.01 Km.	40 Minutes 11.19 Mi.
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Donna Wiederkehr
Modified Raven Hot Air Balloon
St. Paul, Minnesota

8/3/75	ALTITUDE	USA	2,977.9 M.	9,770 Ft.
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Brenda Bogan
Barnes Balloon
Anoka, Minnesota

Sub-Class AX-6 Between 1200 and 1600 Cubic Meters

Sub-Class AX-7 Between 1600 and 2200 Cubic Meters

Sub-Class AX-8 Between 2200 and 3000 Cubic Meters

Sub-Class AX-9 Between 3000 and 4000 Cubic Meters

Sub-Class AX-10 Over 4000 Cubic Meters

3/23/74	DURATION DISTANCE	USA USA	11 Hours 366.99 Km	10 Minutes 228.04 Mi.
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Denise Wiederkehr
Raven S50A Balloon
St. Paul, Minn. to Waupun, Wisc.

9/3/65	ALTITUDE	USA	2,977.9 M.	9,770 Ft.
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Brenda Bogan
Barnes Balloon
Anoka, Minnesota

As of 30 September 1976, there is only one tentative feminine record.
A BALLOONS (AX-7)

9/19/76	ALTITUDE	U.K.	7,160 Meters	23,490.812 Ft.
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-3-

CLASS C-1 GROUP I (PISTON ENGINE)

4/10/66	DISTANCE IN A STRAIGHT LINE	USA	7,267.69 Km.	4,515.93 Mi.
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Jeraldine L. Mock
Cessna P-206
(1) Continental 10-520 engine
Honolulu, Hawaii to Columbus, Ohio

6/24-25/68	DISTANCE IN A CLOSED CIRCUIT	USA	6,543.28 Km.	4,065.81 Mi.
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Jeraldine L. Mock
Cessna P-206
(1) Continental 10-520 engine
Columbus, Ohio, San Juan, P. R. Course

6/23/36	ALTITUDE	FRANCE	14,310 Meters	46,949 Feet
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Mrs. Maryse Hiles
Potex 506 Biplane
Jacobs & Rhone 900 H.P. engine
Willacoublay

12/17/47	SPEED OVER A 3 KM COURSE	USA	663.054 KPH	412.002 MPH
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Jacqueline Cochran
North American P-51
Rolls Royce "Merlin" engine
Thermal, California

4/9/51	SPEED OVER A 15/25 KM COURSE	USA	747.339 KPH	464.374 MPH
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Jacqueline Cochran
North American P-51
Rolls Royce "Merlin" engine
Indio, California

CLOSED CIRCUIT

12/10/47	100 KMS. SPEED	USA	755.668 KPH	469.549 MPH
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Coachella Valley, California

2/29/49	500 KMS SPEED	USA	703.376 KPH	436.995 MPH
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Palm Springs, California

5/22/48	1000 KMS SPEED	USA	693.780 KPH	431.094 MPH
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5/22/48	2000 KMS SPEED	USA	720.134 KPH	447.470 MPH
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Jacqueline Cochran
North American P-51
Packard built Rolls Royce "Merlin" engine
Palm Springs, California

5/18-6/20/67	SPEED AROUND THE WORLD	U.K.	58.179 KPH	36.15 MPH
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Miss Sheila Scott
Piper PA-24 Comanche
(1) Lycoming 10-720 engine
London-Rome-Athens-Damas-cus-Bahrein-Karachi-Jaipur-New Delhi-
Calcutta-Rangoon-Penang-Singapore-Deli-Darwin-Mt. Isa-Brisbane-
Sydney-Aukland-Worfolk Islands-Fiji-Gamou-Canton-Honolulu-
San Francisco-Phoenix-El Paso-Oklahoma City-Louisville-New York-
Halifax-Lander-Azores-Lisbon-London
Distance: 46,080.97 KMS. (28,632.75 Miles)
Elapsed Time: 33 Days, 03 Minutes

FEDERATION AERONAUTIQUE INTERNATIONALE

FEMININE WORLD OR CLASS RECORDS AS OF 9/30/76

-4-

Class C-1. Group II (Turboprop)

10/14-15/67 DISTANCE IN A STRAIGHT LINE USSR 7,661.949 KMS 4,760.91 Miles
Loubov Ulanova
IL-18 Aircraft

6/18-19/69 DISTANCE IN A CLOSED CIRCUIT USSR 8,023.153 KMS 4,985.25 Miles
10/20/67 ALTITUDE USSR 13,513 Meters 44,334 Feet
6/13/69 ALTITUDE IN HORIZONTAL FLIGHT USSR 12,990 Meters 42,618 Feet
Loubov Ulanova

CLOSED CIRCUIT

6/12/69 5,000 KMS SPEED USSR 701.068 KPH 436.0 MPH
Loubov Ulanova

Class C-1. GROUP III (JET)

4/22/62 DISTANCE IN A STRAIGHT LINE USA 3,661.33 Kms. 2,275.35 Mi.
Jacqueline Cochran
Lockheed Jet Star
(4) Pratt & Whitney JT12A-6 Jet Engines
New Orleans, La. to Gander, Nfld.

9/18/67 DISTANCE IN A CLOSED CIRCUIT USSR 2,497.009 Kms. 1,551.568 Mi.
Marina Popovitch
RV Airplane
(2) J7V Engines

5/22/65 ALTITUDE USSR 24,336 M. 79,842.51 Ft.
N. Prokhanova
E-33 Jet Aircraft
(1) TRD J7F Jet Engine
Podmoskovnoe, USSR

6/23/65 SUSTAINED ALTITUDE USSR 19,020 M. 62,401.57 Ft.
L. Zaitseva
E-33 Jet Aircraft
(1) TRD J7F Jet Engine
Podmoskovnoe, USSR

6/2/75 SPEED OVER A 15/25 KM COURSE USSR 2,683.446 KPH 1,667.416 MPH
Svetlana Savitskaya
E133 Airplane
(2) RD Engines, 11,000 Kgs. thrust each
Podmoskovni, USSR

2/18/67 100 KMS SPEED USSR 2,128.7 KPH 1,322.7 MPH
Eugenia Martova
E-76 Airplane
(1) R37F Jet Engine

9/16/66 500 KMS SPEED USSR 2,062 KPH 1,280.64 MPH
Marina Solovieva
E-76 Airplane
(1) R 37 F Jet Engine

3/28/67 1,000 KMS SPEED USSR 1,298.16 KPH 806.4 MPH
Lidia Zaitseva
E-76 Airplane
(1) R 37 F Jet Engine

-5-

10/11/66 2,000 KMS SPEED USSR 900.267 KPH 559.399 MPH
Eugenia Martova
E-76 Airplane
(1) R 37 F Jet Engine

TIME TO CLIMB

11/15/74 CLIMB TO 3,000 METERS USSR 41.2 Seconds
CLIMB TO 6,000 METERS USSR 1 Minute 01 Seconds
CLIMB TO 9,000 METERS USSR 1 Minute 21 Seconds
CLIMB TO 12,000 METERS USSR 1 Minute 59.3 Seconds
Svetlana Savitskaya
E-33B Airplane

CLASS C-2. GROUP I (PISTON ENGINE) SEAPLANE

7/2/38 DISTANCE IN A STRAIGHT LINE USSR 2,241.501 KMS 1,392.901 Mi.
Pauline Ossipenko
MP-1 Seaplane
"AM-34" 750 HP Engine
Sebastopol to Lake Kholmokoie, USSR

5/24/38 DISTANCE IN A CLOSED CIRCUIT USSR 1,749.213 KMS 1,086.908 Mi.
Lk. P. Ossipenko
MP-1 Seaplane
"AM-34" 750 HP Engine
Sebastopol, USSR

5/22/37 ALTITUDE USSR 8,864 Meters 29,081 Feet
Lk. P. Ossipenko
"Canot Volant" Seaplane
"AM-34" HP Engine
Sebastopol, USSR

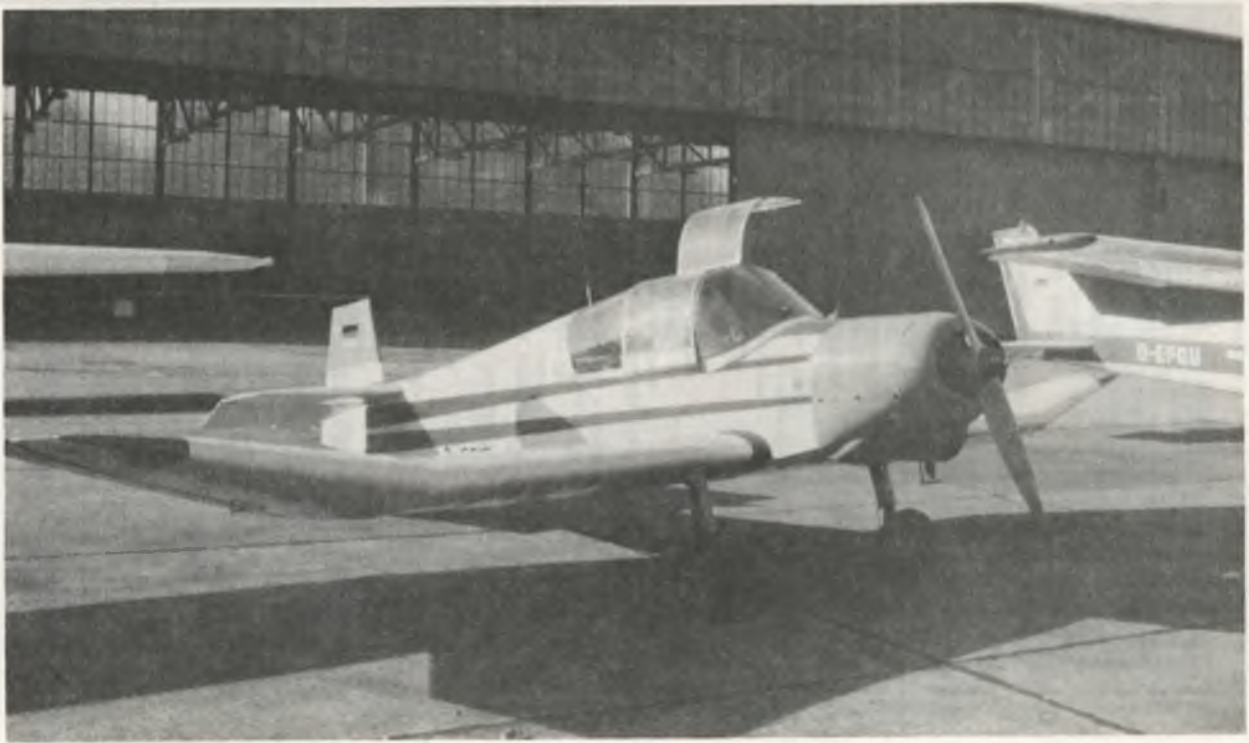
CLOSED CIRCUIT

12/9/36 100 KMS. SPEED USA 127.361 KPH 79.138 MPH
Miss Crystal Howry
Kitty Hawk Seaplane
Kinner 125 HP Engine
Miami, Florida

CLASS C-3. GROUP I (PISTON ENGINE) AMPHIBIANS

6/18/54 DISTANCE IN A STRAIGHT LINE ITALY 2,987.93 KMS 1,885.610 Mi.
Marquise Carina Negroni
Piaggio P. 136 Amphibian
(2) Lycoming Jo 435 C2
Shadi (Brescia) to Luxor, Egypt

Virginia Thompson
Historian



The author's airplane, a 65 horsepower taildragger with gull-wings. It cruises around 90 mph.

by Rosemarie Zantow

It probably is different in various countries. Not, of course, the basic aerodynamics which make flying possible. Why a plane flies is well known by all aviators. But do you know, for instance, how to attain the ability for private pilot qualifications in West Germany?

