

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

APRIL 1977



“So sufferingly did I truly enjoy it” p. 10
Speaking Out for Aviation p. 19

LOOKING UP WITH LOIS



understand the Headquarters operation is to see if first hand. If you are in or near Oklahoma City, please drop by and visit our new Headquarters building and office. Loretta would be happy to greet you and show you around, and I know you will enjoy our many treasures, scrapbooks and memorabilia on display. I am certain that you will be as proud of Headquarters as I am, and impressed with the good job done by our Headquarters Manager, Secretary and NEWS Editor.

FLIGHT

The infinite years that man has watched the sky
Lifting his eyes to search the mystery
Of this immensity of space
That stirs him from his narrow human place!

What did it hold for him?
A God
Angels from clouds arising, cherubim?
The supersonic cry of seraphim
A stretching of the spirit

Clouds coming down like curtains to console
To dim his vision, make him feel secure
Too much, too great the pressure of this height
Naked and glittering, on eyes that are unsure;
So that he turns at night-fall
Gladly away from this terrific arc

And to the gentler night
Raises his sight into the opening field
Of moon and planets, milky swaths of light
Released from day what splendours are revealed!

What did it hold for him?
The earth was his — the sea, his dangerous mate
He wooed and used and thought to understand
But to the sky no ladder from the land
A challenge to the mind, transcendent aim
The reaching of a veil to penetrate

After the infinite and searching years
Step by uncertain step he rose above the strand
Holding his breath lest this new seas reject
Lest this frail kite-like bird fall from his hand

Now in the twilight air fish-like he moves
Skirting the currents, floating in their thrust
In lonely flight finding a private peace
Near to the darkening sky, near to the scented dust

Heaven accepted him, but not too close
As he advances so does it retreat
Drawing him by a thread of inner force
Its majesty remains inviolate

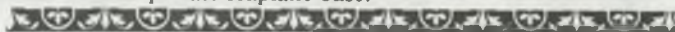
Poem by (the Lady) Maie Casey, Australian 99.



ON THE COVER:

Barbara and John Sexton and their six children live on Long Pond in Lakeville, Massachusetts. Their driveway begins innocently enough at the street, then turns into a seaplane ramp which they use for their Lake Amphibians. The Sextons are dealers for used Lakes, and currently have a "his and hers" model on hand. John uses his to commute to work, and Barbara frequently flies for parts, etc. at other airports.

The Sextons have found water flying to be the most enjoyable kind. If you share their enthusiasm, they urge you to join the many different types of float planes and amphibians to visit them at their private seaplane base.



I am certain that you all know we have our International Headquarters in Oklahoma City and that we have a professional staff that handles our business. Many of you have visited our lovely new Headquarters building since it was dedicated in November, 1975, and have a better understanding of how it functions, what it looks like, and what our staff does. However, for the sake of the many who have had very little direct contact with Headquarters, and know little about how Headquarters functions, I thought I would take this opportunity to give you a thumbnail sketch of the business side of Headquarters and our staff.

The Headquarters staff is made up of our Headquarters Manager (Loretta Jean Gragg), a Secretary (Virginia Qualline), and a 99 NEWS Editor (Jan Million). Our Vice President has many responsibilities, and one of these is as the Board of Directors liaison with Headquarters.

The Headquarters Manager has many jobs. She maintains contact with our tenants; supervises maintenance and operation of our Headquarters building; maintains contact with the Officers and Board of Directors; has primary, unsupervised responsibility to get our daily, weekly, and monthly work accomplished; acts as general hostess and greeter of visiting Ninety-Nines and guests; attends Ninety-Nines Conventions and Board meetings; handles routine communications with members; generally, makes sure everything is ready for Conventions and Board meetings; and, supervises our secretary and Data Processing Service.

The Headquarters work load has been increasing at a faster rate than our membership, probably due to the increase in demand for professional service. Our members, chapters and sections have greater demands on Headquarters than ever before. The Headquarters staff processes all memberships and applications; maintains contact with the Data Processing Service in forwarding membership information to it and checking maintenance lists from it; maintains membership files in chapter, section and alpha order; compiles the roster each year and does the many things involved in that job such as forms for items for sale, By-laws revisions, Charter Member information, Etcetera. The staff also handles details concerning the forming of new chapters and sections; membership counts to chapters, sections and officers required for refunds and delegate allocation; stuffing and mailing of ballots; Standard Operating Procedure compilations; storing and shipping, as required, Coloring Books, Membership Pins, Ninety-Nines Past, Present and Future Book, A.E. Medals, and New Membership Handbooks. The financial books are kept by the staff; checks are written as required; financial records, accounts payable, accounts receivable, savings accounts, and the safety deposit box are maintained. All lists of donors, pledge reminders, and other matters with reference to gifts and contributions for our building are handled by the staff. Of course, the putting together, editing, and printing of our 99 NEWS is the responsibility of our NEWS Editor.

This is only a partial list of the many jobs handled by our staff. There are at least a hundred other things that must be done, but this will give you a better idea of what they do on a day to day and week to week basis. However, the only way to really know and

THE NINETY-NINES, INCORPORATED

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Special Articles and Features

Elly Beinhorn, Governor of the German Section	9
Flight (poem)	2
International Convention - SFO	16
So sufferingly did I truly enjoy it	10
Speakers Bureau	18
Speaking out for aviation	19

Regular Features

Air Age Education	7
Air Race Classic	6
AWTAR	4
Calendar	5
Chapter News	20
Legislation Information	4
NIFA	7
Safety Education Committee	8
Viewpoint	3

Advertising

Cessno	32
Classified	31
Sportys	24

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VIEWPOINT

Re: Wally Funk's letter:

According to the FAA, (Mr. Smalley, GADO 3) the NTSB investigates fatalities and helicopter accidents involving General Aviation aircraft. Your letter gives us a good idea of all the NTSB is involved with, but still does not give a good solid reason as to why they should investigate accidents of privately owned and operated aircraft any more than the accidents involving privately owned and operated automobiles. Just as the local police department determines the cause of automobile accidents, so too can the local FAA do the same for private aircraft. If as you say the FAA does investigate some accidents that the Board does not, what suddenly makes them incompetent or incapable in the case of the private aircraft?

Joan Kerwin

Legislation Information

Re: Vi Mason's letter (Viewpoint, Nov. '76)

Thanks for taking the time to write your suggestion and your views regarding my column (not story, please, August '76). However, I feel I must reply to your comments.

1. The oil companies had no trouble producing and selling all the 80/87 we could use for many years when there was less demand for it by virtue of their being fewer aircraft. They obviously felt it was profitable at that time. (Reminds me of when they told us premium gasoline for autos was more expensive because it cost more to put the extra lead in. Then when "no lead" came out, that was still more expensive than regular because they didn't put the lead in.)

2. The "general public" was not informed that they were discontinuing 80/87 or that it would cause any problems if they used 100 octane. Remember the FAA exams? We were always told to use higher octane, never lower, if the recommended octane was not available. Dire consequences would follow if you used lower octane, but nothing was ever said about any harm coming from the higher octane.

3. Re: Lycoming, one does not **demand** something which one does not know there is a need for. They were the ones in the know. They could have made the necessary adjustments to their engines passing the cost along to their customers ensuring their profits. They did not choose to do this, making the name of the game not only free enterprise, but "caveat emptor."

4. Judging from the variation in fuel prices in any given area, it is apparent that dealers set their own prices on fuel, so profitability is not what caused them to discontinue 80/87. Thus it had to be either unavailability or the desire to eliminate the bother of carrying both 80/87 and 100.

In the instances where they switched to 100LL it is an obvious case of unavailability, which reflects back to the mother company. In the case of not being "bothered", this also reflects back on the mother company, since the dealers are more or less franchise operations. The mother company has the power to exert pressure on the dealers to carry any of their products they desire. (This is done in the case of automobile service stations by these same oil companies all the time.)

By the way, I seem to have omitted the word "more" in the third paragraph. It should have read, "Why can't the oil companies charge a few cents **more** for their 80/87..." I did not intend to imply that the oil companies should subsidize our flying.

Joan Kerwin

Legislation Information

**30th ANNIVERSARY
POWDER PUFF DERBY *
COMMEMORATIVE FLIGHT**

JULY 2 - 5, 1977



SMITHSONIAN MILESTONE OF FLIGHT

ROUTE - 2190.72 STATUTE MILES

ATWAR FLIGHT PLANS, CONTINUED

By Wanda Cummings

Our mail bag runneth over again. The new San Diego Headquarters has answered a continuous stream of requests for Entry Kits. The Powder Puff Derby's 30th Anniversary Commemorative Flight promises to be quite a get-together. With entries limited to 99, the First Day Drawing should be interesting.

Here are the facts, M'am

STARTING POINT

Palm Springs Municipal Airport, Palm Springs CA
Hotel: Ramada International, 1800 E. Palm Canyon Dr.
Palm Springs CA 92262

TERMINUS

Peter O'Knight Airport, Tampa FL
Hotel: Holiday Inn, 4500 W. Cyprus St.
Tampa FL 33607

DATES

Impound Opens	0900 PDT June 29, 1977
Impound Deadline	1300 PDT June 30, 1977
TAKE OFF	0800 PDT July 2, 1977
Deadline to Finish	1800 EDT July 5, 1977
Awards Banquet	July 6, 1977

Information available from AWTAR, P.O. Box 23203, San Diego CA 92123

Phone: (714) 565-1504

Entries close May 1.

Items: Genial George Griffith has agreed to drop our Starting Flag once more; Honorary starter is our early benefactor, the famous **Jackie Cochran**; **Betty Wharton** will again be Chief of Inspection; **Carolyn West**, winner of the first Race, plans flying as a contestant with **Vera Arnold** (owner of the pretty Ercoupe dubbed "Miss Powder Puff") and **Betty Gillies**, second Chairman and charter 99, will also be competing with **Barbara London** as her co-pilot. Chief Judge **Marion Andrews** will be assisted by **Fran Nolde**, 1948 winner; **Louise Thaden** and **Blanche Noyes** are Honorary Judges, and **Betty McNabb** Terminus Timer.

Mardo Crane still has issues of "LADIES! REV UP YOUR ENGINES!" For just \$3.25, she will mail you an autographed copy.

Invitations to join the Powder Puff Derby Association (to be formed at the Terminus) have been mailed to all former racers, and many have been returned by the struggling Postmaster. If you know anyone who has raced, spread the word as they might be among those "MOVED. NO FORWARDING ADDRESS". Association numbers are being assigned as replies come in. Dues for membership are \$10.00, and will include **Kay Brick's** update to the Commemorative Album.

Time is flitting. We want YOU to be a part of the July Sentimental Journey. Keep those cards and kits coming!

Legislation Information

Joan Kerwin

There should be no shouts of alleluia for this latest resurrection under the guidance of former DOT Secretary, William Coleman. Presumed dead for the past few years, the Cost Allocation Study has been brought back to us live, from Washington, D.C.

This latest study states, in part, "... the level of cost recovery from general aviation should be increased commensurate with the costs imposed by this group on the national airport and airway system. A phased increase in user charges to general aviation is proposed as a remedy."

Alternatives (Oops! almost misread my hand written notes as Attrocities) under study for squeezing more out of the general aviation pilot range from raising the present 7 cent fuel tax to 15 cents, on to landing fees or a possible combination of both. These taxes would be imposed to "recover costs of general aviation only airport development, terminal control and flight service stations." It was also stated that, although fuel tax increases would have more impact on general aviation activity, the collection of landing fees would decrease the use of FAA facilities which might increase the possibility of accidents and lead to more safety related problems at non-FAA facilities. A prediction also included in the study states that general aviation activity would be reduced 4 to 41 percent by 1990, depending on the activity parameter used.

While DOT is discussing what methods to use in the bilking of general aviation, the FAA budget for fiscal 1978 estimates that revenues from general aviation fuel tax to increase from 1976's \$51.9 million to \$74.4 million in 1977 and slightly less that \$80 million in fiscal 1978. This is based on current fuel taxes. Despite this increase in revenues, Secretary Coleman continues to recite his favorite phrase that, "general aviation is not paying its fair share", and would like to see the ban against taxation for aircraft and pilot certification lifted.

However, all is not lost. The Carter Administration with new DOT Secretary, Brock Adams, will probably amend some of the provisions in the budget before it is sent to Congress. Let's hope the Carterites do not believe in the resurrection of "born again" Cost Allocations.

Continued on p. 5

New Ratings

CARIBBEAN

Judi Schultz — Caribbean — ME

EAST AFRICA

Denise Morchand-Holz — East Africa — FAA IFR

EAST CANADA

Carolyn Thomas — Eastern Ontario-Night endorsement

NEW ENGLAND

Lucille Flynn — Eastern New England — ME
Susan Haselmann — Eastern New England — ME
Eve Kerr — Eastern New England — CFII
Carol Stiles — Eastern New England — CFII

NORTH CENTRAL

Carlene Lawder — Cape Girardeau — IFR
Carol Edwards — Cape Girardeau — Comm & IFR
Tracy Pilurs — Chicago Area — HE
Jane Hubben — Lake Erie — Comm
Janet Squire — Lake Erie — CFI
Kathy Vargo — Lake Michigan — Comm

SOUTH CENTRAL

Joy Johnson — Houston — CFI

SOUTHEAST

Emmie Manning — Carolinas — Comm

SOUTHWEST

Betty Manley — Coachella Valley — Limited Comm
Rae Gilmore — Golden West — IFR
Lorri Blech — San Fernando Valley — MECFI
Shirley Thom — San Fernando Valley — ME
Jill Siltan — San Fernando Valley — Comm
Lila Fielden — Utah — ATP
Marena Palmer — Utah — Comm

Legislation Information (Continued)

The FAA has contracted for a study of the "incidence of 'non-aviation' taxes levied against general aviation by state and local governments." Particular attention will be paid to general aviation taxes which go into general funds rather than special aviation accounts such as: ad valorem sales tax; personal property tax on aircraft; and fuel taxes.

Re: The GAO request for more stringent medical requirements. (March) The NTSB

APRIL 1977

99Calendar

APRIL

1 Deadline for 99 NEWS
April 99 Renewals due

15-17 Southeast Sectional
Montgomery, Alabama

Joint East-West Canadian
Sectional Ottawa, Canada

16 Poker Run, Long Island Chapter

17 Phoenix Air Lift

15-24 Louisiana Air Tour

19-21 FAA Flight Instructor Clinic —
Sponsored by El Cajon Valley 99s

20-22 International Board Meeting
International Headquarters

23 Shirts & Skirts Race, Fullerton,
CA.

24 Australian Sectional
Brisbane, Australia

29-30 NY-NJ Sectional, Turf Inn
Albany, New York

30 Middle East Sectional
Norfolk, VA.

Allegheny Air Derby
Latrobe, PA.

MAY

1 Deadline for 99 NEWS
May 99 Renewals due

7 Tucson Treasure Hunt

8-10 Angel Derby Columbus, OH —
Freeport, Bahamas

14 Palisades Chapter Poker Run &
Spot Landing Contest

13-15 Southwest Sectional Cruise

North Central Sectional
Lexington, KY.

19-21 National NIFA Meet —
Stillwater, OK.

20-21 International Forest of Friendship
Ceremonies, Atchison, KS.

27-29 Illi-Nines Air Derby, Quad City
Airport, Moline, ILL.

JUNE

1 Deadline for 99 NEWS
June 99 Renewals due

4 Mini Derby, Golden West Chapter

3-5 Garden State 300 Air Race
Garden State Chapter

11 New England Air Race Sponsored
by New England Section

JULY

1 No deadline for 99 NEWS
July 99 Renewals due
Deadline for 99 Catalog

2-5 AWTAR Commemorative Flight
Palm Springs, CA.—Tampa, FL.

16-19 Air Race Classic, Inc.
Sonoma County, CA. —
Toledo, OH.

21-24 Northwest Sectional
Anchorage, AK.

AUGUST

1 Deadline for 99 NEWS
August 99 Renewals due

12-14 Palms-to-Pines Air Race

17-21 International Convention
San Francisco, CA.

recommends that "all applicants for 1st and 2nd class medical certificates be administered periodically an audiometric hearing test."

All of these agencies regulating, investigating and taxing us are arms of Congress. The only way you can get representation is through your elected officials.

WRITE ON

Air Race Classic, Ltd.

A hot air balloon demonstration flight in Toledo at the Terminus, an Air Race Classic horse race at the Sonoma County Fairgrounds at the Start in Santa Rosa — these are some of the exciting sidelights awaiting contestants in the first annual invitational Air Race Classic.

But first thing first, and the main concern of ARC Board members is to see that contestants are assured a safe, fair race. To that end **Velda Mapelli, Colorado Chapter**, Chairman of the ARC, Ltd., recently hosted a meeting of Board Members: **Harriett Booth**, Secretary, and **Mary Pearson**, Vice-Chairman, both of the **Palomar Chapter**; **Helen McGee**, Treasurer, **San Joaquin Valley Chapter**; **Esther Wright**, **Deep South Chapter**; **Marion Jayne**, **Chicago Area Chapter**; and **Pauline Glasson**, **Tip of Texas Chapter**.

To overcome the disadvantage the shorter range aircraft suffer in having to make all stops, arrangements are being made to have flying re-starts at all enroute airports, if possible. On departure, aircraft will fly to a designated point, then re-fly the timing line to start their time for the next leg.

Plans for the nightly dissemination of unofficial standings are also in the works.

Sales of Snoopy flight bags, proceeds of which benefit the ARC and the **Amelia Earhart** scholarships, received a boost when **Amy Carter** was pictured carrying one on her way to her first day of school. **Pam Vander-Linden, Palomar Chapter**, is in charge of sales.

Requests for entry kits, assembled by the **Palomar Chapter**, are approaching 100 since they became available February 15. The **Santa Rosa Chapter** will host the first day drawing for entries postmarked March 20, the day entries open, on April 2 in Santa Rosa. For further details, contact **Jean Schulz**.

The Air Race Classic is a members-only race. Membership in Air Race Classic, Ltd. is still open to all licensed women pilots. Membership initiation fee is \$10.00. Annual dues of \$4.00 will entitle a member to an entry kit for the current year's race if she would like one. Inquiries should be addressed to:

Air Race Classic, Ltd.
2386 Palomar Airport Road
Carlsbad, CA 92008
Phone: 714-438-5179

AVIATION LAW

Sylvia Paoli

One of the biggest problems airplane owners face when they rent or lease their plane is determining their liability in the face of an accident. A recent (1976) California Court of Appeals case has made "history", but whether or not the same rationale will be followed elsewhere across the country has yet to be seen.

Thomas Cummins died on June 21, 1969, in the crash of a Piper Cherokee Six piloted by one Wiley Gilreath and rented from Sky Cruisers, Inc. Cummins' wife brought an action for wrongful death against Sky Cruisers as owners of the airplane and as employers of the pilot whose alleged negligence caused the crash. The trial court did find the pilot negligent, but still held in favor of Sky Cruisers, saying the latter was not the "owner" of the plane.

Sky Cruisers had once owned the Piper but prior to the accident has sold it and were leasing it back at that time. On the rolls of the FAA, Sky Cruisers remained as the registered owner of the plane.

The California court looked at two points: (1) California's own laws limiting the amount of liability on the owner for the permissive use of aircraft, automobiles or watercraft; and (2) the federal registration system for aircraft which has been found to preclude states from instituting their own aircraft registration system.

State laws specifically provide that owners of automobiles or watercraft who have made a bona fide sale or transfer of the vehicle and delivered possession to the new owner shall not be held civilly liable after that time. The Vehicle Code, in defining "owner", ties that ownership determination to the registration system in the state for cars and boats.

However, since there is no aircraft registration system except federally, the only reference to "owner" relating to airplanes is under the state's financial responsibility act — which relates to insurance requirements for owners.

The court commented that if the legislature had wished to impose liability on owners of airplanes on the basis of federal registration, it could have passed a law to that effect, just as it enacted the automobile and boat liability laws based on state registration of those vehicles. Since the

legislature did NOT pass any such law, the court felt it would be overstepping its bounds and entering into the area of legislation if it attempted to do by case decision what the state body had not done. Additionally, California has a "certificate of ownership" for boats and cars, while the federal system does not, and in the state, the burden of registering any sale or transfer rests on the seller, while under the federal law the burden to register such a change in owners is on the purchaser.

The court therefore felt that California's laws should control in determining who the owner was, and NOT the FAA registration lists. Thus, although Sky Cruisers was still listed on the FAA rolls, an effective sale had been made according to state laws on vehicles in general, and only that new owner should be responsible.

There was a very strong dissenting opinion, in which one justice stated that NOT using the FAA registered owner rolls could lead to unchecked fraud, since that was the only public record available indicating the owner of any particular aircraft. Otherwise, since the only identification of the new owner of the Cherokee was a typewritten lease in his possession — "a document never filed, never recorded, never made a public record, in any place at any time" — a passenger would have no way to know and no way to discover the true owner of a plane. The justice felt an injured passenger was entitled to rely on current registration of the plane in determining its ownership, and should not be required to conduct extensive discovery in order to unearth unrecorded documents and "smoke out" an undisclosed owner.

The dissenting opinion stated that both the old and new owners would have an interest in timely federal registration — the old owner to terminate his civil liability, and the new one to protect his property interest in the plane.

Other courts may choose not to follow the majority opinion in this case and hold the FAA registered owner liable in case of an accident, however. It would therefore seem to behoove anyone selling a plane to make sure the FAA registration was changed, even though not officially his responsibility.

Ninety-Nine Style

by Linda Hooker

During the summer of 1975, **Lorna Kringle** of the **Puget Sound Chapter** conducted an Aerospace Education Workshop. Teachers participating in the workshop represented many varied disciplines. For some, such as E. Duckworth, it was their first contact with aviation/aerospace education. Ms. Duckworth is a typing teacher at the high school level. The following was her contribution to the workshop.

One phase of the workshop required that each teacher prepare a lesson which incorporated some aspect of aviation/aerospace

DIRECTIONS FOR SOLVING THIS SPACE MYSTERY:

Vertical Placement: Down 6 spaces

Horizontal Placement: 68-space line

LINE:

1	-	45sp	5%				
2	-	43sp	8%				
3	-	41sp	10%				
4	-	40sp	3%	3sp	5%		
5	-	39sp	3%	1sp	3%	1sp	4%
6	-	39sp	2%	1sp	5%	1sp	3%
7	-	38sp	3%	1sp	5%	1sp	2%
8	-	37sp	5%	1sp	3%	1sp	3%
9	-	36sp	7%	3sp	3%		
10	-	35sp	13%				
11	-	35sp	13%				
12	-	26sp	5%	3sp	13%		
13	-	26sp	6%	1sp	14%		
14	-	27sp	19%				
15	-	27sp	19%				
16	-	28sp	17%				
17	-	29sp	16%				
18	-	22sp	5%	2sp	15%		
19	-	22sp	6%	1sp	15%		
20	-	13sp	4%	6sp	20%		
21	-	11sp	8%	4sp	19%		
22	-	10sp	10%	4sp	18%		
23	-	10sp	12%	3sp	16%		
24	-	10sp	14%	1sp	15%		
25	-	10sp	29%				
26	-	11sp	27%				
27	-	13sp	25%				
28	-	14sp	23%				
29	-	16sp	21%				
30	-	18sp	18%				

31 - 11sp 4x 3sp 20%
32 - 10sp 7x 1sp 22%
33 - 10sp 31%
34 - 11sp 31%
35 - 12sp 31%
36 - 13sp 32%
37 - 6sp 4x 3sp 33%
38 - 6sp 6x 1sp 15x 2sp 18%
39 - 6sp 21x 6sp 16x 17sp 2%
40 - 7sp 19x 10sp 15x 14sp 3%
41 - 8sp 17x 14sp 13x 11sp 5%
42 - 8sp 16x 17sp 13x 6sp 7%
43 - 7sp 16x 20sp 13x 1sp 9%
44 - 6sp 16x 23sp 20%
45 - 5sp 16x 26sp 17%
46 - 4sp 16x 29sp 14%
47 - 3sp 16x 32sp 11%
48 - 3sp 15x 34sp 9%
49 - 2sp 15x 35sp 11%
50 - 1sp 3x 3sp 9x 36sp 11%
51 - 1sp 2x 1sp 3x 1sp 7x 37sp 11%
52 - 2x 1sp 5x 1sp 5x 38sp 6x 2sp 2%
53 - 2x 1sp 5x 1sp 4x 38sp 7%
54 - 3x 1sp 3x 1sp 4x 39sp 6%
55 - 4x 3sp 3x 41sp 5%
56 - 9x 42sp 4%
57 - 1sp 7x 43sp 3%
58 - 2sp 5x 44sp 2%
59 - 51sp 1%

into their particular discipline of expertise. With Lorna's assistance and advice, "Use your imagination," Ms. Duckworth came up with the following "Space Mystery" for use in her typing classes. Why not try this problem on your students, or better yet, devise a similar one of your own. Even if you are not in the teaching field yourself, pass a copy of this on to those friends who are teachers or take several copies to those typing teachers at your local high schools. If you devise your own "Space Mystery", please send me a copy of the instructions.

The National Intercollegiate Flying Association meeting (formal title of the event is SAFECON, as in Safety Conference) is scant two months away. The Flying Aggies of Oklahoma State University, host club, are meeting regularly and often with much enthusiasm. I asked Clay Hartley, President of NIFA, what the Ninety-Nines could do to help, in addition to our financial support. You are going to like this! He wants 20 or 25 of us to ride as check pilots in the navigation event! All we have to do is ride along and observe and make sure the contestants went where they say they did.

Also, we can act as spotters on the runway when the spot landings are in progress. Any 99 planning to come to Stillwater for the meet who would like to help should contact Arlene Walkup, 2124 N. Washington, Stillwater, OK 74074. (405) 372-0566.

We sincerely thank all of the chapters and sections who have contributed to the NIFA. At this writing we have heard from 23 chapters, 2 sections, and the International Office. In addition, several individual Ninety-Nines are honorary members of NIFA. Your support keeps them flying.

NIFA

Arlene Walkup

Safety Education Committee

Diane Fisher, Active Chairman

Marilyn P. McLaren, Advisory Chairman

IF YOU SEE YOUR CHAPTER'S OR SECTION'S NAME IN THE LISTING BELOW, YOU HAVE AN ASSIGNMENT TO SEE THAT IT IS REMOVED — THESE ARE THE CHAPTERS OR SECTIONS WHO HAVE NOT ADVISED US OF THEIR APPOINTMENT OF A CHAIRMAN FOR SAFETY EDUCATION. We hope this oversight does not mean that such appointments haven't been made, but merely that Governors or Chapter Chairmen forgot to return the completed forms. Please mail the forms immediately! Without the names of the appointed chairman for each Section and Chapter, we cannot communicate effectively.

SECTIONS

As of February 25, 1977

The following have not returned to us a completed Form SA-103 to notify us of the person appointed as Section Safety Education Chairman:

Caribbean
South Central
Southwest

CHAPTERS

As of February 25, 1977

The following have not returned to us a completed Form SA-104 to notify us of the person appointed as Chapter Safety Education Chairman:

Middle East Section

Greater Pittsburgh Area
Maryland
Southern Maryland
W. Virginia Mountaineer

New England Section

Western New England

NY-NJ Section

Greater New York
N.Y. Capital District
Western N.Y.

Long Island
Southern Tier

North Central Section

All-Ohio
Central Illinois
Greater Detroit Area
Kentucky Blue Grass
Quad-City Area

Cape Girardeau Area
Central Missouri
Greater Kansas City
Lake Michigan

Northwest Section

Columbia Cascade
Greater Seattle
Intermountain
Mt. Tahoma
Ranier
Western Washington
Wyoming

Eastern Idaho
Idaho
Montana
Puget Sound
South Dakota
Willamette Valley
Yakima Valley

South Central Section

Albuquerque
Chaparral
Colorado
Fort Worth
Houston
Monroe
San Antonio
Topeka
Wichita Falls

Arkansas
Coastal Bend
Dallas Redbird
Golden Triangle
Kansas
Oklahoma
Santa Fe Area
Tulsa

Southeast Section

Alabama
Florida Gulfstream
Florida Suncoast
Mid-Tennessee
New Orleans

Blue Ridge
Florida Spaceport
Kitty Hawk
Mississippi
Tennessee

Southwest Section

Alameda County
Bakersfield
Coachella Valley
Fullerton
Greater Ogden Area
Imperial So-Lo
Lake Tahoe
Long Beach
Marin County
Orange County
Reno Area
San Fernando Valley
San Joaquin Valley
Santa Clara Valley
Santa Paula
Southern Sierra

Aloha
Central California Coast
Fresno
Golden West
Hi-Desert
Inland California
Las Vegas Valley
Los Angeles
Mt. Shasta
Redwood Empire
San Diego
San Gabriel Valley
Santa Barbara
Santa Monica Bay
Santa Rosa
Tucson

Western Canada Section

Alberta
Saskatchewan
Greater Winnipeg

To those sections and chapters whose names DO NOT APPEAR, many thanks for your prompt cooperation. And thanks to those who have also forwarded point claim forms. Remember, we have three awards for Safety Education to be made at this summer's Convention — (1) the Ninety-Nines rotating plaque for the section with the highest accomplishment in Safety Education; (2) the GAMA rotating plaque for the chapter earning the most points in the winning section; and (3) an FAA plaque for the section with the highest percentage of participation by its members in the Pilot Safety Maintenance Program.

Each section and chapter has an equal chance to earn these awards, as points claimed are treated proportionately to the size of a section, and size of the chapter. Small or large — your chances for an award are all equal. We don't want you to

worry about the complicated calculations — WE JUST WANT YOU TO DO SAFETY EDUCATION WORK AND REPORT IT TO US ON THE POINT CLAIM FORMS.

Remember, the point claiming year runs from July 1st, 1976 to June 30th, 1977 — all forms must be postmarked no later than June 30th, 1977. So, if you've done something; report it NOW on a point claim form. Section and Chapter Safety Education Chairmen have these forms. Make sure they are getting completed by her and mailed in to us for credit.

We suggest, at one of your next Chapter meetings, your members review the Point Listing that appeared on page 6 of the November, 1976 issue of the NEWS to determine that all possible activities you've done have had forms completed and forwarded to us. Page 6 of the NEWS also provided each member with a form they could complete for the Pilot Safety Maintenance Program which is worth 2000 POINTS on a Member level. It can be achieved by doing the listed program or by obtaining an upgraded license/rating during those dates. If half of the members in each chapter of your section were to complete this program, your section could realize 1000 SECTION-LEVEL POINTS. This would greatly increase the piloting proficiency of your members and gain award recognition for your section.