FIRST of all, before one starts instructions in any kind of planes, even in gliders, the applicant must have passed his Medical successfully at a special licensed physician. **SECOND** one must apply for a "certificate of good conduct" from the local "Office for Public Affairs", since applicants involved in certain sorts of conflicts won't get permission to start to fly.

If these two requirements are fulfilled, one can either join a Flying Club or go to Flight School for pilot training. The law requires 35 hours of flight time when conducted by the education program within 5 months. Applicants needing more than 5 months of time must have 40 hours of flight time. The educational program consists of 20 hours of flight instruction and 15 or 20 hours solo flying time, including one solo cross-country of 300 km flown as a triangle, 100 km each leg with two landings

in between, and one of the two landings has to be on a controlled airfield.

Since March 1, 1976 a new law requires the solo student to hold at least a national Radio Communication Certificate (RCC) before flying cross-country. In Germany we classify three different types of RCC: The **BZF II** allows one to practice radio communication for **national VFR**-flights in the German language. **BZF I** enables the holder to practice radio communication for **international VFR**-flights in the English language. The highest RCC is the **AZF**, and permits radio com for **international IFR and VFR** flights. In order to obtain any kind of the above certificates the student usually takes part in a course which familiarizes him with laws and contracts concerning aviation, flight rules and safety, basic knowledge of radio navigation and the use of this equipment. In the practical part the student learns the radio phraseology and practices simulated approaches and departures on controlled airports likely. After gaining a certain amount of experience he has to take a test. The course and the test will cost the student about \$200. or more. A successfully completed test will hand the RCC to the applicant,

which is mandatory in order to apply for the private pilot flight test.

PARALLEL to the practical flight instruction for private pilot training the student has part in a theoretical ground school to familiarize him with Aerodynamics, Meteorology, Navigation, Flight Safety and Rules, Law and Order and Techniques concerning how the engine and plane parts operate. Additionally, the student must absolve a course in First Aid. After finishing the entire education, the student has to pass a written test and the practical flight test, which costs him another \$60.

Once you are a private pilot you may fly planes under uncontrolled conditions in the category **SEL** up to 2.0 tons. No special type rating in this category is necessary, but a familiarization is mandatory. For **MEL** in this category, one needs to hold a type-rating.

How much does it cost to get a **PPL** which enables the holder to fly under uncontrolled conditions? Approximately \$2000. What about the capability to fly under controlled conditions and night time? It demands an additional, so called

CVFR-rating. This requires an educational program consisting of 10 hours instrument flight instruction and 30 hours of ground-school. The instrument instruction teaches the student basic instrument flying skills. The use of navigation aids like ADF and VOR is mandatory. This program costs between \$1000.-\$1200. and closes with a qualification test which takes another \$150. The night-flying rating requires 10 hours of total night flying time with an instructor and includes two cross-countries of 100 km length with landings at the destination airport.

Once you are a CVFR rated private pilot you may fly under controlled conditions and land at international airports. The CVFR-rating requires the holder to possess a current English RCC.

A private pilot license is issued for 24 months only. For the extension and validation of the license you have to fulfill biennial requirements: 24 hours PIC flying time within 24 months, including 3 cross-countries, each more than 100 km, and 25 take-offs and landings within the last 6 months before applying for the extension. In addition you need to bring a current medical and a new certificate of good conduct.

Unfortunately Germany is a small country and as a result we have controlled airspace over most of West Germany except for a few small corridors. Generally the controlled airspace starts at 3000 ft. up to unlimited. The TMA's around the large airports cover most of West Germany and start at 1000 ft. You can find uncontrolled airspace below 1000 ft. though. There is no VFR flying above 10,000 ft. without ATC clearance and prior permission.

Another law effective since Oct. 1, 1976 prohibits private flying activities between 12 noon and 2 o'clock GMT on airports with more than 20,000 take-offs and landings annually. This is a very annoying and sad part on flying in Germany. Environmental protectors and air-pollution controllers fight for restrictions against General Aviation.

You might be interested to know what types of aircraft are most commonly used:

Petit Prince DR 200/400 with 125 horsepower, gull-wings and nose wheel. It cruises, depending on altitude, at 125 to 140 mph.



Cessna ranges first with 50%; Pipers are definitely top hits too, but almost all American-made types of aircraft are seen. A few German airplanes are in use too. Several types of French-made airplanes are much in favor among certain kinds of pilots. An example is the French JODEL (named after their constructor JOLY and DELEMONTÉZ) with its characteristic GULL-WINGS. This plane is very economical and has tremendously good-natured flight characteristics.

So much for private flying. Becoming a commercial and instrument-rated pilot is not only a question of ability to learn a lot, it's also a question of money. The CPL requires around \$4,000., while the instrument rating consumes another \$8000. The rental rates for a SEF (par example Cessna 172) range from \$30. in clubs and at charter firms, up to \$60. an hour or more, depending on the equipment.

For MEL the rates can be found between \$150. and \$200. Of course a plane has to be inspected annually; the same with the radio equipment. A plane must be insured, but fortunately there are no tax requirements. For the use of radio equipment a monthly fee of \$2. for each radio must be paid. Recent fuel prices are 30 cents for one liter, which makes \$1.20 for one gallon.

Looking across Germany's borderline to Scandinavia, there's no big difference. They even charge for the use of navigation aids en route and do have high landing fees, depending on the weight of the plane — up to \$10. and more (this is the case in Germany, too).

The French are very flyer-friendly. They don't charge landing fees from foreign visitors and fuel prices are about the same as in Germany. Austria and Switzerland are famous for their high prices.

In conclusion everyone will agree that flying in Germany is not a cheap hobby. But anyone who loves it will pay whatever it costs.

The author of this article lives in West-Germany, Hasenfang 13, D-3042 MUNSTER-1 and is a very passionate woman pilot who is interested in all kinds of aviation problems.

99 is Hostess At Wings Club Dinner



L-R: Astronauts Capt. John Young; Wally Schirra; Doris Renninger, General Manager of The Wings Club; Neil Armstrong; James Lovell. The astronauts were honored head table guests at the Wings Club 34th Annual Banquet, in which 1000 were in attendance at the Americana Hotel in New York City. Doris is Chairman of the Greater N.Y. Chapter and was hostess of the gala affair, in which Neil Armstrong, the first man to step foot on the moon was presented the Wings Club Second Annual Distinguished Achievement Award. The Wings Club was founded in 1942 and is the leading aviation club in the United States, with a world wide membership of 1400 men and women. General James H. Doolittle received the first award in 1975.

THE FOURTH KINGDOM

by William J. Sauber

For some really fascinating fireside reading this winter, why not try the **FOURTH KINGDOM** written by Bill Sauber, a good friend and supporter of the 99s.

On page 64 of his book, Bill Sauber poses the central question of his fascinating thesis: "Might it not be true that all the scientific knowledge man had ever accumulated was meant to be used for man's destiny in space?"

For Sauber — a sponsor of the Windecker Eagle in the 27th PPD and of the Control Tower at the Boyne Mountain PPD Terminus as well as a 23-year veteran of Dow Chemical Company — the reach-out into space is our ultimate imperative.

After a listing and appraisal of human technological progress, Sauber weaves the various strands together and argues for the construction of vast "arks" to carry the best of our civilization into space for the establishment of earth colonies.

Given the vast distances of space, he concedes that only the descendants of the original voyagers will be able to colonize the discovered worlds. He feels, too, that long interplanetary journeys and the need for adaptation to varying types of environment will aid in the establishment of racial harmony among the colonists.



Island Pilot: Jane Kelley

by Marijane Nelson

I first heard about Jane Kelley five years ago. Driving along a California freeway to Pomona for our monthly Ninety-Nines meeting, I listened with envy as a friend described her recent vacation in Hawaii.

"I wish you could meet Jane Kelley!" she commented. "We met her when we stopped by the Hawaii Country Club of the Air flight school at Honolulu International. She offered to take us up for a flight over Oahu, and while we were talking, I found out that she's gotten into aerobatics and plans to start instructing soon in a Cessna Aerobat."

Hawaii. . . and another female pilot who shared by enthusiasm for snaprolls and hammerheads; I wished I could meet Jane

Kelley, too!

By the time I did get to Hawaii, Jane had "graduated" from the Aerobat to the high-performance Pitts Special. The day she took me on a tour of the general aviation side of Honolulu International we found her instructor — Art Daegling — working on modifications so his two-place Pitts would better accommodate his petite student. Jokingly, he showed me the "glass slippers" he'd made for Jane while she climbed in the cockpit to try out the fiberglass attachments on the rudder pedals. I could see they had a problem: Jane lowered herself into the front seat and promptly sank out of sight. "A fiberglass booster seat is my next project," said Art, with a grin.

Art Daegling adjusts the fiberglass attachments he made to the rudder pedals of his Pitts S-2A so that Jane can reach the rudders.

Jane climbed into the front cockpit and promptly sank out of sight. . .



(Left) Practicing formation flying over Oahu's North Shore are Sam Burgess, Jane Kelley (center) and Art Daegling.

(Below) Jane Kelley in Mother's Day present, single Pitts N21JK.



Jane was serious enough about aerobatic flying to start socking away money earned as a flight instructor for her own single-place Pitts. Recognizing the determined gleam in her eye, Jane's family decided to chip in, and ordered the plane as a Mother's Day surprise in 1974.

It was a fitting gift for an accomplished pilot and the mother of a lively brood of five: Kathy (19), Chuck (18), Linda (16), Bitsy (13), and Colleen (11). While a newcomer to the household might have a hard time sorting out the young Kelleys from the other teen-age surfers and soccer players wandering about, Jane efficiently keeps names, schedules, and home-work assignments straight.

The wife of Dr. Richard Kelley, a Honolulu pathologist who devotes much of his time to running the family hotels, Jane little suspected what a full and active life she had ahead of her when she started dating that fellow from Hawaii at Stanford University.

After a sojourn in Boston while Richard completed his medical training, they returned to the islands. Raising a family, along with enjoying such year-round tropical pleasures as swimming, SCUBA diving, and gardening, kept Jane occupied as she became established in her new home.

Travel is a common interest of all the Kelleys, and they've been fortunate enough to visit many fascinating places on their annual summer vacations. During a trip to Africa in 1967, much of their travel was by small commuter plane. Jane enjoyed this experience so much that she decided to learn to fly.

Richard was skeptical. Unsure of the outcome of her ambition, Jane quietly saved up enough money to start training without his knowledge. She let him in on the secret the day after she soloed. . . and ran out of money.

Jane got her Private Pilot's license in 1968, and soon joined the newly organized Aloha Chapter of the Ninety-Nines. She has served in several offices with the chapter since, but especially takes pride in her work as "APT" (Annual Proficiency Training) Chairman from 1971 to 1973. The Aloha Chapter was awarded a plaque from the Ninety-Nines for having the most girls APT during those two years.

Jane set a good example by maintaining her own proficiency, acquiring her Commercial (Single and Multi-engine Land), Multi-engine, Instrument, CFI, and Instrument Flight Instructor ratings, as well as the Ground Instructor certificates for Basic, Advanced, and Instrument.

In 1971 Jane flew in the 25th Powder Puff Derby (from Calgary, Alberta to Baton Rouge, Louisiana) with Beth Oliver. The Hawaiian team, leaving a grand total of eleven children motherless for the duration of the contest, was amused to learn they'd be racing against a team sponsored by Zero Population Growth. Louise Montero and Betty Worstell, flying "the Sterile Stork," were from Santa Rosa, California. . . Jane's home town. Jane and Beth weren't sure what type of reception to expect when they met the other team, but Jane recalls that the race officials weren't looking for trouble: for the first time they issued the number "Zero" to a team.