Review the Point Listing to see what other chapter level and section level Safety Education activities can still be accomplished this year (before June 30th). Start planning now for other ones to get underway during the summer and next fall. AND DON'T FORGET TO CLAIM YOUR EARNED POINTS — YOUR EARNED POINTS ARE THE INCENTIVE WE HOPE WILL GET LESS ACTIVE CHAPTERS AND SECTIONS GEARED UP TO DO MORE FOR SAFETY EDUCATION.

We've noticed lots of Safety Education activities reported in 99 NEWS columns for which no point claim forms have been submitted. Since our Safety Education accomplishments receive recognition from outside our organization (i.e., GAMA and FAA), in addition to recognition within the organization, the points earned by various Sections become the only way to judge the extent of energies devoted to Safety Education by the Ninety-Nines.

In the next issue of the NEWS we will give a listing of all points earned, BY SECTION, to date. If you want a good "showing" for your Section, get those point claim forms in to us pronto!

Elly Beinhorn Governor of The German Section

By 99 Rosmarie Zantow

The newly-founded German Section of The Ninety-Nines chose **Elly Beinhorn**, a well known German woman pilot, as its Governor. She has flown almost around the world and in addition is a talented author on flying.

Her career began in 1929, when she acquired her license for power-driven-aircraft. Fortunately some weeks later she was able to buy her first airplane, a BFW 23. Quickly recognizing how expensive aviation was in those days she looked for well-paying income. Aerobatics offered good payment.

Elly took instructions in aerobatics and qualified for her aerobatic license with distinction in the same year. She participated in many aerobatic shows and kept spectators breathless with her maneuvers and capers, especially when she dived within inches of the earth's surface and pulled the plane steeply up into the sky. The applause was always hers. Even the famous German pilot Ernst Udet was surprised by her achievements and once warned her: "You'll crash soon if you continue to fly in this manner!" Some weeks later the prediction came true. Elly Crashed. Luckily not injured, she climbed out of the plane, ran to the telephone and ordered a telegram to Udet: "Predicted crash happened as planned!" She promised herself to be more careful in the future.

Later, together with another woman pilot, she got a job advertising flying for a firm in Sarrbrücken. These two women pilots caused a great deal of trouble to the airfield's commander.

Soon, Elly Beinhorn was hired as a pilot for Portuguese-Guinese expedition by the Ethnology Professor, Dr. Bernatzik. For this job she had applied as "E. Beinhorn" and Professor Dr. Bernatzik was surprised when a young and pretty lady showed up. Between January and April 1931 she flew across the endless steppe and rain forests in Africa. Here she experienced her first adventures with typhoons.

The 4th of December 1931 she started a trip around the world in an 80-hp Argus-Klemm. The route led from Europe through Asia to Australia and from there to South America. Modern readers can hardly imagine those days' pilots performances with the limited aircraft equipment of former days: no helpful radio-navigation, DME or weather radar even.

While crossing the Andes from Santiago de Chile to Mendoza, she had her greatest adventures of the entire flight. A height of 13,000 feet had to be crossed. She circled up until the altimeter showed 15,500 feet and relaxed. "What else could happen? I'm high enough," she said to herself, since many had warned her about crossing the Andes. But she was mistaken. A glimpse at the altimeter frightened her. She had lost 1800 feet by encountering one of those dangerous down-drafts she'd been warned about.



Already many experienced pilots had lost their lives in this range. She had to fly out of this area, and started circling again in order to master the down-draft. Finally she reached 16,500 feet and headed towards the tricky pass. Suddenly, like in an elevator, she descended about 3000 feet. If she hadn't turned in the last seconds, she would have flown into the rocks.

But Elly Beinhorn didn't give up. She tried a third time, circled up to 17,800 feet and with full throttle, she flew across the mountains, still losing altitude. Quickly the altimeter was at 15,200 feet, then 14,200 feet, but finally it stopped. Although the tachometer was turning at high revolutions, she barely moved forward. Once again the plane bucked and descended. Elly had to fly around the 10,000 foot crest or she would have crashed. Several seconds later she saw the Argentinian Pampas. She was the first woman in the world to cross this dangerous pass. On July 26, 1932 she returned to Germany safely, having flown about 22,000 miles. For her outstanding achievements in aviation she received the Hindenburg Trophy.

In the early 30's she flew in and around Africa, Central America, Mexico and the United States. Wherever she landed, in the African bush-lands or International airports, people admired her. In 1935 she made a one day round trip from Berlin to Asia and back to Berlin with a 260-hp engine.

In July 1936 Elly Beinhorn married the very well known and successful racing motorist, Bernd Rosemeyer. Unfortunately this very happy marriage ended when her husband was killed in a car crash January 28th, 1938 while trying to set a new world record. Naturally Elly Beinhorn was very depressed. Her father-in-law suggested that she begin to fly again.

On April 20, 1939 she took off for a trip to India, Burma, Siam and Iran and returned in the end of June 1939. Two months later World War II broke out and she was grounded until 1951. At that time she attained her international pilots license in Switzerland and started to fly as a flying reporter to Africa and around many European countries.

The following year she was honored nationally and internationally for her contribution to aviation. Finally, in 1955 when Germany got back their air rights, Elly Beinhorn took part in several derbys and won the Deutschlandflug in 1956 in the small engine class. In both flying and public speaking Elly Beinhorn became world renowned. She even took part in a Powder Puff Derby. Between 1968 and 1969 and again in 1976 she was in South Africa contributing her flying skills to aviation.

Our leader of the German Section in a very proficient and active woman pilot. We German Ninety-Nines are very proud of her.

Canadian 99 relates
her adventures in a
six month course at the
Institute of Aviation Medicine,
Farnborough, England

*“So sufferingly did
I truly enjoy it”*

By Dr. June Mills

It was with a sense of adventure into the unknown that I landed at Heathrow in December 1975 on my final lap for the Institute of Aviation Medicine in Farnborough, England. This six month course soon proved to be unbelievably tough going for a civilian—and even more so for the only female amongst 14 “others”. The latter were a motley crowd of doctors alk: 4 RAF, 1 helicopter, 2 naval helicopter pilots; 2 Canadian MOT, and one each from the armed services of Australia, Kenya, Malaysia, Burma and Egypt.

There were many variations in rank among the international group in our course—from the nothings of civilians to flight surgeons, captains, majors and group captains. At first the Egyptian with three stars on his shoulder caused every militiaman concern. Three pips in the British forces meant a limousine and (usually) an attractive driver. Relief to all concerned was shown when his correct ranking was revealed to be that of a captain. As time went on, it became apparent that our friend—our 3-star general—really should have been one, because he was always late, always tired, and never had time to “put his shoes on”. Despite all, we found him most endearing.

The academic work load was onerous, added to which was the “aerodynamic setback” for those who were not pilots (7 out of 15). For myself, the “milieu interieur” of the military environment was a completely new experience but I managed to survive even under duress!

Accommodation was tight, money was tighter, but security was the tightest. The course started in the wintry months of January—and for the “centrally heated foreigners” the English classrooms were the ---! (One of the Canada Transport wore pajamas under his suit all the time.)

In the classroom we did nothing but battle with “Pulmonary Physiology” for the first six weeks; our tutors would tell us how easy it would be if only we thought of gas in a Biscuit Tin. Our blank faces only brought more and more biscuit tins to the blackboard—and a hate-love relationship soon developed—mostly hate to those tins! The next hurdle was even worse—Psychology—the study of ID by the ODD. This subject permeated almost every other subject—for example: Respiratory Physiology, Climatology, **Psychology**; Aerodynamics, Statistics, **Psychology**; Thermoregulation, Circulatory physiology, **Psychology**; Military Medical Standards, Pharmacology, **Psychology** tutorials; Life-jacket design, Survival, **Psychology**; Design of workspace, Decompression sickness, High performance A/C, Hypoxia, **Psychology**; and so on.

Out of the classroom we “sweated and froze” in the climatology chambers, were gently twirled in the Barany chair till “drunk and disorderly”, and then flung around in the gondola of the centrifuge, both in the upright and reclining positions, until “G” surpassed “U” into the grey beyond.

The “Graveyard” at Farnborough is the dead centre to which all pilots and ground crew should make a visit. The once famous and infamous aircraft are equilibrated into twisted masses, where each fracture is succinctly and morbidly analysed by the experts, who still claim that they have no “Fear of Flying”. In a corner of this vast arena is the burnt-out remains of an Aer Lingus fuselage. Just above the line of charred demarcation sits a notice, in both English and Irish, which states that no one is to smoke or use a match when this section contains any straw or bedding of any kind for the animals.



School of Combat Survival and Rescue, RAF Mount Batten. Escort vessels flew their red flags as protection for the exercise area as we were ditched and capsized in the bleak English Channel.

In a rickety old RAF bus, complete with a driver who had "never driven one of these before", we had plenty of time to view the beauty of the English countryside (sometimes twice on occasion, as the gears for "forward" got themselves reversed). We did, however, despite frequent breakdowns at wayside pubs, manage to fulfill all our commitments to visit other centres. On the way back there was always a comfort stop for the male detrusor "in distensionis".

We journeyed to Biggin Hill, which used to be a famous fighter aerodrome of WW II. Now it has peacetime private aircraft as well as being the pre-selection and aptitude testing school for the air-line pilot candidates. Besides writing an essay on "Why I want to become an airline pilot", the pre-university applicant is subjected to 4 days of brain-washing and rigorous aptitude tests, which made the 15 of us shudder—except for our youngest pilot who had previously survived this ordeal. This small-framed Sergeant-Major was a misogynist, so I had to humour him to his satisfaction.

At a later date we followed this up with a visit to Hamble, near Southampton, to the college of Air Training. Somehow, we always managed to get back in time for the weekly Friday morning examinations—either written papers or viva voce (oral exams). Rarely did our tutors let us down in this favour!

In February, we packed our cases and went by train to North Luffenham, which is the Aircrew Medical Training Centre (AMTC). The weather was typically English, with the cold damp fog clinging on relentlessly for most of our 2 week stay.

In this fog bound camp, we were lectured on oxygen masks and all about oxygen systems, good and bad, and hypoxia and

pressure breathing. They were truly sharp discourses, with group or written questions to be answered. For example:

"Discuss the aviation medical factors which you would consider in the design of equipment to protect the air loadmasters who are required to dispatch heavy radar reflectors from the rear doors of a freight-carrying aircraft flying at an altitude of 30,000 feet."

Consider the Aviation medical factors in the design of a pressure cabin and oxygen system suitable for a single seat high-performance fighter aircraft at 50,000 feet (final altitude)."

On the practical side we were fitted with our own oxygen masks, jerkins and anti-G suits — which takes about 2 days. These suits have to fit closely by means of "string-pulling" — and in such a unisexedly built edifice, this was certainly a victory for the modern era. We then learned how to pressure breathe. Hands became swollen and cyanosed and the face bulged until one looked more like a "Blue Bloater" than a "Pink Puffer". With increasing pressures up to 70 mm Hg, the efforts of the chest wall and respirations themselves became very distressful even to the most physically fit amongst us. I, myself, could not cope beyond 40 mm Hg — so I resigned myself not to fly my 150 up to 35,000 ft. when I returned home!

In the decompression chambers we witnessed one another's stupid hypoxic behaviour. Then we were put into ejection seats on a rig and cartridged off into the gloomy fog. The sensation of pulling the firing handle and awaiting the time delay mechanism to activate is something that is very difficult to describe.



Being dragged in the English Channel. A special harness attached to both the parachute and the vessel simulated conditions in which rough sea winds may re-deploy a pilots canopy and drag him to exhaustion and drowning. We soon learned to relax and keep our feet up and apart.

Early in February, after more lectures at Farnborough, we went to Plymouth for a week at the School of Combat Survival and Rescue RAF Mount Batten. It was soon obvious from the lectures that we were going to be ditched in the bleak English Channel to see if we could survive. Because there was a woman on this course, the day selected for the exercise had the coldest sea temperature ever recorded. (Let it be known that the female always survives the male in cold waters because of her insulating fat.) Nor could I chicken out like some of the officers who pleaded that they had done the course before, because they did in fact find me an immersion suit that fitted. This was size 1, and was much to my delight as the last time I ever managed size 1 was just after I was born!

The first exercise at sea was in the multi-place raft which was tipped over deliberately so that we had to struggle to right the mountainous orange dinghy. The escort vessels flew their red flags as protection for the exercise area, and made sure that we were still alive. They also stormed the raft to prove to us in our suffering that the raft would not capsize in rough seas.

We were alive but not well. All except myself were making technicolour yawns, but I was having a grand time. I was too busy filming the whole sequence to think about anything else.

The author, Dr. June Mills, smiles bravely to show that she has SURVIVED the ditching exercises in the cold English Channel.



The next day the OC (Officer Commanding), the S-M (sergeant-major) and my camera were the only ones daring to go again. However, the OC and S-M insisted that they were not going out alone.

The single-seat raft survival exercise was much more strenuous. Bailing out murky sea water only seemed to put more back in. It was cold and snowing, with visibility too low for the helicopters to come and winch us from our cold wet misery. The waters around the British Isles, and for that matter in most seas, are never warm enough to support human life while immersed and wetted for much longer than 40 minutes.

Even when a pilot ejects into the water successfully, he may still die if he panics as the risers and lines of his parachute entangle him, and the rough sea winds re-deploy the canopy and drag him, struggling hopelessly, to exhaustion and drowning. This is simulated by a special harness attached to the parachute, which in turn is attached to the stern of the vessel, with a safety release controlled by the S-M. Some of us were so dragged and shown how to survive this ordeal. Our very apprehensive star from Egypt was immediately press-ganged into the ugly waves of the English Channel. Suddenly he was praying to the Goddess of the Blue Nile who did not seem to hear him.

Later through the gruff voice of the S-M, he managed to keep his feet up and apart, and soon found himself enjoying the ride. In the deteriorating weather, however, this was not the time to dally so the S-M told him to "release" — but he refused!!! Within a flash the safety releases were actioned along with a whole vocabulary of unprintables fluently flowing from the S-M who had many years of Navy and RAF experience. This ordeal over, only half were now making technicolour yawns. Some had taken tranquilizers, while others had not; it did not seem to make that much difference.

I enjoyed thoroughly every moment of my stay at the Survival and Rescue School at Mount Batten — even to the ship's crew who streaked through for a quick hot shower, having forgotten that the OC had made his offices available to me for getting into and out of immersion suits etc. Anyhow, I needed help with those huge zippers.

Then it was back to Farnborough, to seemingly endless lectures and Friday examinations. In March, however, there were more outside visits. The highlight of these was to be at the Aeroplane and Armament Experimental Establishment at Boscombe Down.

Each of us received an official welcome, followed by 4 more closely typewritten orders; dress uniform no.1 must be worn; photography is strictly forbidden; time we would be met at the gate; where each and everyone of us would be received, right down to the split-second timing of the highest military authority.

Thus, all cleanly shaven and smartly creased, we ascended into our Tin Lizzy. It was a most lovely day, in fact, the beginning of the long heat wave that was to keep us humanely warm for the rest of our stay. However, even our driver had had his strict orders, so we arrived on time. Our Tin Lizzy chortled up to a stop at the barrier — but that was as far as we got. Guarding the entrance was the good old English flatfoot — who also had his strict orders. No, he could not risk his neck to let us through, for he had not received any special notice of our sponsor. Somewhat bewildered we showed him our special passes and 5 pages of orders. Yes! He recognized the officially headed paper, the signatures. Yes, the date was correct. But no, he had not been given clearance. In desperation we even tried our 3 star Egyptian — all to no avail. We decided that not even the Queen would get in today. Thus our little bus was humiliated to the outside lay-by, containing 12 orphaned medical officers/pilots of Her Majesty's armed forces with foreign ranks, as well as 3 lowly Canadian Civilians. Eventually the sponsor was found — at home in bed with the "Flu". One hour later up went the barrier, and we were in — just in time for coffee.