Always welcoming the opportunity to meet Ninety-Nines from other parts of the country, Jane volunteered use of her home on the beach below Diamond Head for the luau the Aloha Chapter planned when they hosted the 1974 Southwest Sectional. "How many people showed up for the luau?" I asked one day when we were discussing the event. Without batting an eye, Jane replied: "Four-hundred and fifty."

Working as a flight instructor, Jane became more aware of her responsibility to know how to handle the airplane in any situation. She called Art Daegling, who had worked with her on her advanced ratings. Art, a captain for Hawaiian Airlines, is one of those highly-valued instructors who teaches for the sheer joy of watching others learn to fly. He feels that aerobatics is an important part of every pilot's training. Since such training was not available in Hawaii, Art used the money he'd earned flying in the movie TORA! TORA! TORA! to buy the Cessna Aerobat and Pitts S2A, and established the Polynesian Sport Aviation School of Aerobatics.

By the time Jane completed her "confidence building" course in the Aerobat, she was hooked. She was soon working as the first female aerobatics instructor in Hawaii, and performing aerobatic routines with Art at local air shows. With a mixture of elation and frustration following one performance (an aerobatic routine flown to the tune of "Sweet Leilani"), Jane wrote:

Harry Owens never heard
The story of a female bird
Who in an Aerobat must try
His precious "Sweet Leilani" fly!

Kahuku left, Kaena right;
Haleiwa dead ahead in sight. . .
But then the Cloverleaves are pau*
And gosh!, she's come out right somehow!

Cuban 8's, then a Reverse,
"Watch it now. . .they're getting worse!"
Up and over, do not stall;
(Without Art's weight. . .no trick at all!).

Then suddenly the music's done,
And whoops. . .the tape must be rerun.
But Sweet Leilani, "Dream come true"
Has just been etched high in the Blue!

*pau is a Hawaiian word for finished

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Jane Kelley ready to fly at IAC sanctioned meet at Delano, CA. (She placed second in Sportsman Category in the rented Cessna Aerobat.)

Membership in the Aerobatic Club of America (ACA) and the International Aerobatic Club (IAC) kindled Jane's interest in competition flying and the challenge of qualifying for the IAC Aerobatic Achievement Awards. Jane earned her IAC Sportsman Achievement Award in 1972, but it wasn't until 1974 that she was able to travel to the Mainland to compete in her first sanctioned contest. Flying a rented Cessna Aerobat, she walked off with the second place trophy in the Sportsman category.

Jane loves the excitement of the aerobatic meets and the opportunity to meet others who share her interest in aerobatics. Added to the expense of traveling to the Mainland for the contests is the sometimes insurmountable problem of finding a rental plane. Not content to just be a spectator when she can't fly, Jane put a lot of time and effort into becoming qualified as a judge. After attending a Judges' Clinic sponsored by the ACA at Oak Grove, Texas, and assisting with the judging at contests in California, Wisconsin, and Texas, Jane was named (one of two) Regional Judge for the Pacific Region for 1974-1976 IAC-ACA sanctioned contests.

All the aerobatic activities and the joy of practicing in N21JK, her sprightly red Pitts, had sidetracked Jane from an earlier goal: the Airline Transport Pilot's certificate. This past year she decided that if she was ever going to get that highest of all ratings, it was time to go to work. She regretfully pushed 21JK in the hangar, and asked Art Daegling how he felt about taking on another student.



Jane Kelley judging flights at the International Aerobatic Club's contest at Fond Du Lac, Wisconsin. (You can always spot this Hawaiian — judge by her barefeet!)



Jane with Cherokee Arrow at Hawaii's Country Club of the Air.

Art dusted off the IFR training hood and told Jane to hang up her helmet and goggles. "By now I was familiar with Jane's determination," Art says. "I felt that her experience in aerobatics had given her a great deal of self-assurance, and I knew she had the self-discipline to do well."

Jane got her ATP in June, but was too modest to tell anyone the good news. I found out about it three weeks later, after making a trip to Hilo with Jane in untypically-Hawaiian bad weather. Knowing that Jane hadn't been feeling well, I had tactfully refrained from asking how soon she'd be ready for her flight check. After landing at Honolulu, I exclaimed, "Your instrument procedures are great! You shouldn't have any trouble with your check ride."

Jane looked up with an embarrassed grin. "I know. I passed it on the 10th."

With that objective out of the way, Jane was able to leave with a free mind when the family went on their summer vacation. This year they returned to Africa; but the girl in the co-pilot's seat of the tour planes winging over Kenya and Tanzania was no longer just a wistful passenger curiously studying the instrument panel.

In November Jane returned from the U.S. National Aerobatic Championships in Sherman, Texas, where she worked as a judge (in fact, was the only female in the judges' line-up there). She was aglow with stories about the flying and the people there. When we finished lunch, I asked Jane what her plans were for the afternoon.

"Oh, I've got to get over to the airport," she said. "John Bryan's working on my Pitts and getting it ready to fly again!"

No doubt the bright red biplane is about to become a familiar sight over the North Shore beaches once again. . .

**Cuban 8's, then a Reverse,
"Watch it now. . .they're getting worse!"
Up and over, do not stall;
(Without Art's weight. . .no trick at all!)**



99s

PROJECTS

A compilation of the thousand and one things Ninety-Nines do to further aviation and aviation safety

FINNISH SECTION

by Outi Nallinmaa



Airmarking in Kauhajok

One weekend at the end of August the 99s gathered in Kauhajoki (70 miles SE of Vaasa) to airmark the new airfield built by the local aero club. Even though so familiar to our sisters in the U.S., this was a new kind of activity and a unique occasion for us. We had a tremendous welcome by **Inkeri Kurkela** (local 99) and the Kauhajoki Aero Club, and it is only the limited space that keeps me from going into details of e.g. the menu of the delicious lunch provided. The press was notified of the event. We painted the centre line of the 850-metre runway and the figures at each end. There were some twenty of us plus a couple of 49½s. The picture you can see in this issue was taken by 49½ Pentti Pesola. We have already been invited to paint the name Kauhajoki on the roof of the hangar as soon as it is ready, and we are looking forward to it.

CANADIAN

Lorna DeBlicquy, Eastern Ontario Chapter, presented half the material on Careers in Air Transport for a careers day at Ridgemont High School, Ottawa, Nov. 24. She dispelled the notion that you can get an airline transport job with 35 hours flying and a grade 12 education! Lorna gave the flying requirements while another person covered Air Traffic Control and related fields.

For six consecutive Mondays beginning on 17 January 1977, **First Canadian Chapter** will sponsor a series of lectures on aviation-related subjects at DCIEM, CFB Downsview, Toronto. Speakers include Bryce Owens of Air Traffic Control, Tom Murphy of the Atmospheric Environment Services, Maj. Jack Soutendam of the School of Operational Medicine, DCIEM, and Dr. Alan Frosst of McMaster University. Topics range from communications to navigation and the sessions will run for two hours beginning at 8:00 P.M. Refreshments are included in the fee of \$25.00 for the entire series and \$5.00 for an individual lecture. These sessions are open to the general aviation public and for further information please contact Box 99, Buttonville Airport, Markham, Ontario L3P 3J9.

A recent project of **Greater Winnipeg Chapter** was judged to be a great success. It was arranged by the United Way Fund Raising Committee to raise money for various medical centres around the Province, and was called **THE NINETY-NINES BARNSTORM THE UNITED WAY**. Planes were donated by various flying clubs around the city and members (plus some potential members) took up people from the news media on a tour of the city — highlighting various United Way sites such as the Health Sciences Centre. We gained coverage of the event in both daily newspapers and on radio stations. This was the 'kick-off' for the United Way campaign.

MIDDLE EAST

Gini Buck, Hampton Roads Chapter, organized a very successful Safety Seminar on November 17 with over 250 persons in attendance. A highlight of the seminar was a skit on weight and balance presented by chapter members; the skit was based on an original idea by **Alice Fuchs** of the **Central Pennsylvania Chapter**.

The **Maryland Chapter Speakers Bureau** continues to be active. **J. Hanson** and **G. Vogel** spoke to a group of retarded children on aviation. **R. Birch** was guest speaker at the St. Mary's Girls School Aviation Club. The club was formed by **D. Miller** of **Southern Maryland Chapter**. **C. Roberts** talked to the Lawson Rotary Club on the role of the flight data recorder in accident investigation. Several members are attending a Rain Check Clinic presented by the controllers of BWI.

Thanks to prospective member, **Bev Mentzer**, the **Maryland Chapter** is now tax exempt under 501(c)(3). **Bev**, an enrolled tax consultant advises 99s that every individual tax return is different and to consult a tax advisor as to particular situations, since there is a maximum charitable deduction allowed, based on income.

NORTH CENTRAL

The **Greater Detroit Area Chapter** sponsored two Safety Seminars with the Willow Run FAA at Monroe Community College. **Woody Stamen** gave the presentation.

When **Joanne Marsden**, **Greater Detroit Area**, does substitute teaching, she introduces the 99 organization and general aviation to her students by passing out back issues of the **99 News** and **Flying** and **Pilot** magazines to read when they finish their assigned work.

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Greater K.C. Airmarking Scene. Bobbie Miller, Virginia Pacey, Jean Wilson, Billie Bordner, Pauline Clendening and Helen Hamilton.

K.C. Will Share Paint

Greater K.C. 99s succeeded in getting paint from Oklahoma City after much contemplating and discussion. Now we will share with other chapters 30 gallon drums of white and yellow. Contact Jean Wilson or Billie Bordner.

Lake Winebago and East Kansas City airports were the recipients of our "fun" and airmarking for our fall projects.

Bev Price, Michigan Chapter, was one of the speakers at an FAA Safety Seminar held at Tri-City Airport on November 18th. This was co-sponsored by the 99s.

St. Louis Goes All Out for P.R.

Elizabeth Jordan, our P.R. gal, has managed to keep plenty busy this winter and garner that coveted P.R., to boot. Nov. 20th, we teamed up with Mo. Pilots, Flight Instructors, and the Mo. F.B.O. Council for an FAA Appreciation Party at Spirit of St. Louis airport. All area members of the FAA and their families were invited as "Heros", and all local pilots paid \$1.00 to be "Hosts". It was our chance to thank FAA, Tower, GADO, FSS, ACDO, AFS, security and support troops for a job well done. There was really a fine turn out of folks to pat the "fuzz" on the back, tour the new FSS facility, tower, and just plain hangar fly at the new Spirit Terminal Building. Brain child of area aviation enthusiast, Frank Block and Spirit airport manager, Dick Hrabko, the party was eagerly accepted by area flying clubs as a darned good idea. Comments from our "Heros" proved we were right. Hopefully, this will become an annual event, to make for better relations between pilots and "the boss".

Next outta the box, the morning before Thanksgiving, several of our gals were

standing on two street corners in the shivering cold, hawking newspapers for the 20th annual "Old Newsboys Day", established by the St. Louis Globe Democrat newspaper. The papers are donated by the Globe, and are sold for as much money as the hawkers can get. All proceeds going to a variety of worthwhile children's agencies in the metro St. Louis area. 99 sweatshirts, pins, emblems, etc. were much in evidence, to be certain the purchasers knew from whom they were buying. No rest for the weary — Dec. 21st found our ladies at an Ozark Airlines gate at Lambert Field, doing their "welcome-of-weary-Christmas-travelers" bit. 99-made holly corsages, along with cheery greetings, were handed to astonished, but grateful travelers as they debarked at STL. This program, co-sponsored by Ozark, was so well received last year, that they wanted us to do it again. T.V. and news media coverage was excellent.



OLD NEWSBOYS? St. Louis 99s preparing to sell newspapers on the corner.

Barb Jennings and 49½er Walt Falkenberg (Char was working) gave rides to more than 40 young people on November 4 at Porter County Airport, Valparaiso, IN. They were from a Sheltered Workshop and had never had this opportunity before.

Loyce Rigdon helped load the planes. All three felt they gained more than anyone from the gratitude and thanks received from these young people.

The Indiana Dunes Chapter is just completing some plans for making money to be able to provide educational and charitable events. We now have for sale Airplane Money Clips, Airplane Key Chains, and two sizes of Airplane Jewelry Boxes, all silver and pewter. Prices are reasonable so anyone interested may contact this Chapter.

Materials are being gathered for our display of 99 memorabilia, activities, etc. to be placed in the case at the Quad-City Airport. This display will also be used elsewhere when there is a need to show it.

NORTHWEST

On November 20, the Rainier Chapter presented its fifth AOPA Pinch Hitter Course. The course has two basic objectives: (a) to train a co-pilot to help the pilot with charts and basic navigation, and (b) take over the controls in case of an incapacitated pilot and land the airplane safely.

We have found it to be a great experience for both the 99s and the Pinch Hitters. The classes work best when limited to from 10 to 15 people. The chapter charges \$15 per person and is therefore building up the treasury while performing a worthwhile educational and safety oriented function. AOPA provides the course materials for \$5 per instruction packet. (Each packet provides materials for five students.)

We feel that other chapters might want to present the course as an ongoing project since it is a great fund raiser and a marvelous introduction to aviation for whomever takes the course.

SOUTH CENTRAL

FAA Safety Seminars have been held with cooperation of the Arkansas Ninety Nines in Russellville, Fort Smith, and Fayetteville. We think the speakers in our region to be of the best FAA has to offer and we are honored to have men like Eddie Holland, Tommy Hancock, and Arch Lloyd.

November 7th, Chaparral Chapter co-sponsored with the FAA and Civil Air Patrol, a Survival Clinic at New Mexico State University. Guest speakers were from Kirtland Air Force Base. Karen Iselin and Ann Curtis were in charge of arrangements, and approximately 80 attended.

Golden Triangle co-sponsored a safety seminar in November with the FAA and the Arlington Pilots Association. Emphasis was placed on winter flying. Their last airmarking for 1976 was planned for Grand Prairie Airport the second week of December.

Marilyn Ratzlaff, Jan Million and Susie Sewell prepared a 99 static display for the 10th Anniversary of the new Will Rogers International Airport Terminal and Concourse called BI-CEN-TEN.

The First Civilian Aviation Safety Fly-in at Tinker Air Force Base, November 21st, attracted 262 planes and about 2000 persons. The fly-in hosted by Maj. Gen. Carl Schneider, base commander, was held to develop a closer relationship between general aviation and the military. There were displays of military, antique and experimental aircraft, also, new Cessnas,

CTS by 99s

Pipers, Mooneys and Grummans. Our Oklahoma 99 booth garnered attention as we were the only women's organization represented — most attractive, too.

On November 17, **Shreveport Chapter** conducted the annual Pinchhitter Course for non-flying wives of pilots. At the completion of the all-day course, each "student" had made several actual transmissions, had memorized the emergency frequency and call sign, could go to a VOR and was familiar with the cockpit and the function of each control. We feel that we taught them to cope with an emergency and will be glad to share our SOP for this course with an interested chapter.

It took five trips but **Shreveport 99s** finally completed airmarking the new little airport at Jefferson, Texas. It was so cold that we resorted to a big bonfire on one occasion and on another we were surprised to discover two deer watching us with interest. We also painted temporary numbers on Runway 18-36 to be used while 14-32 is closed for resurfacing.

The **Topeka Chapter** earned \$230.00 from their concession stand at the 2nd annual Manhattan, Ks. Aviation Day. Not bad for six hardworking gals — who also managed to get their last sunburned noses that Oct. 2. Next year we get a shady location! Topeka's **Charlotte Kenney** is still an active CAP member, flying two sessions in Oct., first to give CAP Cadets a cross country practice and the second a practice search and rescue. **Joanne Allen** gave a talk to the Overbrook, Ks. 6th grade class on Amelia Earhart. She was kept after school to answer questions — she must be good.

SOUTHEAST

Mississippi Chapter sponsored an Aviation Safety meeting in November. Hostesses were **Ernestine Mahan** and **Peggy McCormick**, FAA Accident Prevention Counselors, and **Ruby Williams**. William Truebe, Jackson GADO APS, presented the program with new films on mountain flying plus an analysis of accidents in the state during the last three years.

SOUTHWEST

The **Phoenix 99s** held their annual project AWARE this year with a different format for the flying family. For the non-flying right seater there were short talks from 99s on getting interested in flying and the importance of knowing how to use ground references and learning what the instruments mean so that the co-pilot can scan intermittently. For the other pilots there was Ken Gardiner who gave a

comprehensive discussion of the continental engine and the effects of the 100LL fuel on performance. Other topics included lubrication and economy flight. About 250 members of the aviation community attended. Project AWARE is a part of the FAA's Accident Prevention program and actively supported by the Arizona Aviation Department.

The **Redwood Empire Chapter** is proud of member, **Fran Gauger**, who used her Powder Puff Derby and CAP experiences to make up an Aerospace unit for her Fairfield kindergarten class.

Reno Area Chapter members worked their 13th year with the Reno National Championship Air Races. They work in Race Headquarters and always enjoy having visiting 99s stop in and say hello and sign the 99 guest register. **Ann Gillivray**, a 99 from Victoria, Australia, was one of those seeing the races this year, and she attended the annual 99 Air Race party at **Kathy and Wug Gray's** in Reno.

Frances Gustavson and **Hazel Hohn** contributed a WASP display to the Nevada State Museum Aviation History exhibit which ran during August and September, and which was the most popular exhibit in the history of the museum, they were told.

The **San Gabriel Valley Chapter** is planning a Photo Rally for January 15, 1977 which will originate from Cable Airport, Upland, California. Anyone interested in participating, please call **Deborah Taylor** 213-728-3420.

The Airlift sponsored by the **San Gabriel Valley Chapter** at Cable Airport on November 6 was met with 30 mile visibility and a record crowd eager for an introduction to aviation.

Santa Rosa 99s completed their first of several airmarkings planned for this Fall on October 30-31 at the Santa Rosa Air Center. A total of 2700 square feet was completed with beautiful fall weather to help.



Santa Rosa 99s "putting on the paint" at the Santa Rosa Air Center.

New Ratings

AUSTRALIAN

Christine Davey — Australia — 1st Class IFR & ATP
Bronwyne Searle — Australia — 1st Class IFR, Senior COMM, and renewal of B Instructor
Rosemary Colman — Australia — 4th Class IFR & ME

MIDDLE EAST

Carol Windsor — Central Penna. — IFR
Mary Galbraith — Central Penna. — IFR
Becky Broach — Hampton Roads — IFR
Virginia Riley — Virginia — Glider

NEW ENGLAND

Anne Baddour — Eastern New England — IFR

NEW YORK-NEW JERSEY

Sherri Bliss — Central New York — IFR
Daisy Posse — Long Island — CFI
Nicole Radecki — Long Island — ME
Jacqueline Acosta — Palisades — ME
Chris Hohensee — Western New York — COMM
Mary Rich — Western NY — FAA Safety Counselor

NORTH CENTRAL

Sharon Fall — All-Ohio — ME
Pat Fairbanks — All-Ohio — ATP
Jean McLaughlin — Central Ill. — H
Martha Winnard — Greater Detroit — AM
Maripat Murphy — Greater St. Louis — CFI
Beverly Distelhorst — Indiana Dunes — CFI
Norma Nevitt — Indiana Dunes — COMM
Mary Carolyn Jenkins — Michigan — IFR
Mary Anglin — Michigan — CFI

SOUTH CENTRAL

Joyce Cannavan — El Paso — ME
Susie Evans — Lubbock — CFII
Norma Vandergriff — Oklahoma — BGI, AGI, IGI
Charlotte Kenney — Topeka — IFR
Jeanne Neel — Top of Texas — IFR
Barbara Neel — Top of Texas — COMM

SOUTHEAST

Marilyn Burch — Florida Gulf Stream — ME
Belle Hedges — Memphis — COMM

SOUTHWEST

Julie Ames — Golden West — CFI
Claire Ellis — Phoenix — IFR
Gwen Jaksick — Reno Area — Seaplane
Beverly Mahoney — San Gabriel Valley — IFR

NORTHWEST

Janna Imlay — Ranier — CFI

WANTED: Qualified 99 Speakers
 for
AOPA Flight Instructor Revalidation Clinics.

For more information, contact Jim Stargel, AOPA, 800-638-0854.

CANADIAN

Eastern Ontario Chapter will be hosting the East-West Section Meeting next April 15, 16, 17 at the Chateau Laurier Hotel in Ottawa.

At the November meeting held at **Elaine Magee's** home, **First Canadian Chapter** held a "Get Acquainted with the 99s" evening. Chapter Chairman **Shirley Allen** and Vice-Chairman **Jean MacDonald** explained the structure and function of the 99s and outlined major upcoming projects to 30 members and 10 prospective members. Shirley brought a collage of 99 pictures and memorabilia and the evening ended with a showing of the film "Stamp of Friendship". We were particularly fortunate to welcome **East Canada Section Governor, Jeanne McEachern**, to our meeting. Such an evening reminds long-standing members of the many activities of the 99s and provides an excellent introduction to the prospective members.

Niagara Trillium's November meeting was held at the Toronto International Airport Control Centre. Ken Ralph met us with a short pre-flight briefing before taking us on an extensive tour. We saw the flight planning room where NORAD missions are set up; the IFR control centre was quiet at that time of night so we had our own radarscope on which Ken was able to demonstrate the wonders (and vagaries) of radar — transponder-identifying, non-transponder aircraft, weather, etc. From the tower we had a great view, of course, and had various radar antennae pointed out to us and learned of the problems that the noise abatement procedures were causing the controllers. The two-hour tour was extremely interesting and informative.

The **Alberta Chapter** held a successful Meeting October 16th at Three Hills Alberta. The turnout was great with girls flying in from Cranbrook, British Columbia, Blairmore, Alberta, Lacombe and Calgary and Edmonton. Plans called for the November 13th meeting to be held at Springbank. **Dorothy Russell** was to speak on organizing the Springbank Air Show. The January 8th meeting will be in Edmonton with **Vera Dowling** as guest speaker. Vera has 22,000 hours to her credit, ferried aircraft during WW II and instructed in England and later in Alberta.

The **Saskatchewan Chapter** had a meeting for all interested pilots in December at

the King George Hotel in Saskatoon. **Dr. June Mills** spoke on "Crash Dynamics" and **Nadine Cooper** on "Spotter Training"

MIDDLE EAST

Champe Pool (49½ of **Marty Pool**) went to Kiev, Russia with the United States Aerobatic Team during July as their team physician. Champe gave a slide presentation of the event at the November meeting and at the December Christmas party of **Central Penna. Chapter**.