Boscombe Down is a huge place — but fascinating. The Bombing range is only 5 miles long, so exercises have to be accurate — otherwise the cows go aborting, the chickens get hysterical, and all manner of multitudinous complaints get accurately missed into the OC's waste-paper basket. Obviously they would not let us do any bombing that day, and our assignment was to study, then give a critique on, the cockpit displays of a few aircraft — the Britannia, Hercules, Jaguar, Harrier, Sea-King etc. There are all sorts of planes but mostly high-performance combat jets which have been returned for their misbehaviour (not pilot error!!!)

The chief test pilot of the Empire Test Pilots Training School gave us a fascinating lecture; the "life span" of these pilots is only about 3 years.

In the lovely Buckinghamshire county, there is a picturesque village of Higher Denham, and not far down a narrow lane, there is the Marin-Baker Aircraft Company. Here they make ejection seats — the masterpieces of a master engineer who is a great character and stubborn wizard which only the Irish could produce.

The factory is a shambles of organized disorganization. To the new era of university graduates in factory management, it is a veritable nightmare. Needless to say, the whole strata from the boss, management, skilled to unskilled worker, is one of happy co-existence. Job satisfaction and job enrichment abounds — not only in the Polish exiles that have served faithfully for over 30 years, (during which time not a single cartridge has failed to act in the split timed second of that most urgent need), but also amongst the most recent employees. This factory has won the Queen's prize for industry for 3 consecutive years. Should any pilot or even non-pilot take a vacation in the UK, a visit to this "Shambles" (besides the real one in York) is well worth it. Unfortunately now such arrangements have to be made at least 9 months ahead of time.

Then suddenly it was near Easter, and time for the mid-term examinations that were to last all day with written papers then viva voce. Thus Thursday was given up to private study — in 4 didactic pubs; the "Withies" at Compton, "The Bluebell" at Dockenfield, "The Shoulder of Mutton" at Hartley Whitney, and the "Donkey" at Telford. Fluid requirements satisfied, I promptly fractured a tooth which was extracted the day of the examinations, but my foresight was to no avail in the vivas as the kindly man opposite said, "Well, my dear, if you are unable to speak, we can always give you longer, and you can write down the answers instead".



Parascending with the British Womens Pilots Association.

This first half of the course was 99% brain-slogging for me, but the remaining 1% of the time was graciously made up by the hospitality chairman of the 99s, Mrs. Connie Fricker. In their lovely home in Surrey, not far from Farnborough, Connie and her husband Allan, are always at service. Both learned to fly near "retirement" and both went on to obtain an instrument rating. Getting up at 5:30 am to check the weather, drive to Biggin Hill, file flight plans and to be sitting in Brussels or Cherbourg International Airports in brilliant sunshine by 8:00 am over a continental breakfast, keeps them pilot fit. Filled with duty-free fuel, their craft then heads home in careful haste through the crappy IMC (instrument meteorological conditions) of the homeland.

By their kind invitation I went to several 99 meetings and met Miss Sheila Scott as well as the Belles — the Balloonists of Strawberry Hill — and many others. We went to an Italian restaurant where the proprietor would suddenly burst out in song and sing to us parts of his operatic and Neapolitan repertoire. We went flying and gliding at Booker.

Later I was invited by the BWPA (British Womens Pilots Association) to RAF Gaydon to attend a parascending course. Mrs. G. Mackay kindly bedded Claire Pooley and myself down for the overnight stay at her "Stable House" in Burcot, and mucked us out in the early hours of the morning! At Gaydon we learned first how to fall, then off a moving Landrover. Because it was too windy on the first day we were hitched to the back of the Landrover and practiced getting used to the parachute harness and canopy deployment. The next day was calm, and soon we were in the air. The feeling was truly exhilarating. However, it was our 16-year old, Claire Polley, with her superior handling of the riser techniques and accurate drops, who was the star of the day. I found that it was just as easy to be dragged in the wind along the ground by the canopy as it was in the sea. I also found it quite tiring to collect up the shroud in a figure of "8" and then stagger back through the long grass to the starting zone.

The author staggers back through the long grass to the starting zone.





Aerospatiale's 001, full of spaghetti wiring and experimental gadgetry, finally finds ice crystals over Miss Moses Lake.

Back at Farnborough, we went through our examination post-mortems. Someone had a lot more catching up to do—perhaps in the Easter break — perhaps. Before then however, we took our Super-Subsonic Roadster to Fairford in Gloucestershire, where the runways were long enough for the BAC's and Aerospatiale's Miss Moses Lake. Before she went to Canada for icing trials, she was just a number 001 — all mostly gadgetry for the experimental program — along with 5 miles of spaghetti wiring and a few seats. Both captain and first officer were allowed one each though! All the technical staff, the electronic experts, physiologists climatologists, as well as the aircrew had been screened, and like us, had been through AMTC at North Luffenham. Then they all left for the Canadian Arctic — but no ice crystals could be found! Eventually these scintillating little devils were found, over Miss Moses Lake. After these trials were over, under the strictest secrecy and security, Miss Moses Lake was in the county of Maine. But somehow, somewhere, there was a flaw in the system, as renegade descendents from the Boston Tea Party stole into her hangar at night and painted on her slender line "MAINE IACS". We all enjoyed having teas with Miss Moses Lake: the cockpit familiarization, held by one of the chief pilots was absorbing, high-lighted of course by one and all sitting in the left hand seat. Unfortunately, the defense budget cuts kept her olympus engines too quiet — as it did for all our visits.

The following week it was the Navy's turn at the Air Medical Services, down in Portsmouth. From Seafeld Park we were ferried through the various docks, ducks, swans, submarines, and other flotillas, to the big tank where we were to be trained in underwater escape. Helicopters are notoriously crashworthless — especially in the inhospitable waters of the North Sea, where most

Helicopters are notoriously crashworthless . . . and the Navy used this huge tank to simulate survival from a crash in the cold and murky waters of the North Sea.



of the oil and gas rigs are drilling. In these murky waters the submerged aircrew have to fight for survival against the furies of nature and the errors of pilots and mechanics that put them into this horrible predicament. It is also very easy to become disorientated, and not know which way is "up". One must wait for the cabin to fill up with water (seems like waiting for eternity), before releasing the harness and opening the hatches. Silence is also important, for without it the killer blades are still rotating. However, it is **most** important to remember to take the longest and deepest breath before the waters cover the mouth and nose!!.

After attiring in flying suit, I suddenly found myself at the edge of the huge tank — and the drop sagged another 10 feet every time I looked down. I have dived off high diving boards before, but this was something else. Trying not to be entirely dull-witted or scared to death, I espied a rope ladder. This was quickly discouraged by the Surgeon-Commander, who said so kindly that we all must jump in but should be careful to clasp ones hands over the helmets so that on impact with the water (which had been warmed up specially for "us landlubbers"), the helmet will not buoy up and dislocate the neck or jar the chin to laceration from the chin strap. "That's just dandy," I thought, as I rushed for my camera and persuaded the others to go in first. When they survived, I, too, took the plunge.

The controller then carefully lowered the Wessex helicopter near the surface and in we all scramble. There were two safety divers with us, but one stayed with me all the time, strapping me into the harness, positioning my hands for the "follow through" telling which way to swim once the vehicle was submerged upside down. He talked to me all the time. Then it was "thumbs up" and the controller began the first run. I must admit that it was terrifying at first and one can feel how easy it is to panic and try to get out too early. I finally surfaced, spluttering out chlorinated water. The exercise was repeated 3 more times, each in a different position in the craft and by rotating the craft into the water in different directions and attitudes. After the second run one gains confidence for the rest of the training.

The Easter break was near and I realized that, as a result of not being military-minded, I was trailing 2 months behind my fellow officers, and that this break should be used to good effect. However, two Canadian farming lasses from Saskatchewan, Mrs. Dora Walker, and Miss Linda Shepperd, had finally decided to make their first visit to England.

The very next day I had my father's car serviced and hurried my two friends off the visit Scotland — before it was no longer "Bonnie". The weather was very kind, so we enjoyed also the lovely Lake District and the pubs—the hot lunches, the chicken and mushroom pies helped down with draught beer, and later down through Devon and Cornwall, to local cider, ploughmans lunches, in the quaint, so tiny fishing villages — once the haven of the smugglers.

Unfortunately, it was soon back to the classroom, as my friends took the airlines home. It was not long though, before we

The sundial at Headly Court



took to our chariot again and trundled down to a lovely old mansion house in Epsom given to the RAF. Headly Court, as it is called, is the Medical Rehabilitation Unit. There, I could have "rehabilitated" myself for the rest of my life. The brilliance of the full-blossomed spring in the English garden is nature at her Sunday best. An avenue of trees were haute-coiffured, while the main garden was laid out as a gigantic sundial.

This dream was soon spoiled by the daily commuting to London to the RAF Central Medical Establishment. This is where all the consultant doctors see and investigate the various problems, and also see private and airline personnel for the CAA (Civil Aviation Authority). Other crew such as cameramen, physicists, biologists and so forth, who are required to make flights in high performance jets, are given the "go" or "no go".

Our tutors felt that they needed a well-deserved rest, so sent us all packing in our grey-blue hearse to the RAF Institute of Pathology and Tropical Medicine at Halton, near Aylesbury, in Buckinghamshire. Our abode for the week was the Officers Mess at Halton House, once the stately home of the de Rothschilds. We did not have the flunkies — though — just the "do-it-yourself service". The gilded hall was something of the sumptuous past, but the magnificence of the cantilever stairway justifies that all of us pay our respects to the architect. From the rooms and especially the roof top, there are vistas, not only of the vast gardens and walks (costing something like \$100,000 per annum for their upkeep), but also of the lovely vale of Evesham. The walk through the woodland to the RAF Hospital and Institute is sheltered by arching trees of all species and the incessant chatter of the birds. To the sides are the playing fields, where the S-M keeps the base camp "fit-for-anything".

The laboratory and museum are very much like any other peer college, but it is the calibre of men like Professor J.K. Mason, and his staff of pathologists, that made this unit unique. Their experiences in the investigation of accidents and their final analysis, are as good as any best selling detective story. From these "think tanks" evolved such ideas as "patterns of injury" of the "conformity type" and the "discordant type" in the disaster reconstruction, which lead to the piecing together of the puzzles. Dealing with the identification of gruesome human remains from airline disasters, is not a pleasant task, but in the most charred or mutilated remains the forensic odontologist can usually provide the answer.

The pathology of these accidents are most exacting and quite different from the usual autopsies. A lot depends upon a sensible person getting to the scene of the disaster first, and leaving dead items untouched or unmoved until the police, official photographers, and accident investigators can take an accurate view of the scene and make a body plan.

Sometimes the depressing features of such a disaster can take on a lighter vein. In one such case, when a mountain got in the way of an airliner, the bodies were brought down already embalmed. Now the system is a pink card for the female and blue for the male. One of the pathologists started work and opened his first shroud, from the top naturally. "Fill up a pink card", he said to his clerk. However, on getting lower, he said, somewhat puzzled, "Change that to a blue one." Five such bodies were found and it was concluded, with the help of photographs of this group, that they were a troupe of transvestites. These persons had quite shapely forms and were attractively dressed in the photos. After a pause over a cup of tea, the pathologist put down the pictures and said, "You know, if you tried to pick one of these up on Brighton Beach, you literally would not know which way to turn!!".

A few weeks later we were bustling along the pretty country lanes to the Hawker-Siddeley Aircraft Company in Dunsfold. There we saw the new Hawk trainer being flight-tested as well as the VTOL Harrier. Our lectures had already told us about lasers and some of the Harriers were being fitted with these instruments — which meant that they played hide and seek in

specially constructed black boxes.

In the board room there was a large picture of a Harrier flying over the pyramids. Our Egyptian student said that it was a fake, as his air-force MIGS would have shot it down immediately! No intruder should ever be allowed to disturb the sleep of the Pharaohs!

The heat wave was well on by this time, climatically as well as examination fever. However, we managed to keep the pubs well liquified, especially as we saw the prowess of the aero-medical evacuation team at Odiham. Up went the hospital field tents in 4 minutes. All the specialized equipment was screened. The battery hand held ECG machine told the paramedic that the injured was truly alive or dead: the stretchers were adaptable to fit the Landrovers, ambulances or huge USA transports — singly or in tiers. The transport of spinal injuries, so that they could be moved as well as nursed, had been much improved, and were quite simply done.

Although Surrey and Hampshire, which border Farnborough, are two of the most beautiful counties, it was back to the Salisbury Plain for our last outside visit in our old faithful bone-shaker. We left behind the Pilgrims Way, St. Martha's-on-the-Hill, The Stephen Langton, the Wotton Hatch, the Gomshall Mill, the Hogs Back, — and so many other happy remembrances — to head west to no other place but Middle Wallop. The army helicopter pilot in our course was determined that we should witness how the army improved things upon the RAF.

The Army Flying Corps uses a lot of helicopters — mainly in anti-terrorists techniques. We saw a very convincing demonstration of the stalking and killing of a Churchill tank by these specially equipped craft. These machines can hover unseen behind bluffs of trees with ample time to "sight-up" accurately the trajectory of their missiles from several miles away from their "kill". Such is peace-time war at Middle Wallop.

Queen Square, in the City of London, is that unhappy place known to all London University students, and many others, for it houses the complex of examination halls. In the stifling heat we had to mount 3 flights of steep stairs. It was so hot, we could hardly hold our pens for sweat as we tried to write our 3 hour papers on 6 months hard labour!! Even those from hot climates complained. By the following week it was even hotter for the viva voce examinations. The officers were allowed to take off their jackets. Between times the pubs were running almost dry. All 15 of us passed! No group had accomplished such a feat before, so we were very thankful for our tutors.

In that 6 months we had travelled over 10,000 miles.

Back in Canada, back to work with such a back-log was quite exhausting. I did, however, manage a few days break to attend a section meeting in Winnipeg. There I met Major Wendy Clay, who was the first woman to go to Farnborough on this course (2 years ago). Since then Wendy has obtained her "Jet Wings". However, I think that I must be the first civilian doctor/pilot to be allowed to attend privately. All other civilians (very few anyway) are sent and paid for by the Federal and other governments.

While I was in the course, it was a matter of, "Of course you will do this because Wendy did it." But when I spoke to Wendy, she was horrified and said that in no way did she do all that!! At first I was really mad — but then so sufferingly did I truly enjoy it!!

Acknowledgements.

To Farnborough and the RAF/IAM

To the doctors of the North Battleford Medical Clinic, who said when I asked for sabbatical leave, that this was not a University — but they let me go anyway — and took me back.

To my parents who loaned me their wheels; also for the transportation of my Canadian friends.

To the "Custodian" of my aircraft, who survived the ordeal, — and we are still on speaking terms.

1977 International Convention

San Francisco

Vivian Harshbarger, Convention Chairman

Convention '77 gets more exciting every day! Thursday, a phone call from Cessna that in addition to their booth in the exhibit hall at the hotel, they would like space at the Oakland Airport (our point of entry) to display airplanes. Friday, a call that arrangements are being made for either a real live hot air balloon, or a blimp (complete with WELCOME 99s) in the headquarter hotel lobby.