If any of you ever have the opportunity to observe Navy pilots doing Field Carrier Landing Practice, don't pass it up! In lieu of a November meeting, **Hampton Roads Chapter** members witnessed this very exciting event. Try to imagine an F-4 Phantom jet landing 30 feet from you laterally in a 600-foot long area; the landing area is that short to simulate the flight deck on an aircraft carrier. Talk about adrenalin flowing! That must be the most challenging flying in the world.

In Nov. the **Md. Chapter** had an all day tour of the Smithsonian Air and Space Museum. The meeting was arranged by **99 Buzz Lux**, a guide at the new museum. The Dec. Christmas party was at the home of **J. Ball**.

NEW ENGLAND

At a recent **Eastern New England Chapter** meeting Mr. Joe Koegler from the Massachusetts Institute of Technology Lincoln Laboratory was our guest. Mr. Koegler briefly outlined Lincoln Lab's collision avoidance project for the FAA covering the project's objectives as well as its history and future. He extended an invitation to the 99s to participate as subject pilots in the field testing program for their system, adding as a bit of incentive and flattery his comment that everyone connected with the program felt the "feedback" received from the eight 99s who have already participated was superior in both quantity and quality.

Middle East Section Meeting

FIRST IMPRESSIONS

by Melissa Messner

I am not sophisticated enough to not be star struck, so there I was in the same room with **Blanche Noyes, Fay Gillis Wells, Fran Nolde** and all those other accomplished female pilots. It was my first sectional meeting and my third meeting of the 99s. I wasn't even a member yet. The meeting was called to order with 82 gathered for the Middle East Section meeting hosted by the **Washington D.C. Chapter** on October 30. For me, each moment was exciting, hearing about what all the different chapters were doing: flying folks at cents a pound; hosting the Early Birds at a dinner; planning a tour of the Concorde; air marking; flying activities and announcements of new ratings achieved.

During the meeting **Dorothy Tuller**, a Major in the CAP, gave a talk about the Civil Air Patrol and encouraged each of us to become more aware of the service it performs and to become as involved as we possibly can.

The tables at lunch were decorated for Halloween with orange, yellow and white pom poms and centered with a lovely witch (with wings) flying on her broomstick. The witches were the creation of **Charlotte Russell**.

Blanche Noyes spent too few minutes during the lunch telling of her early days of flight. Her talk included reminiscences of her first flight and anecdotes about what her husband told her to do in difficult situations. And, then the time she ripped the belly out of her plane. . . and then. . . oh, it was much too short a time to listen.

But, the weather was beginning to deteriorate and the time had come to tell old friends and new friends good-bye as we winged our way home from Fredericksburg, Virginia. For this fledgling 99 it was a wonderful experience to meet so many fantastic gals who share this lovely madness called flying.

INGS

NEW YORK-NEW JERSEY

Long Island's November meeting featured a fund raising auction. Members donated articles to be auctioned and spirited bidding was heard on everything from pastries to paintings to pottery and plants. And our treasury benefitted from a fun evening.

NORTH CENTRAL

Central Illinois 99s flew to Decatur for the November meeting. Ground instructor **Ruth Ritter** conducted a review quiz on weather and FARs (49½ers became noticeably quiet and/or absent). **Joan Boyd** and **Lois Freeman** tied for high score with 13 out of 15 correct. **Gigi Green** was officially pinned as a new member. Gigi was recruited by **Norma Newberry** at the Flying Farmers International at Saskatoon, Saskatchewan last August. We really go out of our way to get new members.

GREATER NEW YORK CHAPTER HOLDS SECOND ANNUAL AVIATION AUTHOR'S DINNER

Doris Renninger, former International Board Member of the Ninety-Nines and Chairman of the **Greater New York Chapter** was toast master of the Chapter's Second Annual Aviation Author's Dinner, recently held at The Wings Club, where Doris is General Manager. The theme of this year's dinner was "An Evening with Capt. Robert Buck." "Bob", author of the famous **Weather Flying**, spoke to two hundred Ninety-Nines and guests on **Flying Know-How**, incidentally the title of his latest book.

Floyd D. Hall, Chairman of the Board, Eastern Air Lines, honored our dais by introducing his long-time friend, Bob. Mr. Hall and Capt. Buck are both former T.W.A. Captains.

We were also honored to have as dais guests: Mr. William E. Morgan, Director of the Eastern Region of the F.A.A.; Mr. Robert B. Parke, Editor of **Flying Magazine** and our own lovely Governor of the N.Y.-N.J. Section, **Doris Miller**.

The newest member of the **Greater New York Chapter**, **Eleanor Frieda**, Publisher,

The **Greater Detroit Area Chapter's** October meeting featured special speaker **Lee Koepke** with a slide presentation on **Ann Pelegrino** of the **Michigan Chapter**, tracing the last flight of **Amelia Earhart** on the 30th Anniversary (1967) of the flight. **Lee Koepke** was responsible for rebuilding the airplane used by **Ann Pelegrino's** flight, and went along as Ann's mechanic. He is President of the Detroit Institute of Aeronautics at Willow Run Airport and works for the North Central Airlines at Detroit Metropolitan Airport.

In November the **Greater Detroit Area Chapter** had a special meeting at the home of **June Jarvis**, with Israel's first woman pilot, **Yuel Rom**. The subjects of conversation covered were many, from the Presidential election to women's opportunity for women in Israel. All the members that attended found it most interesting.

Kenneth Davis, Accident Prevention Specialist, South Bend GADO, was the speaker at the **Indiana Dunes** November Meeting. This chapter and Mr. Davis have

many plans to work together on educational and safety clinics, programs, and seminars in 1977. New rules and regulations will be reviewed and biennial flight reviews will be given at the workshop-clinic planned for March. Members of the chapter who are flight instructors and ground instructors will assist Mr. Davis. **Char Falkenberg** also showed slides of the Installation of Officers, Indiana FAIR, Fall Section Meeting, International Conventions, and Dedication of Headquarters Building at the November meeting. As the majority of the members of this chapter are brand new 99s this whetted their appetite and showed them some of the activities available to them.

Iowa Hosts North Central Sectional

North Central Section meeting was a huge success. Everyone enjoyed the Amana tour. We had 185 at the banquet Saturday evening. Prof. Oglesby's film work on "Iowa-Beautiful Land" was outstanding. An unreal amount of work — but so much fun! Special THANKS to Convention Chairman **Ruth Ulfers** & Co-Chairman **Pat Borup**. Our 49½ installation was interrupted by some of the "Boys" who put on that ridiculous "198" Declaration of Independence!!! The only nice thing about Sunday's weather is the fact that we had several gals stay over with us!!!



(L-R) Mr. Robert B. Parke, Mr. Floyd D. Hall, Doris H. Renninger and Capt. Robert Buck.

Delacorte Press, made available the two books written by Capt. Buck. **Eleanor** was also the publisher of the popular **Jonathan Livingston Seagull**.

Chapter officers and members who assisted in making the dinner a complete success were: **Sharon Conover**, Vice Chairman; **Patricia Donnelly**, Secretary; **Julie vom Saal**, Treasurer, plus members: **Penny Amabolie**, **Ruth Wentz**, **Heide Hefner**, **Marie Distefano**, and **Meg Martin**.

NOTE: Mr. Hall, President of The Wings Club, and former Chairman of the Board, Eastern Air Lines, Inc., retired in December from the airline to assume the position of Chairman of the Executive Committee of the International Air Transport Association.

Kentucky Blue Grass Chapter held its November Meeting at Lexington Blue Grass Field. **Dorothy Sherrard** flew from Berea, Ky. just to show off her brand new 99 pin. We welcome Dotty as a new member. Prospective member **Betty DeArk** from Louisville, Ky. was our guest. Christmas party is scheduled for December 11, a luncheon at the Campbell House, Lexington, Ky.

The November meeting of the **Quad-City Area Chapter** was held on Saturday, the 13th in the Board Room of the Moline Airport after which a film on "Airframe Icing" was shown. Members and guests met for lunch in the Airport Restaurant and after that those who wished were invited to tour the John Deere Aircraft and Aviation Department at the Q-C Airport. Quite a full day topped off with a briefing and walk-through of the Grumman Gulf-Stream.

Continued on p. 24

Alaska Chapter members held their regular monthly meeting at Aircraft Rebuilders on Merrill Field. Alfred Fleener, Principal Maintenance Inspector at the GADO office, gave a presentation on Winter Maintenance, Preflighting and Post Flight Inspections as well as on propping an aircraft.

Plans for the N.W. Section to be held in Anchorage, Alaska next July are proceeding well according to **Edy Miller**, Convention Chairman. Many interesting activities are planned. All 99s are invited to attend the sectional and make their summer vacation a trip to Alaska. Material on flying the Alaska-Canadian Highway will be available to those who write and request. A small donation for postage would be appreciated as the book is bulky.

The Coast Guard-maintained marine navigational aids emerged as helpful aids also for the aircraft pilot when Lt. Jim McCrory presented a program on the topic to the **Far West Chapter** of the 99s. Radio beacons, usually utilized only by boaters, as well as light house and buoy flashes, and marine maps were described and displayed, and pilots in attendance came away with the realization that here was a resource we had not appreciated.

Our fly-out became a drive-out when **Far West** and **Ranier Chapters** met jointly at Auburn Center on a fog-bound Saturday. Special guests were Gov. **Gene Nora Jessen**, Vice Gov. **Lou Wicks**, and former International Board member **Ilovene Potter**. We were impressed with the complex electronic system on which we rely for safe passage through congested skies.

Greater Seattle Chapter's December meeting is always a pot luck dinner including our husbands, boy friends or guests. Instead of the usual gift exchange, we plan to have everyone attending pay for a **99 Coloring Book** and then following the party the books will be presented to the famous Children's Orthopedic Hospital in Seattle.

Coastal Bend Chapter had their meeting for November in the Flagship Hotel in Galveston, Texas. The Hotel furnished us with a delicious seafood luncheon and a very thorough tour of the hotel facilities. A very profitable and enjoyable time was spent by all.

The **El Paso Chapter** gave a coffee for all student pilots and pilots who are interested in learning about the 99s.

Topeka's November meeting was attended by three prospectives. After a short business meeting the group was lead through a practice cross country by CFI **Sondra Ridgeway**. It really isn't funny the important little things you can forget about flight planning. Our December meeting will be our Christmas party Dec. 4 at the Topeka Country Club, Nancy and Don Teel will be our hosts.

SOUTHEAST

Alabama's Margie Pohl, Chairman of the SE Spring Sectional, reports that the convention will be held in Montgomery, April 15-17, 1976. Exciting events are planned: The Lamplighter Dinner Theatre, The Mystery of the Bermuda Triangle seen at the Planetarium, a tour of Historic Montgomery, highlighted with our first woman astronaut, Mrs. Carolyn Griner, as guest speaker at the banquet.

Florida Goldcoast's November meeting featured a history of the 99 Organization for appreciation of its recently joined members, and for six new prospective members.

January meeting for **Memphis Chapter** will feature a BFR review day. 49½er Jim Sullivan (husband of Chairman Carolyn) will present a program of ground review for the Biennial Flight Review. Members are to bring their aircraft manual as a short "written" will be given, and discussion, question and answer period will follow. Any members who need a Biennial may arrange for it at this time, if they wish, with

Jim (who has agreed to donate his time for the flight portion of the biennial).

SOUTHWEST

The **Hi-Desert 99s** recently joined the **Santa Paula Chapter** for a tour through the NASA facility at the Edwards Air Force Base Flight Test Center.



Mt. Diablo 99s at fly-in: Lynn Moore, Marg Bayley, Shirley Winn, Betty Worstell, Lou Rollen and Yvonne Longo.