The exhibitor list is growing with some pretty impressive names. Cessna, Rockwell International, EAA, Edo-Aire, Aero Products, and AOPA to name a few. This is the first time we've had exhibitors at 99 Conventions, and we are predicting it will be a huge success.

Another first is the Hospitality Room specifically for 49½ ers. Dick Rookaird, and Norm Grant are already busy recruit-

ing their helpers, and organizing activities. There will even be a special tour for them during one of our business meetings.

You see, we really **do** want everyone to attend. In fact there will be so many activities during Convention days that you really should plan to arrive several days in advance, or stay later, so that you can

enjoy San Francisco — a very special city, where the sight seeing is unlimited, and the restaurants are an elegant adventure in dining.

Plan to bring warm clothing, as San Francisco doesn't often recognize that August is summer. Also, plan to arrive under GROSS, so you will have space to carry home all the things you will collect.

Talk to everyone in your Chapter, register early, and make International Convention 1977 a never to be forgotten fly-in. (The TCA is no problem. You will receive specific directions in our mailout, and probably in a later article. It is very simple to fly in this area, and never be involved with the TCA unless you are on instruments.) SFO is the place to go — August 17-21 for the 99s International 1977 Convention. SEE YOU SOON!!!!



OFFICERS AND COMMITTEE CHAIRMEN

CHAIRMAN
VICE CHAIRMAN
SECRETARY
RECORDING SECRETARY
TREASURER

Vivian Harshbarger
Nina Rookaird
Pauline Wade
Fran Milford
Evelyn Lundstrom

Registration
Publicity/99 News
Transportation/Tennis
Hospitality/99 Sales
49½ Hospitality
Welcome Party
Decorations
Costumes
AE Luncheon
Hotel Facilities
Exhibits
Gala Events
Tour Coordinator
S.F. Convention Bureau
Printing
Signs
VIP's Hotel Rooms
Thank You's
General Program Book
Aviation Education
Credentials
Budget

Nina Rookaird
Jeanne Abramson
Pauline Wade
Gay McCauley—Miriam Brugh
Dick Rookaird—Norm Grant
Frances Gibson
Julie Dryer
Joyce Wells
Barbara Goetz—Thelma Cull
Fran Grant
Sue Fuhman—Rose Sharp
Joy Reinemer—Bea Ramu
Jeanne McElhatton
Janet Albeck
Beth Fuhman
Bea Ramu
Sandy Peterson
Betty Worstell
Lou Rollen
Fran Milford
Ruth Lummis
Marion Barnick

TENNIS ANYONE!

Plans are now being made for the Tennis Tournament to be held as an added feature of the 1977 International Ninety-Nines Convention in San Francisco. The first twenty entries received will be eligible to participate in the round-robin tournament to be held on Friday, August 19th. The tournament is open to Women only, beginners, intermediate and advanced players. Trophies will be awarded to the winner and runner-up. Contact Pauline Wade, Tennis Chairman, 3133 Baker Drive, Concord, CA 94519 for further information.

1977 SAN FRANCISCO INTERNATIONAL CONVENTION PACKAGE

CONVENTION REGISTRATION includes all convention activities PLUS Welcome . . . Hospitality . . . Amelia Earhart Luncheon . . . Saturday Night banquet . . . Oakland Airport Transportation (Free Tie Down) . . . Aviation Educational Seminars and Exhibits.

PLEASE NOTE: NO REFUND if cancellation received after 5:00 P.M. August 14th

CONVENTION REGISTRATION FORM



ARRIVAL DATE: _____

OAKLAND AIRPORT (Commercial Airlines)

Airline _____ Flt.# _____ ETA _____

OAKLAND AIRPORT (North Field-General Aviation)

Make/Model _____ N# _____ ETA _____

Number of Persons Needing Transportation _____

REGISTRATION FEE IS:

\$40.00 if postmarked prior to June 15

\$50.00 if postmarked after June 15

Guests are welcome to the convention package. Please include their names below.

Enclosed is \$ _____

Names of Guests included in above: _____

Name _____

Chapter _____ Section _____

Address _____

Please Check:

Charter Member _____ Section Governor _____

Past Int'l. Pres. _____ Chapter Chairman _____

Send Convention Registration to: Nina Rookaird, Chairman, 1779 Sharon Dr., Concord, CA 94519

Send Hotel Reservation form to: Hyatt Regency, 5 Embarcadero Center, San Francisco, CA 94111



HYATT REGENCY SAN FRANCISCO OFFICIAL RESERVATION REQUEST

SCHEDULE OF RATES

Single \$26.00 to \$54.00 _____

Double (1 bed, 2 persons) \$36.00 to \$64.00 _____

Twin (2 beds, 2 persons) \$36.00 to \$64.00 _____

Suites \$85.00 to \$300.00 _____

IMPORTANT

"The HYATT REGENCY SAN FRANCISCO is unable to grant direct billing of room or incidental accounts." We are pleased to honor the following credit cards: Bank Americard, Master Charge, American Express, Diners Club and Carte Blanche. In the absence of one of these, the Hotel requests payment by cash or travelers checks.

Please mark below the type of accommodations requested. If a range of rates is quoted and the rate you requested is full, a room will be assigned at the nearest available rate.

☐ Single (1 person) \$ _____ ☐ ONE Bedroom Suite \$ _____

☐ DOUBLE (1 bed, 2 persons) \$ _____ ☐ TWO Bedroom Suite \$ _____

☐ TWIN (2 beds, 2 persons) \$ _____

Date of Arrival _____ Time of Arrival _____

Length of Stay _____ Nights (Check in time is 3:00 p.m.)

Name _____

(Last)

(Initials)

Name(s) of Additional Person(s) Sharing Room: _____

Firm Name 99s International 1977 Convention

8/17/77 to 8/21/77

Mailing Address _____

Reservation to be Guaranteed ☐ Yes ☐ No

NOTE: Reservations will be held until 6:00 PM unless accompanied by deposit or guarantee payment for first night's stay.

Speakers Bureau

A Maryland Chapter Presentation on General Aviation

"The 1920's with the doubts about that contraption called the airplane are gone forever. It is 1977 and even the worst pessimist must admit — the airplane is here to stay!"

These words introduce the **Maryland Chapter's** slide presentation on General Aviation. With the increased takeover of airports by land developers, and threatened airport closure by environmentalists it is very important that the public be educated with regard to the importance of general aviation and be made aware of the services it provides to local communities. They must realize that aviation and airports are community resources just as highways, roads, parks, and schools are.

Maryland's program has been designed to present information, correct misconceptions and point out the many services provided by General Aviation. To spark interest in their audience and to bring their message home, most of the slides used depict situations in the local area. Examples of company owned aircraft used in Real Estate, insurance, construction, air freight, etc. are shown. It is noted that these planes are used for Air Hearse operations, medical supplies, air ambulance, patrolling the borders, parks and forests. Roundups, feeding livestock, spreading fertilizer and pesticides, aerial photography, aerial advertising, mapping and of course, recreation are depicted. Also mentioned are the very necessary controls and the excellent safety record in aviation.

The General Aviation program, along with other aerospace educational programs developed by the Maryland Chapter as part of its **Speakers Bureau**, have been very well received in the Baltimore area. The program has been "canned" to make presentation by any chapter member simple

and professional. The slides are numbered and kept in their tray ready to go. The script items are numbered to correspond with the slides and can be read during the slide presentation. The entire presentation takes about 20 minutes and makes an excellent program for civic groups such as Kiwanis, Rotary and Lions as well as business and professional groups. A brief notice was sent to many of these groups describing the program and letting program chairmen know whom to contact to schedule a presentation for their group.

An interesting point for all you timid public speakers: the material is basically very simple, and questions generated can easily be answered by private pilots. The information on the number of airports in existence and the number used by airlines vs. general aviation, and similar facts regarding number of pilots and types of airlines flying are available from a number of sources, including the FAA, your state aeronautical agency, AOPA's yellow sheets, GAMA, etc. Aviation manufacturers also make much of this information available and may even be able to provide some of the slides.

Those of you who are interested in developing materials for use in your own local area may obtain additional information, sample scripts and outlines for this, the aviation mini-courses and a presentation on the history of the 99s from the Maryland Chapter.

The public is very receptive to interesting and accurate information. They are perhaps even more impressed when the presentation is made by a woman pilot. The preparation and participation in these activities is a great learning experience and a lot of fun!



The 1920's with the doubts about that contraption called the airplane are gone forever. It is 1977 and even the worst pessimist must admit - the airplane is here to stay!



There are over 12,700 airports in America. Of these only 500 have scheduled airline service . . .



One of the largest users of General Aviation aircraft is business. In 1973, there were over 40,000 company owned aircraft . . . General Aviation can get the right person or product to the right place at the right time . . .



Agricultural planes do more work in one hour than a tractor can do in one day using 1/9 the fuel. They spread fertilizer, seed and pesticides. 90% of the US rice crop is seeded by plane.



Piper Cherokees of this type are used for air ambulance work, putting outlying areas in close proximity to specialized urban services, as well as air hearse operations.

Speaking Out for Aviation

By Joan Bates

"I'm flying now in the military."

"Gee, that was the best field trip I ever took."

"Chesapeake Bay really looks gorgeous from the air."

"I never realized what type of training private pilots really do go through."

These and many other comments are heard by members of the **Maryland Chapter** of the Ninety-Nines who do much work with the general public and with students in the field of Aerospace and Safety Education.

One of our members and past **Chairman, Rene Birch**, absolutely thrills and delights young ladies in girls' schools in the Baltimore area by conducting a three-day seminar in which the students are exposed to many aspects of flying such as using a simulator, charts, weather information and navigation. They tour Baltimore-Washington International Airport tower, radar center and weather center. The seminar culminates with an actual introductory flight given by commercially-rated local pilots. Each girl is presented with a log book with the flight time duly recorded. Future pilots? Future Ninety-Nines? Perhaps, but in any event, these girls become more aware and better informed about the basic concepts and the safety of general aviation. Of course, the students are exposed to all of the women pilots who help Rene in this endeavor.

A similar course is offered to local YWCA members and womens' civic groups. Community women in small

groups are introduced to different facets of general aviation and are given almost individualized attention, again using visual aids, the simulator and visits to airports. A relaxed atmosphere prevails in these classes, and many women bring their pre-school children. These seminars have proven to be very successful and several women who were introduced to aviation in this way have begun to take flying lessons.

One of our members who is a public school teacher sponsors a 25-30 member Flying Club each year. This club meets one hour a week and it has taken the form of a survey course, exposing the students to many phases of aerospace education.

Speakers present topics such as: Antique Planes, Reading of Aerial Photography, The Air National Guard, Women in Aviation and many others. These people come from the FAA, MD State Aviation Administration, the military and the Ninety-Nines. Films are also obtained on careers in aerospace education, the history of flying, weather, FAR's and navigation. Field trips are taken to local airports where each student is taken for a flight if he wants to go. No student has ever turned down the chance! These students are also taken to BWI to tour facilities there and to the National Guard aviation support facilities at Aberdeen Proving Grounds. Goddard Space Flight Center and the Smithsonian Air and Space Museum are also visited. Students enthusiastically accept these programs as testified by the fact that over 75 students sign up for this club each year and only 25-30 are accepted.



Maryland Chapter member, Rene Birch was the instructor at this session of the "FLY WITH THE Y" classes.

The chapter also has a Speakers' Bureau in which volunteers appear before civic, business and educational groups and present the General Aviation story to them through a series of slides prepared for this area. The story of Women in Aviation is also related. These activities can be handled through a coordinating member or individuals can speak on their own when approached by a group. We have found that a Program Chairman is a good person to contact. We are continually amazed at the reception we receive. After one such program a man was heard to remark, "I didn't even know that women flew airplanes," and he wasn't kidding!

The safety aspect is always foremost in these programs and the fear factor minimized. We are even considering a mini-course for pilots' wives to be presented at local airports. Most of the men pilots we have polled were enthusiastic about the idea.

Many, many things can be done. Our public relations is handled very capably. Items and articles about our group appear in local newspapers and in some magazines. It takes a lot of hard work and much energy, not only to begin such a program as we have, but to maintain and sustain it. If everyone does only a little bit, it can work and be a success for any chapter.

Ginny Vogel instructs three members of the Flying Club at Bel Air High School in the use of the ATC 510 flight simulator.



Rene Birch (R) prepares to take two girls for a demonstration flight.



Kay Bays speaks to a group of "Mothers and Others" at Aberdeen Library. The women meet for short programs while their youngsters are attending story hour.



PROJECTS

CARIBBEAN

The recent 11th Annual Bahamas Flying Treasure Hunt was a great success, thanks in great part to the **Caribbean 99s** who did a super job manning the Out-island stops as timers. We enjoyed meeting fellow 99s from the States who were competing.

Caribbean Section 99s are busy making preparations for welcoming and entertaining the Angel Derby '77 Contestants and families at the Terminus here in Freeport, May 10 to 14 with **Esme Williams**, Section Governor, as co-ordinator of the Terminus.

EAST CANADA

Award Winning Audio-Visual Presentation to be Shown

The audio-visual presentation which won the 1976 99's **Award in Aviation** will be shown at the Skyline Hotel, **Ottawa** on April 13. This 2½ hour aviation education seminar on **Enroute Navigation** was prepared by Dr. Alan C. Frosst. Dr. Frosst is a COPA National Director and past chairman of the Ontario Aviation Council as well as an ATR pilot. The 600 slide presentation was prepared with the pilots' interests and needs in mind. Topics covered are: Aviation publications, Charts and other Tools, Flight Logs, Weather reports, Winds Aloft, Flight Safety, Track and drift lines, Aircraft loading, pre-flight check and altitude considerations.

99s Attend Hearings on Bilingual ATC

Glad to hear that 3 Montreal members have been able to attend some of the hearings of the federal inquiry into bilingual air traffic control. . . **Betty Issenman**, **Joan Mitchell** and **Irma Selig**. The inquiry has been working its way through preliminary material in preparation for a discussion on the controversial St. Hubert Airport. The Ministry of Transport has recommended that this airport and Mirabel be opened to bilingual air communications for VFR. The go-ahead is awaiting the decision of the 3 judges recommending such action.

MIDDLE EAST

Shenandoah Valley 99s Sponsor Lecture Series

The **Shenandoah Valley Chapter** and the **New Market Area Chamber of Commerce** are sponsoring a monthly series of lectures on aviation related subjects at the Quality Inn, New Market, VA. On January 31, 1977, Mr. Paul French, FAA Accident Prevention Specialist, Washington, DC, spoke on Aviation Safety and Instrument Flying. "Operation Raincheck" with speaker, Mr. Dorsey Shipley, Evaluation & Proficiency Development Specialist, Air Traffic Control Center, Leesburg, VA attracted over eighty interested people on February 22nd.

Our chapter, the **New Market Area Chamber of Commerce** and the **Shenandoah Valley Academy** are also sponsoring an Instrument Ground School Course beginning February 28th with **Virginia Thompson's** husband, Don, as Instructor.

Anne Adams and **Liz Monroe** were appointed to be our liaison with the FAA.

NEW ENGLAND

Even though **Eastern New England** had no Chief Cookie Bookie at Christmas, us rookie cookie bookies carried our baskets of goodies to the Tower folk, Weather Bureau, FBOs, etc. Our domestic endeavors are always well received. In fact, we suspect the Worcester Tower had gotten into **Harriet Fuller's** "Booze Balls" as they cleared us for take-off on runway 38 when any fool could plainly see the wind was favoring 46!

"No Where to Go But Up"

Penny Amabile and **Ann Meuer** from **Greater NY Chapter** presented a program on Ballooning. . . "No Where to Go But Up!" for the in-patients of the Institute of

Re-habilitation Medicine in New York City. An enthusiastic audience watched a film and Ann Meuer's slides on hot air ballooning.

A late spring "out trip" is in the planning stages for patients who would like to be balloonist-for-a-day on tethered flights.

Mechanics Workshop for Pilots

"Nuts and Bolts," a two-day mechanics workshop for pilots was held on two consecutive Saturdays, March 26th and April 2nd from 9:00 a.m. to 3:30 p.m., at the Academy of Aeronautics, LGA, New York.

Sponsored by the **Greater New York Chapter**, the course encompassed both classroom presentations and shop-and-hangar practical work, with emphasis on propeller and power plant maintenance and landing gear and electrical systems. High-lights included aircraft inspection prior to flight, trouble shooting, and preventive maintenance.

Noting that conversations between pilot and mechanic tend to sound like those between a doctor and a lawyer, program chairman **Penny Amabile** commented, "We're each specialists in our own field. . . we often lack a common language. We are talking about the same problem but looking at it through opposite ends of the telescope." The workshop also promoted the safety program that the International Officers of the Ninety-Nines are sponsoring in conjunction with the FAA's Accident Prevention Program.

Finger Lakes member **Julie Googins** was the speaker for the January commemorative meeting of **Amelia Earhart** for the local chapter of Zonta, an international organization of professional women. Julie taught them to fly in an ATC simulator, courtesy of Key Aviation, during the cocktail hour. She has kindled an interest in flying in many of the Zonta members. Future 99s?

NORTH CENTRAL

"Lady, are you dizzy?"

Following a plane ride given to a group of pre-schoolers by **Iowa 99 Kitty Hach**, one little boy said, "Lady, are you dizzy?" He evidently was.

The Des Moines 99s helped with an FAA Safety meeting, and **Iowa 99s Jeanne Bedinger** and **Carolyn Rowney** gave a talk about the PPD to a local sorority.

K.C. 99s Acquaint

Girl Scouts with Aviation

Under the leadership of our Projects Chairman, **Lou Guest**, the **Greater Kansas City Chapter** of the 99s are introducing Girl Scouts to aviation.

The Mid-Continent Council gets their Girl Scout Aviation Badge after a course on the airplane — and how it flies. They touch briefly on the controls, instruments, the use of a radio, navigation and weather.

Their final class is a trip to the airport, which includes actually seeing the planes, explanation of the walk-around procedure and a trip to the tower to see the planes take off and land.

So far we have sixty Girl Scouts that know "Flying is for Females" also, and some day hope to be one of us — a 99.

Lake Michigan 99s Supply Programs

Mary Creason and **Eloise Smith** collaborated on their 1976 Powder Puff Derby pictures and supplied a program for the Zonta Club of Muskegon in January. **Mary Creason** also showed her 1972 PPD pictures at a January meeting in Albion for Hostess **Pat Hill**. In February, she showed her Michigan SMALL Race film program in Ann Arbor.

Project A*W*A*R*E

A Wife's Awareness Reassures Everyone

On February 19 the **Minnesota Ninety-Nines** presented a seminar for the non-flying but aviation-interested public. Though the project name sounds as though it was presented only for wives of pilots we did emphasize that it was geared to all passengers. Members of the chapter and a local physician pilot participated in the program. Many enthusiastic remarks confirmed the feeling of success for the hard working committee, headed by **Kay Nagel** and **Shari Mills**. Topics covered included Aerodynamic Principles, Basic Instrumentation, Psychological and Medical Factors Affecting Flight, VFR Chart Reading, Safety Tips, Simple Communication and Navigation.

Wisconsin 99s Learning Aircraft Maintenance

More than 15 Wisconsin 99s took an Aircraft Maintenance Course at Kenosha Technical College the weekend of Feb. 12-13th. Six hours each day were spent in learning maintenance that can be done on Single Engine aircraft according to FAR 91 rules. **Phil Atlas**, senior instructor at the

institute instructed the 99s in class and in the shop areas. The school is a complete mechanical school as well as flight training center located right on Kenosha Airport.

NORTHWEST

Far West Chapter 99s will serve as the hostesses for Ladies' Day at Pearson Aircraft FBO, Fairchild International Field later this spring.

Contest for High Schoolers

Organized by Montana Ninety-Nines

Montana Chapter Chairman Liz Gunn has organized a contest which will enable a high school boy and girl to each win \$250 toward a solo flying course.

Sponsors of the scholarship are to be: Aeronautics Division, Dept. of Community Affairs, Montana 99s, MATA, The Flying Farmers, Montana Pilots Association.

The contest is open to all Montana high school students age 16 or over and in order to win the student must write an essay of 1000-3000 words entitled "I am an FBO — How do I make my living?" The essay must also include information on the following: How an airport is funded. . . Other services not provided by FBO. . . What is a 99? . . . What services does your state provide for aviation? . . . and What part does flying play in Montana agriculture?

The essays will be judged first by the class teachers for grammar, etc., and then by a representative group from the sponsors.

This project may possibly become a yearly event.

SOUTH CENTRAL

Since weather has not permitted **Golden Triangle Chapter** to airmark the airports they have on their docket to do, all the gals have been busy with air age education projects. . . and flying — personal, business, and much hard work on new ratings!

Houston Supplies 99 Library

The **Houston Chapter** has undertaken to help supply the Ninety-Nine Library in Oklahoma City with as many books on aviation and women in aviation as we can find. To date, we have sent 24 books to **Dorothy Niekamp**, 99 Librarian. At the January meeting, the chapter voted to make this a continuing project.

Velma Woodward and **Broneta Evans** gave the Oklahoma City Aviation Club a "go and no go" version of their experiences in this last PPD. **Marge Hudson** is the Sec. and Treasurer of this flying group of **Oklahomans**. **Jane Abbott**, also a member of this club, is the Chairman of the Oklahoma City Housing Authority, the only woman on the Board.

Shreveport Studies Aerodynamics

For our annual study project this winter, **Shreveport Chapter** has decided to learn all about aerodynamics. **Evelyn Snow**, who has just completed this course at Louisiana Tech University, bravely volunteered to tackle this project and is doing a magnificent job of putting all the technical terms into language we can understand. Nice to know after all these years just what makes the airplane fly.

Tulsa Chapter Hosts CFI Clinic

Tulsa Chapter members are busy finalizing plans for the CFI Clinic to be held April 5, 6 and 7 in Tulsa at the Holiday Inn on Garnett and 129th.

SOUTHEAST

Emmie Manning, a **Carolinas 99**, recently stole the show at a Biennial Flight Review Seminar given over ETV at numerous TEC schools throughout the Carolinas. She presented a great program on Air Traffic Control (she is a controller at Columbia Metro). Men present in this reporter's class agreed that learning would be a lot more fun if all of the instructors looked like Emmie.

SOUTHWEST

What Will They Think of Next?

Jet Stream has taken up residence at the **Sharps**. She has been admired, groomed, fed tasty tid-bits, and pampered as any thoroughbred should have been in anticipation of a big race. This fine Black Racer snake represented **Bay Cities Chapter** in the annual KABL St. Patrick's Day Snake Races. Their participation in the Clearlake Worm Races gave them courage to send for an application. Over 500 requests were received for applications so Bay Cities was delighted to have Jet Stream chosen as the race is limited to 50 entrants. The prizes, if won by Jet Stream, will help both the Convention Committee and Bay Cities budgets. An extra prize was offered the entrant with the best rooting section, so Bay Cities 99s were urged to dig out those Red-Baron style helmets, goggles, boots and long green scarves and appear on March 16th to cheer their entry on. We're all anxiously awaiting the results.

Safety Line

The **Coachella Valley Chapter** introduced "Safety Line," a new addition to their monthly newsletter. Each month, an article on flying and safety tips is to be written by a different member to promote safety awareness. All chapter members will participate by taking turns contributing to the new monthly feature.

Continued on p. 22

Projects

The **Golden West Chapter** plans on Airmarking Dunsmuit-Mott field in June. **99 Dorothy Reel** and her husband, George, own a mobile home park in the area and will be providing accommodations for our chapter for the night so we can all get a good start early in the morning. This activity is planned for June 25 and 26.

San Joaquin Valley's annual rummage sale netted \$245.00. **Jean Murray** took charge of this event again for the umpteenth year; the funds we raise from it go toward supporting the **Amelia Earhart Scholarship Fund**, **AWTAR**, and the **Air Race Classic**. Our group airmarked "Chowchilla's" Airport. It was the second time around for this job, since it recently had a new repaving, obliterating our first efforts.



(L-R) Caribbean 99s **Fran Davis** with Duty-paid license -99 and **Dr. Iza Horsfall** with Bonded license -99.

MOVING?

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

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

----- Affix old Label here -----	NAME	
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	New Address	
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	CITY & STATE	

HEADQUARTERS THANKS

SPACE CITY CHAPTER 99s

for the contribution toward the purchase of a tree as part of our landscaping efforts. This contribution has been made in memory of **Mary Ellen Jones**.

WOMAN & MACHINE

Individual 99s have, throughout the years, been requesting special car license tag numbers with 99 on them where these have been made available. The Caribbean members pictured demonstrate their pride in the 99s with their new Bahamian tags.

Airplane N numbers are another appropriate place to use the organization name to advantage, and several members have requested special numbers for their airplane to represent their initials in combination with 99. We noticed that **Kansas Chapter's Pat Malady** and **Jackie Luke's** PPD entry carried the number N99JP last summer. **NEWS Editor Jan Million** and partner **Nancy Smith**, Oklahoma, have just received permission to change the number on their 182 to N99NJ. While we were examining the microfilm records at the FAA, searching for an unallocated number, we noticed that **Norma Futterman**, Los Angeles Chapter, has received N99NF for her Bonanza and that **Norma Vandergriff**, Oklahoma, has received N99NV for the Cessna 210 she is buying.

Mary Friday, Shreveport Chapter, and 49½er **Don**, are putting the finishing touches on their homebuilt and chapter members are anxiously awaiting word that it has been flight checked. **Carol Hogan**, Eastern New England Chapter, and 49½er **Doug** have their Tri-Pacer N2425P back in service after 18 months down for recovering, etc. That has to fall in the category of cruel and unusual punishment.

Linda Pearson, East Africa Section, now owns a Piper Pacer, 5Y-KIX, formerly owned by **Iain Douglas-Hamilton**, the noted elephant ecologist, who had it painted like a bee-eater, a bird noted for its aerobatic prowess and gaudy plumage. It is now green and white and has lost the carmine and yellow cowling.

Eastern New England's Harriet Fuller went and did it! Traded triple-four Quebec for a '75 Skylane 737MD. Have you forgotten the air races, the long weary hours for your instrument rating, your first GCA/PAR approach, your first actual IFR — I follow Route 2 to Route 12 to Route 62...Harriet, how could you? Easy, when you know a Skylane as nice as 2444Q is finding a new home with a person as nice as **Lillian Emerson**. Congratulations girls; welcome to the payment-of-the-month club.

Many 99 hangars are bulging with new acquisitions just in time for spring flying weather. **Joan Bates**, Maryland, is now part of a two-plane family, having recently acquired a Citabria in addition to their Arrow. Another Arrow is on order for **Ann Courtright**, Spanish Peaks 99, and husband **Claiborn**.

In Iowa, **Sonja** and **Bob Miller** now have a Cessna 172 while **Annetta** and **Bob Haack** have a new Cherokee Lance. **Pat James**, Houston, has a new red, white and blue Cessna 150 while **Mary Ann Basham** and 49½er **Richard** just got a pretty Cherokee 140. Proud new owner of a Comanche 250 is **Carlene Lawder**, Cape Girardeau Chapter.

FLYING ACTIVITIES

NEW ENGLAND

In an all out effort to beat the winter "blahs" Eastern New England had a number of activities. First, we held a Breakfast Fly-in. Carol Stites and Mary O'Brien organized a mini-rally with assorted landmarks to locate, identify, count, read, etc. This combination was such an overwhelming success that we invented the "Frostbite Fly-in", ably arranged and coordinated by Carol Hogan. The objective — give us a good reason to fly when we're full of excuses. The enticement — breakfast or lunch with friends. The results — fabulous.

NEW ENGLAND AIR RACE

The New England Air Race (NEAR) will be held at Trumbull Airport, Groton, Connecticut on June 11, 1977. The air race originated in 1961 as the All-Woman New England Air Race (AWNEAR). This is the first year the race is open to licensed men and women pilots.

The NEAR is a 275 mile proficiency contest sponsored by the New England Section. It is a round robin type cross-country with take-off and finish at Trumbull Airport and positive aircraft identification at designated checkpoints. Headquarters at the airport will be Coastal Air Services.

A preflight briefing Friday night and the awards banquet Saturday evening following the race will be held at the Holiday Inn, New London, CT. Trophies will be awarded to the first five places, plus other special prizes.

Interested pilots should send \$2.00 for an entry kit to the Registration Chairman, Marcia Spakoski, NEAR, 60 Ramsdell Street, Groton, Ct. 06340. Entry deadline is May 11, 1977.

NEW YORK-NEW JERSEY

Long Island 99s will sponsor a Poker Run on Saturday, April 16 (rain date-April 23). The airports to be included are Suffolk County, East Hampton, Bridgeport, Trumbull and Waterbury-Oxford. For information and registration contact Carol Richards, at 516-581-2572.

NORTH CENTRAL

Chicago Area Chapter has an active Lunch Bunch which was offering expanded waistlines as the come-on for their February attraction. They were flying to the unique and fabulous community of Frankfort where they were to pay a visit to CACTUS CAROL'S, featuring the renown chef, Dominique, who was to prepare



THE TIME IS N.E.A.R....Members of the Connecticut Chapter of the 99s are busy preparing for the New England Air Race to be held June 11 at Trumbull Airport in Groton, CT. Race Chairman Evelyn Kropp, Registration Chairman, Marcia Spakoski and Ruth Zimmerman compiled all the information and flyers which will be mailed out to applicants very shortly.

(Photo by Carol Phelps)

gourmet dishes before their very eyes. Hope they were under gross coming home.

The Indiana Dunes had great plans for a Pennies-a-Pound Airlift that was to be held on February 19 with proceeds going to Wings of Hope. Our newspaper coverage was great, even got a half-page spread with a color picture. However, the one thing that we have no control over shot us down. The weather was IFR. All the pilots managed to get in the airport, and believe it or not, with fog to the ground we had several turn up wanting an airplane ride. Barbara Jennings kept some of the youngsters from being too disappointed by giving them a taxi ride across the airport. We are going to try again in April.

The Lake Erie Chapter will hold their annual proficiency race in association with the Cleveland National Air Show again this year. Labor Day Weekend activities will cover a 4-day period, with the proficiency race on Saturday, September 3rd. Information and race kits may be obtained by sending your name, address and \$3.00 to Helen Keidel, 435 Dumbarton Blvd., Cleveland, OH 44143.