Mount Diablo Chapter had their monthly fly-in last month to Sonoma County Airport. We had lunch at "B" Airport Cafe and the food and the company were great. Several of the **Santa Rosa Chapter Ninety-Nines** came to join us for lunch along with four of the **Sacramento Chapter Ninety-Nines**. The fly-in in November was a "Mystery Flight". The Ninety Nines met at the Buchanan Terminal Building at 10:30 a.m. on November the 20th and then learned where the fly-in was to be. Then, all flew to our mystery destination for lunch.

Even in California a rain date has to be used, and **Palomar Chapter** met for luncheon at nearby Quails Inn, San Marcos, instead of their anticipated desert fly-in in November. But ever optimistic, the group is counting on meeting the **Coachella Chapter** in Palm Springs in January.

On December 5, 1976 the **San Gabriel Valley Chapter** had a Christmas Buffet at the Arrowhead Country Club. **Sherol Carter** was surprised by a Potluck Baby Shower when she came to an "emergency" meeting on December 13. **Ilse Cook** won the Amelia Earhart Scholarship of \$100 from the **San Gabriel Valley Chapter**.

SUBSCRIPTION CONTEST STILL IN PROGRESS

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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.

Ontario Chapter is still leading with the most subscriptions turned in so far. They have sent the **99 NEWS** to six of their favorite airports and FBOs.

Several other chapters are getting into the act, however. We have now sent gift subscriptions to worthy readers from: Oklahoma, Kansas, South Louisiana, Idaho, North Dakota, Seattle, Santa Barbara and Phoenix Chapters.

Contest closes the 1st of March. Start the New Year off right by seeing that your aviation associates are aware of the role of women in today's aerospace world.

FLYING ACTIVITIES

FOREIGN

On Saturday, November 20, **Carole Chambers, Fran Davis, Sandy Dunn, Judi Schultz, and Leona Sweeting**, members of the **Caribbean Section**, Freeport, Bahamas flew to Treasure Cay on Abaco Island to join a group of Grasshoppers (women pilots and friends from various locations in Florida) for the annual Bahamas Fly-in hosted by **99 Ursula Davidson, Florida Goldcoast Chapter**. Some of the Grasshoppers took the opportunity to enjoy Bahamian hospitality and sunshine for the weekend. Others arrived Saturday morning and after lots of hangar flying, story telling and all around fun with a super lunch at the Treasure Cay Hotel, the gals took off West to their home ports looking forward to next year's get-together.

The **Great Australian Air Race** from Perth to Sydney drew several 99s this year. Out of a total field of 134 entrants, **99 Helen Henderson** was the co-pilot (flying with two other women of the Australian Women Pilots Association) for the team winning the Best All Womens' Crew. They also won the Best Performance for a Cessna 172. Other 99s in the race were **Nancy Bird-Walton, Christine Wills, Shirley Harris** and **Shirley Smith**.

Shirley Smith was also the winning Navigator in the **Quantas Air Race**, a two day event around Victoria, Australia last September.

CANADIAN

Niagara Trillium's "Bunch for Lunch" dates will have an added twist starting in January. Instead of announcing where the lunches will be held by name, members will be given coordinates only! You will be able to check up before taking off, however, to make sure that you are going to the right place — after all, the object is a lunch date, not an exercise in search and rescue grids!

Hampton Roads Chapter is bragging about **Martie Pearce** who placed second in the **Kachina Doll Proficiency Air Race** sponsored by **Phoenix Chapter**. Martie did us proud in her first proficiency race by coming within 53 seconds and ½ gallon of her estimated time and fuel, respectively.

NORTH CENTRAL

All Ohio's first air race, the **Buckeye Air Rally**, was deemed a success — we made money — and **Marion Jayne** placed first — she is from the **Chicago Area**; second place went to **Bernice Barris, Lake Erie**; third place to **Ruth Ruggles** from **Indiana**.

SOUTH CENTRAL

LaNell Easley, Coastal Bend 99, attended "Operation Raincheck" at the **Houston Air Traffic Control Center** in November and had a very interesting and informative course on air traffic control. She was even allowed to talk to some of the incoming aircraft under the direction of the controller.

T'wasn't the best of weather, but **Oklahoma Chapter** had a flying Poker Party for their November meeting. Borrowed, rented, owned 150s to a 206 took part allowing about 25 of us to have a lot of fun. Try it, you'll like it.

Thirteen Oklahoma women pilots flew in the **9th Annual Fairview Fly-Lady Derby**, November 10th, from Fairview, Oklahoma to Gage to Elk City and back to Fairview. **Janie Watson**, new member, flying a 172 won 2nd and **Sue Burrell**, Fairview, flying a Piper Cherokee took 3rd.

SOUTHEAST

Blue Ridge Chapter recently held a very successful Poker Run. Flying to six different stops, 35 entrants participated. **Mary Ellen Castelloe** showed off with four Aces and two Kings! **Reuben Byrd** was Second Best with three Jacks. **Bunny Castelloe** (Mary Ellen's co-pilot) turned up with Worst Hand Honors. And lucky **Dot Penney** had the hand with the Most Nines.

Twenty-six 99s flew over to Treasure Cay in the Bahamas for the weekend of November 19-21, with others flying over for lunch on Saturday. From the **Florida Gulf Stream Chapter** were **Ellie Reichenbach, Mina Elschner, Ellie McCullough** and 49½ **Lou Odorico, Virginia Britt, Helene Krumholz**, and two prospectives, **Alexis Montague** and **Barbara Cochrane**. **Ursula Davidson, Florida Goldcoast**, had

organized the Fly-in, getting the incredible price of \$13.45 per person a night for us at this really beautiful place. Others flying over from the **Florida Goldcoast Chapter** were **Lois Porter, Sue Hoffman, Mariam Davis, and Rita Rio**.

Memphis Chapter was invited to fly in and be guests of **Mississippi Chapter** in November. **Ernestine Mahan** of **Batesville** invited Memphis to come for lunch at her home, followed by a safety meeting. Memphis members **June Pentecost, Chris Brown, Janice New, Pat Collins, Mary Ellen Parks, Jean McCarthy** (and her 49½ Mac and daughter Colleen), flew in, and **Amaryllis Avent** (who lives in Batesville) attended. **June Pentecost** was presented with the "early bird" award for being the first to arrive. Films on Mountain flying and Depth Perception & Optical Illusions were presented by **Mississippi GADO** with a review of Mississippi flying mishaps also a part of the program.

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.

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Central New York Chapter 99s sponsor spot landing contest. (First Row) Marcia Buller. (Second Row, l.-r.) Dorothy Thesier, Shirley Ludington, Sherri Bliss. (Third Row) Harriette Hilliard, Millie Murray, Virginia Wentzel, Mary Myers, Muff English, and Nancy Morgan.

Thoughts on a Spot Landing Contest

by Muff English
Central New York Chapter

It's 9 A.M., October 2, 1976, and for the first time in several weekends, the weather at Oswego County Airport, Fulton, New York, is PURE VFR.

Millie Murray and Shirley Ludington are busy measuring the runway. Dorothy Thesier is inside the hanger, making sure all the registration material is ready.

Meanwhile, all is not VFR in other areas. Virginia Wentzel phones from Norwich — she's going to come by car — Norwich is still thoroughly fogged in, with no wind, and no clearing in sight. At Oneida County Airport, near Utica, Sheri Bliss, Muff English and Mary Myers are in a Cherokee waiting for the ground fog to dissipate, and as Sheri put it 'bugging the FSS for reports'. At Hancock Field in Syracuse, Marcia and Dale Buller have checked out the CAP Cessna 172, and are waiting. . . as are Ellen and Chuck Herring, in a Syracuse Flying Club 172.

Back in Fulton, Millie and Shirley have unloaded the Ludingtons hand-propelled fertilizer spreader, and marked a white line of lime across runway 15. Local planes are taking practice passes, as the girls listen to a monitor for incoming 99s.

Finally, the sun breaks through — at Oneida County the tower advises, "4 miles". ("Boy, are they glad to get rid of us," from Sheri); and at Syracuse the two 172's are finally airborne. Virginia arrives to announce that it's still foggy in all the valleys. Nancy Morgan comes in from Central Square (by car) with fog reports from there also. Harriette Hilliard also comes in via four-wheeler, to advise that Frankfort is PURE GLUCK. At least

Oswego County is in the clear, but will many get here? We decide to lengthen the contest time by an hour to compensate for the late start.

Finally the first contestants begin, the required safety 'pilot-person' in the right seat holding up the entry number. Local onlookers marvel at how close the wheels seem to be, only to touch down 50 feet or so beyond the line. Or to bounce before it. Most often heard comment, "You know, that's a LOT HARDER than it looks!" Not all goes smoothly. Chuck Herring gets a 200 rpm drop on a mag check and taxis back to find out the problem is a cracked plug. (FBO Bill Gilley fixes it 'on the house' but time will expire before airworthiness sets in again.) So, a pilot who came to watch offers Ellen his plane, and he will act as safety pilot, so off she goes, in a 172, but a 'strange' one.

After all is done, sixteen planes have made numerous practice passes and the three 'real' ones. All sizes, all types. From everyone, "Say, this was fun! You girls will have another contest, won't you?"

First overall was our own Marcia Buller who scored a perfect touch in the local CAP 172. Second, at two feet from the line was Chuck DeGone of Mexico, N.Y. in his Taylorcraft; Dave Christie of Fulton was third at five feet in an Apache; and at eight feet in a Beech 18 for fourth was William Gilley of Fulton.

Trophies were given to top man and top woman scorer, and money prizes to the other winners. Yes, we will do it again, and thanks to all who helped, and to our host, FBO William Gilley.

MITCHELL FIELD CELEBRATES A 50TH ANNIVERSARY

With Help from Wisconsin 99s

by Helen Kelly

I was invited to Mitchell Field's 50th anniversary celebration by both the Milwaukee County Historical Society, and the Wisconsin Aviation History Project. . . and was very happy to go. Historian George Hardie promptly put me to work under the History Project sign interviewing "old timers" who had also been invited. About 100 invitations were sent to Aviation Pioneers. . . and many of them were in evidence at the reception preceding the dedication of the Historical Marker at the N.W. end of the field. Gathering information about photos donated, chatting with others kept me quite busy.

Huey Picco. . . an FAA examiner from Mitchell Field was to fly the chase plane with cameramen to film the flight of the "Swallow", the biplane used for air mail service by Varney Air Lines in 1926 (this was the beginning of commercial aviation in the USA). Varney was the predecessor of United Airlines, and brought the Swallow here for the celebration. BUT. . . it did not fly. The wind was much too strong. . . nor did the Stinson (brought here by Northwest Airlines), nor the Waco.

Many VIPs were present, TV cameras, and Wisconsin 99s: Sandy Kambic, Florence Toney, Cathy Mallick, Florence Fintak, and Eleanor Holt. Coffee, donuts and cake were provided by United Airlines catering and helped to warm us on the chilly October 29th. At 11 a.m., moving indoors for speeches and the unveiling of the marker (sponsored by Eastern Airlines) we were given a big boost (99s that is) by George Hardie for taking on the History Project. . . reminding everyone there that material must not be lost for future generations. Leaving, each guest was handed a commemorative booklet. . . produced by 99s.