SOUTHWEST

Lincoln's Birthday dawned gloriously above the 800 ft. solid overcast in the San Francisco Bay Area. Two Bay Cities planes with their instrument rated pilots pierced the gray of the fog and shortly after passing San Jose were flying in clear albeit hazy conditions. A warm sunny day at Oceano was enjoyed by Marge Carmine, 49½er Duane, Helen Kelton, Joyce Wells, 49½er Hal, Viv Harshbarger, Gail Wagg, and daughter Dawn. There was plenty of time

for a stroll along the beach. Luncheon for the lucky eight was at the Spanish Seas nearby. Delicious Mexican food was enjoyed by the majority. On the way home we circled San Simeon Castle, a jewel amongst the rolling hills. The Big Sur coastline was CAVU, Monterey scattered with fog and the Golden Gate busy with sightseers welcomed us back. A day that must by repeated, we all decided!!!

San Diego Chapter had a very successful fly-in to Borrego Desert. Mary Egarr and 49½er live there on a private air strip. Ten planes and 2 motor coaches brought in about 44 people for lunch and a spirited spot landing contest. Diane Stocklin beat out Board Member Betty Wharton by 10 feet, but Betty reports that second prize was nice, too.

Another spot landing contest was in progress in March, this one conducted by the Santa Clara Valley 99s at Hollister, CA.



Marion Banks, AWTAR Chairman, made a trail blazing stop at Palm Springs to discuss the start of the 30th Anniversary Commemorative Flight with Coachella Valley Chapter. Seated are Ilia Mae Carosell, Start Co-Chairman, Marion Banks and Jean Patane, Start Chairman. Helping with arrangements are: Mike Fife, Bob Whitehair, and Henry Harris.



Marge McLean

Marge McLean **Chairman, Arkansas** **Aeronautics** **Commission**

Marge McLean, Treasurer of the Arkansas Chapter of the 99s, has recently been named Chairman of the Arkansas State Aeronautics Commission.

Not only has she been prominent in aviation, but in addition, Marge is a board member of the Pulaski County Chapter of the American Red Cross and also a board member of the St. Joseph Home for Children.

In the past she has held the highest offices in the United Way for a woman. She is the former Vice President of the United Way and is a former Chairman of the Womens Division of the United Way Campaign. She also is a tennis champion, having won the Little Rock Mixed Doubles.

in **the** **99s** **News**

MIDDLE EAST

Carol Roberts, Maryland Chapter, spoke to the Air Law Symposium, sponsored by S M U Law School in Dallas, TX on the status of the flight recorder in modern aircraft. Carol is on the International Council of the Society of Air Safety Investigators. **June Hanson** had an article published in the **North Atlantic Aircraft Bulletin**. She wrote about the MD Chapter Speakers Bureau.

NEW ENGLAND

Eastern New England's Mona Budding, acting as District I Zonta International Amelia Earhart Chairman, presented awards to three girls going to school in the New England area who received the Zonta AE fellowships for advanced study in aeronautical science or related subjects. Featured speaker for the AE night was **Lois Auchterlonie**. She spoke on the WASPs, the 99s and flying!

NORTH CENTRAL

Lois Feigenbaum presented an award to Anna Chenault at the Bishop Wright Aviation Industry Awards Banquet in New York on March 24, 1977.

Mary Ann James, Cape Girardeau Chapter, reported in January to Ft. Rucker, Alabama for Rotary Wing Flight School for the MO National Guard.

Minnesota's Linda Haedge was recently a speaker at the Minnesota Aviation Trades Association Convention in Grand Rapids.

SOUTH CENTRAL

Houston is proud that their member, **Alice Seaborn**, was asked to speak to the General Aviation and Pilots Association on her exciting trip to Alaska in a Taylorcraft.

Eileen Anderson has passed her real estate test and will work in the office of **Shreveport Chapter's Dottie Ports**, a well known Shreveport realtor.

Shreveport's Helen Wray was selected by the Zonta Club to serve as judge in their selection of a recipient of the annual Aviation Service Award. She also presented the award at the Amelia Earhart banquet held in January.

Six members of **Blue Ridge Chapter** were guests of the Zonta Club of Greenville at their February meeting honoring Amelia Earhart. Alice Saad from Cairo, Egypt

spoke to those assembled. Ms. Saad, who is working for her doctorate in Aerospace Science, gave testimony to the opportunities now available to women in the aeronautical field.

SOUTHWEST

Laverne Gudgel is now serving on the City Council of Chowchilla, CA. Laverne is a member of the **San Joaquin Valley Chapter**.

Sue and Walter Windus, Santa Clara Valley, were recently interviewed by San Jose Radio Station KRRX 1500 Radio regarding possible seaplane operations at Anderson Reservoir one day a month. This proposal was recently turned down. Now being considered as a base for seaplane activity is Calaveras Reservoir.

Winnie Evans is Secretary of the Utah Pilots Association, and **Nancy Reuling** is the Treasurer. Congratulations gals.

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New Members

Of The Month

"I learned to fly because I couldn't have a washing machine," says **Paula Allsopp**, new member of the **East African Section**. Paula teaches chemistry at Alliance High School outside Nairobi, and has been flying since 1972. She now flies her own Fournier, a powered glider. In 1975 she won the Aero Club of East Africa's Novice's Trophy.

Another new member in Nairobi, **Cassandra Phillips**, was taught by the Aero Club of East Africa's Ace, Jim Spall, to do "loops, rolls, stall turns, roll-off-the-top's and any combination of all four. She teaches geography at Loreto Convent Valley Road School.

Lynn Armstrong, Carolinas Chapter. Lynn is an energetic flying grandmother and another good example of age being no barrier in learning to fly. Hubby Paul runs the T-40 and F-4 Simulators at Shaw AFB.

Hi Desert Chapter has welcomed new member **Ellie Franklin** to the 99s. Ellie soloed and took her checkride in the family Navion.

A new member of the **Oklahoma Chapter**, **Janie Watson**, is a Captain in the OK Civil Air Patrol. She recently headed an S&R mission in western OK for a missing pilot. The searchers ended up "dust-bound" in Elk City while the pilot was in Dumas, TX, 90° off course.

Beaming with pride at her new 99 pin is

Where are they now?

Keeping up with 99s who are Movin' Around

Betty and Art Lambert are back in **San Diego**, after 3 years in Marquette, Mich. Art says it was just TOO cold there! And **Sacramento's** loss is the **Carolinas'** gain. **Yvonne Williamson** recently transferred her membership when she and her family and their faithful Cherokee 140 moved to Pineville, N.C. Yvonne, an RN, works in the Coronary Care Unit at Presbyterian hospital in Charlotte.

Betty Miller, formerly of the **Aloha Chapter**, is now living in Florida, as is **Sally Buegeleisen**. Both gals recently attended a meeting of the **Suncoast Chapter**.

Two 99s now living in the **Utah** area are **Jean Coffman**, formerly of **Washington, DC Chapter**, and **Joan D'Amico**, from **Eastern Pennsylvania**. **Albuquerque Chapter** has welcomed **Ann Turley**, who came from Harrisburg, PA and **Marie Theisen**,

from **Long Island**. **Chaparral's** newest member is **Elizabeth "Libby" Pruitt**, a transfer from the **Phoenix Chapter**.

Golden West Chapter reports that **Julie Ames** has moved from Lemoore to Clovis, CA and hopes to obtain her CFII before too long.

Greater Seattle was most happy to learn that **Carol Cansdale**, a Stewardess for Air West, has moved back to Seattle from Phoenix, AZ where she was transferred for about three months. She is a most enthusiastic pilot and has a very bright future in the flying world. **Lubbock Chapter** also welcomes back a returning member, **Betty Richardson**, who has recently returned from Virginia. Betty's husband, JD, is with the University of Texas, Permian Basin, where he is Professor and Coordinator of Aviation Management and has an exciting new aviation program going.

Some San Francisco Don'ts

- **Don't** pack a tropical wardrobe; the mercury hovers around 59 degrees even in summer.
- **Don't** stand directly behind a cable car gripman, you'll get the wind knocked out of you when he jerks back on the brake lever.
- **Don't** send for an ambulance if you hear a chorus of moans, groans, grunts and wails; it's the fog horns.
- **Don't** plan to go swimming in San

Francisco Bay unless you're a member in good standing of the Polar Bear Club.

- **Don't** dine in an authentic Japanese restaurant if you have a hole in your sock.
- **Don't** board a public conveyance without a quarter or 25c in coin, the drivers don't make change.
- **Don't** be surprised if you're socked-in one minute and can see forever the next; the coastal mists are capricious.
- **Don't** spell Nob (for nabob) Hill with a K.

Welcome Back!

Austin Chapter

February 1 marked the first meeting of members in a new chapter located at **Austin, Texas**. Enthusiasm is running high as this chapter, originally chartered in 1964, is trying once again to reorganize. On February 19, the chapter held an open prospective member meeting at Ragsdale Aviation to encourage women pilots in and around Austin to join. A substantial number of area pilots indicated interest in the organization, and the meeting was especially significant as **Jerry Ann Melton, Governor of South Central Section**, was present to acknowledge the re-chartering of the new chapter. She presented **Austin Chairman, Jo Payne**, with a chairman's gavel to mark the occasion. **Mary Able**, long time member of the **Houston Ninety-Nines**, was also present with two other Houston members to address the group and celebrate the event. Other Austin officers include **Martha Thompson**, Vice-Chairman; **Irene Glass**, Secretary; **June Barnes**, Treasurer; and **Kathy Griffis**, Membership and Public Relations Chairman. The chapter plans monthly meetings on the third Saturday, and the meeting on March 19 will feature a trip to Radar Approach Control (RAPCON) at Bergstrom Air Force Base, just outside of Austin. The new chapter is 'off and flying' and hopes to provide many services, educational events, and just plain fun for women pilots in Central Texas.

For additional information, please contact:

Kathy Griffis
5506 Grover, Apartment 119
Austin, Texas 78756
Austin Chapter, South Central Section

Going to Australia?

For a mere \$1 donation to the South Central Section Treasury, you will be eligible for drawing awarding the winner \$1000 toward her ticket to the Australian Convention in '78 (or an equal value in avionics). Substantial 2nd through 5th prizes also. Send your donations to SCS Treasurer Marilyn Cragin, 3731 Waymore, El Paso, TX 79902.

Drawing will take place at the 1977 International Convention in SFO.

MEETINGS

EAST AFRICA

The **East Africa Section** had another safety talk in January, this time on weight and balance and loading problems, with helpful tips by Bill Blowers, a civil engineer who is a member of the Aero Club of East Africa, where the 99s now hold their meetings.

EAST CANADA

Eastern Ontario's March meeting was open to the aviation public. **Virginia Cunningham** arranged a Weather Night in co-operation with the Atmospheric Environment Services.

The **East-West Canada Sectional Meeting** will take place at the Chateau Laurier, Ottawa, April 15-17, hosted by the **Eastern Ontario Chapter**. They are pleased to announce that the after dinner speaker will be Hugh Whittington, who is the editorial and advertising assistant for "Canadian Aviation".

Claude Demers Visits Montreal Chapter

The **Montreal Chapter** had a very enjoyable informal luncheon meeting in February at which we entertained **Claude Demers** from Tours, France. Claude at present is a mathematics teacher with her Commercial, Twin and IFR ratings and is working on her instructor's rating. She would ultimately like to make a career of flying and came to Montreal on her winter break to look into the openings and opportunities for women pilots here. She was well looked after by various members of the **Montreal Chapter**, with visits to DOT, simulators, towers, etc., and a night flight to Quebec City.

NEW YORK-NEW JERSEY

Finger Lakes Chapter Tours Radar Room

The January meeting for **Finger Lakes 99s** was a tour of the Monroe County Airport tower and radar room. A snowy, bitter cold night kept many home but the ones who did venture out were given an education and new look at the problems of air traffic control.

Our February meeting found us all flying

an ATC simulator provided by Key Aviation. **Joan Prehn**, our member-flight instructor instructed us each in its use.

The **Hudson Valley Chapter** had a very interesting meeting in February at the Sky Acres Airport, Millbrook NY. It was a planning meeting for the 4th annual Empire State 300 Race which is held in October. The educational feature of our program was a quiz on FARs held by **Nancy Moore**, flight instructor for Carroll Air Service at the Kingston Ulster Airport. Another Hudson Valley Chapter 99, **Ginny Styles**, owner of Sky Acres Airport and Styles Aviation, gave a very informative talk on Aircraft "paperwork", including form 337, and stressed the use of shoulder harnesses in aircraft. Ginny also suggested carrying a "space blanket" which is very light and quite inexpensive. The space blanket is not only used for warmth but has a shiny side and can be used for signaling purposes. Another very valid point was made when she explained the importance of proper dress and foot wear for winter flying.

NORTH CENTRAL

A bright, sunny, but ever so cold day greeted the **Central Illinois 99s** who met Feb. 5 at Capitol Airport in Springfield. A surprise visit from International President **Lois Feigenbaum**, who flew up from Carbondale in N 4136P, was the highlight of the day. Extraordinary effort to get to the meeting was evident; some chipped ¼ inch ice from wings, others put heaters on stubborn engines, and when all else failed, even drove three hours to get to the meeting. That is typical of the perseverance of the Central Illinois 99s.

Iowa Chapter held their February meeting in Des Moines. On tap was a tour of Salisbury House, a 42 room "castle", which is a replica of "Kings House" in Salisbury, England. They report both the house and its furnishings are very impressive.

Lake Erie Planning Extra-Special Fall Sectional

A committee has been working diligently on plans for an extra-special **FALL SECTIONAL** meeting which the **Lake Erie Chapter** offered to host in 1977. Since you've probably heard that Cleveland is the "Best Location in the Nation", the North Central Fall Sectional Meeting will offer you a chance to find out firsthand. You can fly into Burke Lakefront Airport right downtown, where the National Air Show is held each September, and which is only minutes away from our hotel headquarters. Shopping, unique gourmet treats, and a special Friday night treat will be awaiting the attendees. An event you won't want to miss!

NORTHWEST

At their Valentine's dinner **Far West 99s** and 49½ers learned of Dr. Lloyd Griffith's experiences using the airplane as an agent of mercy to reach remote areas of Malaysia where he taught dental techniques to missionaries already there.

SOUTH CENTRAL

Coastal Bend 99s Plan Special Sectional at Galveston

How would you like to spend a weekend in a Hotel that provides: Complimentary Beer on Tap in the Lookout Room; Cocktails at no charge during the Happy Hour; A newspaper at your door in the morning; Coffee — Compliments of the house; A juicy apple free before retiring; Fishing in the sea from a pier; A stroll on the beach? Sound good? Well it will be. **COME TO FALL CONVENTION IN THE HISTORIC PORT CITY OF GALVESTON.**

Houston 99 Reports on Survival Trip

In the fall, **Timi Kramer**, **Houston 99**, and her 49½ Paul, flew to Raton, New Mexico for a one week survival course offered to pilots by the National Rifle Association. This course was designed to teach survival after an airplane crash, and

was the first time a course of this type has been offered to pilots. At a later meeting, Timi presented the basics of her survival trip. The Houston Chapter plans to sponsor a survival course for all local pilots in the spring.

Prospective 99s View Headquarters

The Oklahoma Chapter held their February meeting at the 99s International Headquarters for our prospective members. After looking at the pictures, trophies, awards and treasures, one stands in awe of the 99s, past and present.

Spanish Peaks Chapter's January meeting was a "New Year's Dinner", for chapter members, families and 66s. The dinner was held at the home of Ann Courtright.