AVIATION HISTORICAL ROOM DEDICATED TO OMLIES

The Memphis 99s had recommended to the Memphis-Shelby County Airport Authority that a memorial to Captain and Mrs. Vernon (Phoebe) Omlie be considered. They have been informed that the Aviation Historical Room at Memphis International Airport will be dedicated to them and that a plaque will be placed in the room with words to this effect:

DEDICATED TO THE MEMORY
of
CAPTAIN VERNON C. OMLIE
Deceased - 1936
and wife, PHOEBE OMLIE
1902-1975
Aviation Pioneers of Memphis

99s in the News

AUSTRALIAN

The late **Robin Miller-Dicks** has been awarded posthumously the Brabazon Cup, a senior award of the British Women Pilots Assoc. given for her work as a Flying Nurse in Western Australia. Also, the Jean Lennox Bird Trophy went to **Christine Davey** for outstanding performance in aviation over the past 16 years. The awards were presented by His Royal Highness, Prince Charles, at Buckingham Palace in Nov.

CANADIAN

Madeline Fielding, First Canadian Chapter, was a delegate to the Royal Canadian Flying Club Association's annual meeting this fall. **Lorna deBlicquy** represented the Ottawa Flying Club at the Air Transport Assoc. Convention in Calgary. Lorna had a good visit with **Margaret Rubin**, chairman of the Greater Winnipeg Chapter, who was sitting ahead of her on the airliner and noticed Lorna's 99 pin.

MIDDLE EAST

Eileen Weigand, a Mathematics Statistician from Eastern Penna Chapter, was presented the 1976 Frankford Arsenal Woman of the Year award by Col. Frank Hackley, Commander. Eileen was cited for her work in the Small Caliber Ammunition Modernization Program where she applied advanced statistical analysis techniques to the operational and quality assurance data collected.

Col. F. Hackley and Eileen Weigand. Photo: U.S. Army Photographer



Jan Churchill was named Director of P.R. for Summit Aviation in Middletown, Delaware where she is also a member of the aircraft sales staff.

Ruth Benedict, Maryland 99, recently served as a judge for the Precision Flying Team. Ruth is also on the staff of the FAA Aviation NEWS.

Carol Roberts, Maryland, has been elected to the International Board of Directors for the Society of Air Safety Investigators. Carol has a Ph.D. in Electrical Engineering and works with the Bureau of Aviation Safety, NTSB, in the area of digital flight data recorders.

NEW YORK-NEW JERSEY

Edie Tirpak, Long Island, participated in the NY State Reading Association Conference where she included her use of aviation in the improvement of reading in her presentation on High School Reading. **Alice Borodkin**, also from this chapter, is now writing for *Air Cargo News* and *Air World* as well as staffing the offices at JFK International Arrivals. (Hope you didn't miss her story on the Lindbergh Stamp in last month's 99 NEWS.)

NORTH CENTRAL

Bonnie McSwain recently won the All Ohio Achievement Award for 1976. Bonnie has a commercial license and will soon be getting the airframe part of her A & P.

Bonnie Ferguson, a Greater Kansas City 99 with an ATP rating and a B.S. in aviation technology, is now a flight inspector with the Chicago GADO.

Kay Blevins is the only woman on the Kentucky Aviation Association Board of Directors.

Louise Yeazel is teaching ground school at Madison Area Technical Campus. She is the first woman on the Trade School Board. She attended her first meeting recently along with instructors of auto mechanics, TV servicing, woodworking, etc. . . a working Wisconsin 99. . . doing what she does best!

Another Wisconsin 99, **Jean Thurow**, is the first woman to be appointed Safety Director for state highway travel by the State Transportation Department.

NORTHWEST

Alaskan member **Betty Rogers** is on the way to her A & P, having passed her written.

Elizabeth Lundine, of Ranier Chapter, was presented the Amelia Earhart Award by Gov. Gene Nora Jessen for the tremendous work she did in preparing and presenting the IRS petition for Tax Exempt Status for the section.

SOUTH CENTRAL

Chaparral's **Mary Sweetser** and 49½ Ken recently won Best Experimental Plane

Award with their two-place open cockpit Steen Skybolt at the Tucson, Arizona AAA meet. The homebuilt was previously awarded 1st place in the Experimental class at a Plainview, TX fly-in, and 2nd at Santa Fe.

Amy Pilkinton recently explained the purpose of the 99s and described their many projects to listeners of a Shreveport radio show "Language of the Ladies".

Linda Hooker, Golden Triangle 99, was the only woman on the council at the National Aerospace Educational Conference in Washington in Nov.

Another Golden Triangle 99, **Mary Wheelock**, has been promoted to Captain in the Civil Air Patrol.

Norma Wynn Vandergriff, Oklahoma, has been awarded the Piper Trophy from the International Flying Farmers for the Woman Flying the Most Hours during the last year.

SOUTHEAST

Betty McGraw of Clearwater, FL, has been appointed Aviation Chairman for the Clearwater Area Chamber of Commerce. She is serving her second year on the CofC Board of Governors.

Fran Sargent and **Ruth Fleishner**, representing the 99s on FAA's Miami Terminal Area Study Group, are working on establishing a new VFR corridor for southeast Florida.

SOUTHWEST

The Fear of Flying clinic held in San Francisco recently received great coverage on TV. KRON devoted almost 10 minutes to the project on their 6 & 10 p.m. newscasts.

Janie Postlethwaite was named the Golden West Pilot of the year.



Wally Funk

Did you recognize a familiar face during those TV commercials during the Bowl Games? It was **Wally Funk**, former Oklahoma and now Long Beach 99, woman astronaut trainee and FAA Safety Investigator who made a TV commercial representing Merrill-Lynch while flying in a Stearman. It was shown during the Bowl Games on CBS and NBC.

Continued on p. 30

BREAD AND BUTTER AVIATION

CARIBBEAN

Judi and Phil Schultz saw quite a bit of the U.S. in their newly purchased Cessna 310 this summer. Now N7095L is home and the Schultz's are doing some island hopping as their TWA schedule permits. Phil is a Captain on TWA's International routes and Judi is a flight attendant, also on TWA's international routes. Yes, she does get to fly on Phil's flights sometimes. Now that's real togetherness.

CANADIAN

Paula Brooks, Eastern Ontario, has been appointed co-pilot on Twin Otters for NorOntair. Paula has been instructing at Bradley Air Services (one of the FBOs to whom we sent the 99 NEWS). Bradley's, one of the carriers operating NorOntair, made the appointment. . . a first.

MIDDLE EAST

Alice Fuchs and husband Bill have just completed their hangar and received the first of their Piper line of aircraft. They have opened a fixed base operation, Eagle Aviation, on the Wm. Piper Memorial Field in Lock Haven. This is the first such dealership to open in Piper's town of Lock Haven.

Roni Johnson, Central Pennsylvania, acted as hostess for a champagne party and fashion show for the wives of Piper's International Dealer's Meeting in November. Roni arranged for a fashion show of Pennsylvania Dutch designs.

Soloing 3 new students recently, Ruth Tolley Gwinn was overwhelmed by one student who stands 6'7" and tips the scales at 270 pounds.

NEW YORK-NEW JERSEY

Jacqueline Acosta, Palisades Chapter, has given up full time instructing to accept a position as Air Traffic Control Specialist at JF Kennedy Tower. She's now at the FAA Academy in OKC for training (and in her off school hours, has been put to work typing for the 99 NEWS).

NEW ENGLAND

Two Eastern New England 99s, Jeanne Ohnemus and Lucille Flyan, have started a plane brokerage business under the name of "The Plane Janes". The venture launched with the arrival of twin Comanche 68Y, complete with new engines, new interior and Miller conversion. If you're looking

for a plane, they promise to keep you on ATC (A True Course) and handle you with TLC (Tender Loving Care).

Carol Stites is a flight instructor at Marlboro, Mass. Her students have to fly elsewhere to practice "long-field-landings"; Marlboro is 1600 feet with obstructions at both ends!

Eastern New England's Anne Baddour is working for Baltimore Airlines.

NORTH CENTRAL

Marcia Grismore, who just transferred from Iowa to Minnesota, is employed by Hubbard Broadcasting in Minneapolis. She flies news teams to events to get TV coverage.

Brooks Richards, Kentucky Blue Grass Chapter, is now Chief Flight Instructor for ATP ratings at Kentucky Flying Service, Louisville.

Janell Golden, Michigan, entered the USAF November 23rd as an Aircraft Maintenance Inspector. Good Luck, Janell.

Marcia Grismore, who has transferred to Minnesota from Iowa, is currently flying KSTP TV's Cessna Skymaster.

Dr. Ann Kambic (Sandy), Wisconsin 99, has been named a medical examiner by the FAA.

NORTHWEST

Carol Fletcher, Secretary of Far West 99s, monitors the local aviation scene as she keeps the newly opened Tig-aire Pilot Shop at Wm. Fairchild International.

SOUTH CENTRAL

Golden Triangle member, Beverly Bass, is now a flight engineer with American Airlines, and another member, Maggie Stricker, initiated a flight training program and is now working for a flight school in Dallas.

Susie Evans, Lubbock, is flying U.S.D.A. officials on contract for the Boll Weevil Diapause program. She is a "Spy in the Sky" as she flies inspectors who check spray operations.

SOUTHEAST

Alabama 99s are busy in the field of aviation. Ned Papineau is Managing Editor of Air Progress. Donna Green has been checked out in all phases of Controlling at Bates Field in Mobile, and Ann Taylor has joined Hangar One in Pensacola, FL, coordinating their Flight and Sales Depart-

ments. Minnie Coggins is teaching Instrument Ground School at the University of Alabama in Birmingham.

Another Ground School Instructor is Ursula Davidson, Florida Goldcoast, teaching at the American Institute of Aeronautics at Opa Locka Airport in Miami.

SOUTHWEST

Esther Gardiner, Reno Area, is flying a Cessna 411 on charter trips for Reno's Exec Air.

Woman & Machine

The J-3, 1939 Vintage Piper Cub with 75 hp. Continental owned by Bahamas' Dub and Fran Davis was recently redone and is now sporting its original cub yellow color scheme. It was finished in time to break in the newly sodded runway at their farm home in Indiana where the family spends summer vacations.

Yvonne Koepke of the Hi-Desert 99s and husband Dale finished restoring and repairing their Navion and it finally flew after a year in the hangar. Joan and Arthur Fleishmann have their Cessna 172 at home for a complete refurbishing job to be completed by them in 1977??

K.C. 99 Billie Bordner and 49½er Charles are quite elated over the change in their Beech Debonair from a 1965 into a modified 1977. How? All new paint with 1977 Beech design, new upholstery and that's not all — new radios! Wow!

Eastern Ontario's Betty Jane Schermerhorn is patiently awaiting the day when their Helio Courier will be flying.

New room in the hangar was made for recent acquisitions by 99s. Alabama's Mary Ann Rhodes now has a Comanche 180, and Phoenix members with Beech Bonanza's are Marie Trudeau and Cathy Nickolaisen. Helen Krumholz is the proud owner of a brand new Mooney executive, and Peggy Brown, also of FL Gulf Stream Chapter, now has a Cessna 210.

Changes were made in other places in the 99 fleet. Bonnie Klein, Greater Seattle, has moved up to a C-206 equipped for aerial photography. She is champing at the bit to get logging a lot of hours in this new treasure. Central Illinois 99 Barbara Parker and husband John have recently replaced their Cessna 150 with a 172 to make room for their 13 year old son who wants to learn to fly. Anita Albert traded for a newer Skylane.



Gone Flying

A Travelogue
of Ninety-Nine
Trips and Flying Fun

MIDDLE EAST

Some go the long way. . . **Doris Phillips, Virginia Chapter**, logged 24 hours of cross country flying a T-41 to Hot Springs, Ark. and back. Not to be outdone, **Sarah Parmenter** flew to Florida in her Cessna 140.

NEW ENGLAND

Eastern New England's Lillian Ebberson and her 49½, Tom, started on a trip to the west coast in their Cherokee 180. Visiting Nashville, Tenn. and Hot Springs, Ark. they met so many pilots going to the AOPA Plantation Party in San Antonio, Texas that they changed their flight plan. Had a great time for 5 days at the Party, heard so much about Mexico, which they've always wanted to see, that they forgot about the west coast and again diverted, but by Mexicana Airlines this time. Spent 5 days seeing Guadalajara, Mexico City and Taxco among others. Picked up 6318J in San Antonio and flew on to Vencie, Fla. to visit relatives. Wrapped up the whole trip by flying back to Rhode Island in one day. Would you call them "flexible flyers?"

NEW YORK-NEW JERSEY

A recent house guest of **Kay Brick's** was charming **Dr. Dorothy Herbert** from Charleville, on the edge of the Outback 500 miles west of Brisbane. A general practitioner and "Flying Doctor", Dorothy is Federal Secretary of the Australian Women Pilots Association, and is a member of the 99s in Australia. She has been flying for 30 years, owner of a Comanche, and recently became enamoured with soaring. "Great country for it," she said. Also she urges ALL 99s to come "down under" for a gala 1978 Ninety-Nines Convention. **Kay** and **Barbara Evans** first met **Dorothy** at the Wings Club with **Doris Renninger**, and only wish that her time here could have permitted ALL 99s to meet her.

Hazel Jones (International Treasurer) went to New York where she was the speaker for the Aero Club of Buffalo. **Western New York 99s** attended as guests.

NORTH CENTRAL SECTION

Kathleen Wood, Central Illinois 99, recently co-piloted a trip with husband **Jean** to O'Hare to deliver two Veterinarians carrying pig embryos headed for implanting in sows in England.

Nancy and Warren Hecksel, Greater Detroit Area Chapter, flew to Kerrville, Texas for the International Mooney Society Convention where they won the ELT in a pre-flight contest.

June Jarvis, Greater Detroit Area, flew to New Orleans for a few days. A weather stop in Tuscaloosa, Ala. proved to be most enjoyable, as it was the homecoming weekend, and Alabama won.

Nancy Miller, Michigan Chapter, has perhaps started a trend. She took her BFR at Newman, GA and "just happened" to go the extra 40 miles to PLAINS and checked the peanut crop as she flew over.

SOUTH CENTRAL

Charlene and Dr. Mac Poe flew to London, England for ten days while Mac competed in the U.S.-British Invitational Golf Tournament which is an annual affair between forty doctors, twenty of them British and twenty of them American.

Marguerite Nielsen and friends, Mildred Rose and Ruth Parks attended the Oklahoma Hall of Fame festivities in OKC to see **Jerrie Cobb** of Ponca City and Moorehaven, Florida inducted. The event was most enjoyable and also attended by the international officers of the Ninety Nines, Inc. Old friends were reunited and the hangar flying was unexcelled.

Reports are still coming about the 300 WASPS who attended the weekend reunion at Hot Springs, ARK. **Lois Auchterlonie** and **Sara Hayden** were there from E. New England, and **Sara** reports that the WASPs are still working to get recognition. **Helen Sheffer** took two girls from NY along as her guests. The two girls had gone to Williamsport, PA to interview Helen and Betty Harlow for a book they are writing. We'll be reading about the WASPs in the future.

El Paso's Marilyn Cragin and 49½ **George** planned and made a whole weekend a big success for the El Paso Aviation Association on a fly-in to Kino Bay, Mexico. Several 99s went including **Muriel Guggolz** from the Santa Fe Chapter. Kino was a smash hit, all rooms had a view of the ocean, everyone was knee high in salt water and all the Mexican children were happy and chewing on sugar cane. The restaurant was two blocks up the beach and there was a Mexican feast, beside the pool, put on by the condominium manager on Saturday night. Vic and **Pam Vander-Linden** came from California.

Angela Boren and a fellow teacher made a 25 hour flight to Washington, DC from Lubbock to present papers at a professional meeting.

SOUTHEAST

Fran Sargent and her Miami Dade NIFA team went to Auburn, AL to compete in the Regional meet, and brought home several first prizes and a chance to compete in the National meet in Oklahoma.

Berni Stevenson, Los Angeles Chapter, was a featured speaker at the annual Mooney Owners Convention in Kerrville, Texas in October, where she was invited to tell some of her air racing secrets. She then flew over to Fort Lauderdale to see old friends, and pick up **Peggy Brown**, to take off and do some "trail blazing" for the 1977 Angel Derby. They met with FAA officials and members of the Chambers of Commerce at some of the race stops, doing advance publicity work and instilling enthusiasm among the tower and Flight Service personnel.

Highlights of the trip were having dinner with **Dot Etheridge**, also dinner with Senator Bill Sullivan of Henderson, Kentucky, who is the International Formula One World Champion. He was the only one able to represent the United States in this, the first International Air Racing event in forty years.

The next day, **Berni** left for California, and **Peggy** went commercial back to Ft. Lauderdale. Frosting on the cake of this trip: while changing planes in Atlanta, with a two hour lay-over, **Peggy** was invited to have a drink by another itinerant, who was intrigued by her flying jacket "with all the race patches"; turned out to be **Tim Conway** of TV fame.

SOUTHWEST

When **Pam Vander Linden** of Palomar Chapter goes flying, it always turns out to be a 99 event. In mid-October Pam and her relatives from Holland and a Fallbrook guest flew to Grand Canyon. **June O'Neill, El Cajon Chapter**, arranged for a helicopter ride down into the canyon to the Havasupai village — about a 1¼ hour trip. Then they flew on to Santa Fe and met **Meg Guggolz, Santa Fe Chapter**, who joined them on a tour of an indian pueblo and the indian arts and crafts museum. The trip was marred only by lots of bad weather with rain and low clouds causing delays. On

Continued on p. 30

99 CLASSIFIED

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

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

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

ARTICLES FOR SALE

GREAT NOVELTY WATCH FOR PILOTS

Blue, White & gold terminal-tower picture on face w/airplane second-hand, blue band. \$18 ppd. Eastern PA Chapter, Gail Lingo, 17 Guild Court, Willingboro, NJ 08046.

BUSINESS OPPORTUNITIES

PLANE-A-BROKER has openings for lady pilots in our nationwide marketing program. Contact Plane-A-Broker home office: P.O. Box 7, Seymour, TN 37865 or phone (615) 573-9646.

EMPLOYMENT OPPORTUNITIES

AOPA is looking for qualified 99s as speakers on their CFI Revalidation Clinic Teams. Those interested should contact Jim Stargel, 800-638-0854 for more information.

INSURANCE WANTED

ATTENTION INSURANCE REPS: The International organization of the Ninety-Nines, Inc. is now accepting bids on insurance in the following areas:

Headquarters Building & contents
Liability for 99 Flying Events
Please contact President Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901, for additional information.

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.

Gone Flying

...Continued

November 4, Pam met with 37 El Paso 99s and members of El Paso Airmen's Association at Kino Bay, Sonora, Mexico, where she entertained them at their condominium.

Ginny Boylls of Palomar Chapter discovered the unique thrill of giving someone their first plane ride. Not only someone — but her Mother, age 78. The flight took place on their recent trip to Kansas City, where she and 49½ J.C. took mother to Cedar Rapids, Iowa, to visit relatives. After a stop at Colorado Springs, they continued only to find the same storm Pam Vander Linden had encountered and had to put in at Prescott before continuing home the next day.



Inland California 99, Nola and Don Rhodes, sample flying and aerial sight-seeing in England recently as guests of British 99, Eleanor (Dawn) and Don Turley, who operate a Charter service at Teeside Airport, Yorkshire. Nola and Don also dined with 99, Gilda Deterding, of St. Albans, Herts, while visiting the London area. (L-R) Nola Rhodes, Eleanor and Don Turley.

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99s in the News

Susan Lea is the Redwood Empire Chapter Pilot of the Year. Her proficiency has been impressive. During the last year and a half she has gone from private pilot to instrument, commercial and now has aerobatic skills as well.

Frances Simmons, Santa Monica Bay 99, recently graduated from Law School at USC. Frances is currently a contracts Administrator for Hughes Aircraft Corp and is also the first SWS 99 to complete a course in "Aircraft Accident Investigation." Another member of this chapter, **Angela Masson Barris**, has just been hired by American Airlines as a Flight Engineer. Watch for more about Angela in a later issue.

The

A number of changes have taken place in the 99 NEWS during the year 1976. As the 99 organization has increased in size, we have tried to utilize the magazine as a communication device between the international officers and committee chairman and the sections and chapters. We have also tried to highlight some of the multitude of outstanding activities and projects our chapters have originated by featuring them in detail so others could learn from their success. We try to keep you abreast of the accomplishments of women in the field of aviation and to bring to you feature articles about exceptional women within our organization.

Now that we have had almost a year to work out some of the problems in the change of format, and you have had time to look it over and form opinions on the changes you think are improvements and those that are not, we want to invite you all to voice your opinions through our questionnaire below. Here are some considerations we ask you to keep in mind.

Space Considerations. On behalf of cost considerations, we have standardized the size of the magazine at 32 pages an issue. This size has actually been in effect for a couple of years now, but it still has a sizeable effect on the chapter report issue.

Space and the Chapter Report. There was a time a few years ago when we had an issue as large as 56 pages, 50 pages of which were devoted to Chapter Reports. The number of chapters has grown considerably since then — we now have over 150 chapters!

If you will bear with me for a moment, here are some figures an editor has to deal with. We have 900 column-inches to fill with material each issue (10 inches per column, 3 columns per page, 30 pages plus covers). If we divided that equally among all 150 chapters, each chapter could have about 6 inches per issue (which works out to about ¾ of an 8½x11 double spaced, typewritten page.) But that means the whole magazine would be chapter reports... no table of contents, no headings, no pictures, no words from the President or International Committees, no convention news, no AE Scholarship forms, no articles on 501(c)(3) or Legislation Information or

99 NEWS Survey

features on Chapter Personalities or outstanding women in aviation. . .nothing but chapter reports.

Relevancy of Material in Chapter Reports. Over the years, all 99 NEWS Editors have tried to encourage chapters to be selective about the material submitted to the magazine. It should not be a vehicle to tell your own chapter members of things that are going on — most of you have a chapter newsletter for that purpose — but should highlight the important, significant and outstanding events or activities of your chapter or members that you think 99s all over the world might be interested in hearing about. Frankly, most of us aren't too interested in whether you had cashews or almonds in the chicken salad at the last meeting, but we might get really excited to learn how you put together your own

Safety Seminar by bringing in 99s and other experts you know to talk on Vacation Flying. . .in the mountains, in the Bahamas, on the East and West Coast, etc., for example.

Options Concerning Space and the Chapter Reports. By focusing on categories and topics such as Projects, Meetings and Flying Activities, we have tried to help chapters be selective about material while trying at the same time to conserve space by making the reports brief and to the point. Some of you like the idea of topics, but think some of the topics could be improved upon or eliminated. Others have expressed a desire to return to the old form of chapter reports, the main idea being that you like to see news of one chapter all together in one place.

Those of you who wish to return to the

old form of chapter reports should be prepared to offer compromises as to how we can accommodate this within the space framework. We could, as we demonstrated above, toss out everything else and just have chapter reports in the magazine. Or, we could limit the size of the reports to just a few short lines (say about 7-8 typed-lines on an 8½x11 page) for each chapter each month. Or we could let you submit regular length reports on chapter matters of your choice, but do it on a rotating schedule so that each chapter would be featured in only 3 or 4 issues per year rather than each month.

Above all, we want you to know that this is YOUR magazine, and we want all the information in it to be meaningful to you and in a form you will enjoy. Please send us your opinion.