Tulsa 99s Participate in Operation Raincheck

Some of us can learn from other people's mistakes, and some of us have to be the other people. Invest your time in Operation Raincheck, as several Tulsa 99s have, and become a safer pilot. Subjects covered were: VFR and IFR Air Traffic Control Procedures and Stage III in the TRSA, Flight Planning, Weather Briefing, FARs, Accident Prevention, Emergency Procedures, Wake Turbulence, and Vertigo. You can actually sit in with a controller and plug in on Radar Positions. A special thanks to Jay Nelson, GADO, who covered Accident Prevention.

SOUTHEAST

Carolyn Griner to be Speaker at Southeast Sectional

Banquet speaker for our Southeast Section Meeting in Montgomery on April 15, 16, 17 will be (Mrs. Donald B) Carolyn Griner, an Astronautical Engineer, currently working at the NASA — Marshall Space Flight Center in Huntsville, Alabama.

Carolyn, along with three other women who are working at the Flight Center, spent five days in 1974 in the General Purpose Laboratory (GPL). The GPL simulated in size and configuration the Spacelab being built in Europe. They completed a program of scientific experiments of the type which will be carried aboard Spacelab.

She is presently materials engineer in the Physical Sciences Branch, Materials and Processes Laboratory.

We are looking forward to hearing her speak and know we will all be enlightened by her experiences in our Space Program.

North Georgia & Carolinas Chapters Have Joint Meeting

On Sunday, February 6, North Georgians Carolyn and George Upton, Phyllis and Hugh Smith, Dave and Joyce Akers, Carolyn Baker and Bobbie Chapin joined members of the Carolinas Chapter for the

"OH, NO! IT'S A SPIRAL!"

by Jean Turner

Gauges normal, trim set, throttle advanced to 100% RPM, flaps 60 degrees. Ready for takeoff 04 Left.

The speed builds up rapidly. Rotate at 150 knots. Now we are climbing at 1500 fpm toward our assigned altitude of 30,000 feet. Maintain that heading of 080 degrees and level off at FL30. So far so good! This really isn't so bad after all.

Oh, oh — trim wrong. Up a thousand! retrim — down a thousand, up, up, up again. The stall warning screams at us. Nose down! "Nice recovery," says the instructor.

Hey, how come the attitude gyro looks so funny? Oh no! It's a spiral! Level the wings and ease the nose up gently. It's climb, dive, trim and retrim, sweat and swear a little under your breath as everything goes wrong all at once. Red lights are flashing all over the place and dials are spinning wildly! Oh Lord, I can't get it level!

SILENCE Another 99 has augered-in in the Shaw Air Force Base T-40 Jet Simulator.

Carolyn Chapter's Shaw AF Base members Jean Turner, Lynn Armstrong and Pat Kirkland hosted the Carolinas, North Georgia and Deep South Chapter 99s and their 49½s at an exciting meeting held at Shaw AF Base in February.

After creating quite a stir with their arrival at Sumter Airport (most of the male

pilots present had no idea what a 99 is but we quickly educated them!) the 30 gals and guys lunched at the Shaw NCO Club. Following lunch they were given a tour of the Radar Approach Control Facility (RAPCON). Being the first CAVU day in weeks, the radar screens were full of blips showing all of the pilots out exercising sluggish engines and creaking airframes after a TOO COLD winter. We were shown how Precision Approach Radar (PAR) works, how an assigned transponder code helps keep us separated from each other. The tour made us all appreciate the difficulty of the controller's job. It was also nice meeting some of the voices we have all talked to at times.

The day was climaxed by each person being allowed 15 minutes of flight time in the T-40 Jet Simulator. Let me assure you it is a far cry from a J-3 Cub or even a Bonanza! There was a good assortment of super ability (just keeping it straight, level and in control takes real skill) to spins, spirals, dives and crashes. We can all have a new addition to our logbooks as we had instructors present who can sign us off. It was the chance of a lifetime for most of us.

I think everyone present really enjoyed getting together with neighboring chapters and getting to know one another. There was a terrific exchange of ideas and enthusiasm.

day at Sumter, South Carolina. After the business meeting and lunch at the Shaw A.F.B. N.C.O. Club, everyone toured the RAPCON (Radar Approach Control) facilities and learned some very valuable information from the Air Force Lieutenant serving as their guide. Then everyone was given the opportunity to fly one of the Air Force simulators — the military version of the Sabreliner, providing a real treat for those who has never flown a jet before.

SOUTHWEST

Janie Postlethwaite was the guest speaker at the January Meeting of Golden West Chapter. She and husband, 49½ Hart, have been very active in promoting RDF (Range Detection Finder) as a more accurate means of determining where the ELT signal is actually coming from. As you know, "bounce" is a main problem with the ELT signal.

SFO IS

When New York is hot, San Francisco is not. Or hardly ever. Daytime temperatures beside the Golden Gate average 60-65 degrees in summer. If the mercury rises above 75, the locals complain of a heat wave, and completely lose their cool. If it stays there for more than two days, they peer feverishly seaward. And, sure enough, there it comes, trumpeted by a flourish of foghorns!

San Franciscans have it made. The same clothes — knits, light wools, and worsteds — suffice year-round. Women coming to the convention will be most comfortable in suits, pantsuits or street dresses worn with a jacket or topcoat.

THE PLACE TO GO



EAST AFRICA

Linda Pearson completed her first ferry flight in a Cessna 150. The aircraft was bought by the Somali Air Force for training purposes. Linda flew it to Mogadiscio, capital city of Somalia, stopping at Kuinga on the coast of Kenya for fuel.

NEW YORK-NEW JERSEY

Hudson Valley Vice Chairman Margaret June Simpson had an exciting time in Juneau, Alaska recently. She had the rare experience of flying herself over Glacier Bay.

NORTH CENTRAL

Several **Central Illinois 99s** (and 49½ers) have joined the birds and flown south during Illinois' cold, cold winter. **Ruth** and **Bob Teel** flew 9209W to Clearwater, Florida. **Jean** and **Mac McLaughlin** took two 172s filled with students and friends to Key West. They had beautiful VFR both ways. They left for Mexico in late February in two 310s. **Mary Groesch** flew to Florida and Freeport, and attended the EAA Fly-in at Lakeland, Florida. **Barb Brusseau** and **Mary Waters** flew to New Orleans to go for a "gulf boat ride".

Sue DeWulf, **Chicago Area Chapter**, and family VFR'd to Key West. Flying to Palm Springs, **Polly & John Gilkison** tied down the Skyhawk at Las Cruces, NM next to a Bonanza with three, jolly 99 **Dallas Redbirds: Helen Wilke, Pat Jetton** and **Kathy Long**, members of the Intl. Connoisseurs of Green and Red Chili, there for a serious convention.

Lois and **Chuck Bendixen**, **Iowa**, have been skiing in Wisconsin, Michigan & Colorado. **Gwen** and **Keith McClure** flew to Dallas for Greater SW Radio Controlled Show. **Annetta** and **Bob Haack** flew to San Antonio to get out of the cold. **Ann** and **Stan Clay** returned from 2 weeks in Mexico.

Lake Erie's Louise and **Dan Muranko** headed for warmer climates. They've flown to Florida a number of times, so may even include a Caribbean cruise this time.

Also fleeing Lake Erie, **Beverly** and **Paul Demko** flew to Disneyworld. No surprises for the VFR pilots on the way down, but not so on the way back! The unusually bad weather forced them down at New River Valley Airport in Virginia, where their C-150 was tied down for almost two months. They thumbed a ride back to Cleveland with an instrument-rated pilot-friend. This winter just has not been one for the VFR people.

NORTHWEST

Montana 99 Dorothy Albright and 49½er **Ronald** again made their annual pre Christmas flight to Guatemala. Roland and Dorothy load their Cessna 185 with supplies for the missionaries in Guatemala City. For the first time in 7 years, they took a passenger, **Rosella Johanson**, an active Flying Farmer member. While in Guatemala City, 49½er **Roland** did considerable flying of Doctors, Dentists, and others into more remote flying fields, especially for follow-up of earthquake reconstruction.

Montana 99 Chairman Liz Gunn reported having had a super fantastic Christmas in Spain. She and 49½er **Phil Gunn** picked up one daughter in New York en route and flew on via commercial jet to Spain to join another daughter already over there studying. Ole!

Julia Pfile, **Utah Chapter**, had an enjoyable flight to Colorado recently, and **Lila Fielden** has flown to San Diego twice to visit her sister.

SOUTH CENTRAL

Golden Triangle Chapter Chairman Pat Evans has been quite busy flying back and forth to Austin, Texas with her husband, Charles, who is a State Representative.

Jackie and **Harry Hansen** flew to the Stock Show in Denver, Colorado. **Pat**



A SIZEABLE ADDITION The aircraft in Embry-Riddle Aeronautical University's fleet suddenly looked smaller when this Viscount airliner arrived recently on the University's flight ramp. The big ship, formerly owned and operated by United Airlines, is one of ten donated to Embry-Riddle for the furtherance of aviation education. The donation was made by a small group of Salisbury, MD businessmen. This aircraft is the first turbine powered craft to be made available for educational purposes at Embry-Riddle. The 44 passenger Viscount has four Rolls-Royce engines and is equipped with electronic and other subsystems associated with complex aircraft. A number of Viscounts are still flying throughout the World, serving as commercial airliners and corporate executive aircraft.

Photo by Harry Dearing

Flying

A Travelogue of Ninety-Nine Trips and Flying Fun

Moore and Glenda Galey took 8 people to the horse races in Shreveport. Pat stopped by her home town of Canton on the way and picked up her mother who had never been to a horse race in her life, number one, and number two had never flown at night (the return trip), but fortunately weather was perfect and we now have a much less fearful flying enthusiast.

Oklahoma's Arlene and Hoyt Walkup completed their annual Central American tour with the Flying Farmers. Not a tremble when they reached Guatemala City this year.

Shannon and Dick Crouse, Spanish Peaks Chapter have made trips to Iowa and Denver recently. **Joan and Dale Alyea** made a trip to Apache Junction, Arizona. In addition, the Crouses, Alyeas and several other Pueblo pilots flew to Las Vegas, Nevada. The normally short trip lasted 6½ hours as the planes skirted snow showers and low ceilings. Las Vegas luck held, however, with a clear trip home.

Tulsa 99 Sue and Ken Duncan flew their Mooney to the Phoenix Air Races.

SOUTHWEST

Jeanne Abramson, Golden West Chapter, and 49½ Al, spent several weeks in Fiji. Some people will do anything to avoid the cold weather.

San Fernando Valley's Donna Zwink and Joyce Neal, with 49½ers Wendell and Ralph, donated their planes and flew the annual charity flight with the Litton Flying Club to San Diego. Four tons of food and clothing were transported in 22 airplanes.

Ruth Mayle, San Fernando Valley 99, left her purse on top of her plane at VNY when they departed for Las Vegas. Her "mad money" was still in the purse which had been turned into the airport office by another honest pilot Thomas Ambroic.

Everyone dreams of exciting flying vacations, but **Pam and Victor Vander-Linden, Palomar Chapter**, take them! Joining the Baja Bush Pilots for a second safari, Pam and Victor leave March 18 down the western coast of Mexico to Guatemala and Costa Rica. Next stop is the Panama Canal where they will spend three days. Then the group of 25 planes head north on the eastern coast spending some

time at San Blas Island, Honduras, San Salvador, Yucatan. When they return April 6, chapter members will eagerly relive the trip with them through their pictures and stories.

Reno Area Chapter member Elaine Brown flew to Carson City with new Private Pilot Renata Neumann (a future 99, we hope) in a brand new Cardinal where they had lunch with Nevada Supreme Court Justice Al Gunderson.

Jean Seaton did all the flying when she and her airline pilot husband Dunham took a trip from **Reno** in their Cessna 210 to Tucson, New Orleans, San Antonio, and **Wichita** where Jean's 49½er went to Lear Jet school.

Mary Boles and her daughter **Lori** flew with **Gerry Gardiner** in a Comanche to Illinois Airport, a fire jumper base near Cave Junction, Oregon.

Kathy and Pat Groves, Santa Clara Valley, flew to Palm Springs, in an Arrow. **Joan Enyeart and Connie Gould** flew to Santa Paula in a 172, to check out a tandem, low wing 150 hp Varga Kahina. **Willy and Russ Gardner** are on vacation flying in South America.

Charlotte and Chuck Morrill, San Joaquin Valley, made their annual flight to Guatemala. She and Chuck spend much of their time collecting clothes for a village in the remote mountains of Guatemala and spend vacations helping rebuild after the earthquake.

Dottie and Mac McAllister made a trip to Mexico's Yucatan peninsula in their Comanche 260B. Airport personnel were courteous and helpful all along the way, and peso devaluation makes Mexico a vacation bargain. Highlights were the Mayan ruins of Chichen Itza and snorkling off Cozumel.

99s Join AOPA Cruise

Three members of the Ninety-Nines from different parts of California were on board the Greek Ship "Golden Odyssey," for the AOPA air-sea Panama Cruise from January 23 to February 2. The fortunate three were **Margie Gillen, Van Nuys Chapter; Valeria Gumsinger, Palomar Chapter; and Miriam Burcham, Sacramento Valley Chapter**. Toward the end of the trip they got together with the other members of the AOPA on board for a delightful afternoon of hangar flying in the Calypso Lounge as the ship cruised through tropical waters off the coast of Mexico.



Off to India

Off to India after a pre-flight information "hangar session" are **Virginia Showers and Norma Futterman of Los Angeles; Mary Pinkney, Ruth Gay, and Margaret Callaway of Long Beach; Lea Liersch of El Cajon**. Missing for the photo were: **Berni Stevenson, Sally LaForge; Wally Funk of**

Long Beach and Sandy Harpster of Long Beach.

In addition to the usual talk of weather, clothing, suitcases, medicinal preparations, etc. these official representatives of their respective chapters discussed taking varied aviation materials that could assist the Indian Section in their general aviation endeavors.

BREAD AND BUTTER AVIATION



Instructor Refresher Course #58, London, Ontario, 21-25 Feb. 1977. Women instructors in the course were: (Row 1, -5) Verna Trivett; (Row 2, -1) Marion Orr, First Canadian Chapter; (Row 3, -7) Felicity McKendry, Eastern Ontario Chapter; (Row 4, -9) Debbie Theaker.

EAST CANADA

CIVIL INSTRUCTOR REFERESHER COURSE

In Canada civil instructor refresher courses are sponsored by the Ministry of Transport and jointly administered by the Royal Canadian Flying Clubs Association and the Air Transport Association of Canada. Two were held recently in East Canada, one at Moncton, N.B. Feb. 14-18 and one at London, Ontario, Feb. 21-25. It has been a method to correct weak instruction areas calculated from flight test reports and accident reports. Out of 170 applications **Marion Orr** of **First Canadian Chapter** and **Felicity McKendry** of **Eastern Ontario Chapter** were fortunate to be accepted among the 30 attending Course #58 at London.

One aim of this course was to make **TEACHERS** out of instructors with the emphasis on preparatory ground briefing

and pre-flight briefing. Every instructor there worked diligently toward this end. It's interesting to observe how one common interest — aviation and instructing in particular — can unify such a diversified group.

We were informed that cross-wind landings were the biggest factor in accident statistics and off airport approaches, short field landings, (over an obstacle) and forced approaches received the large number of low marks on flight tests. So these procedures were really scrutinized.

It is hoped that those attending will pass on to fellow instructors the many helpful points when they return to home base. Six hours of flying was scheduled but due to bad weather only 50% of this was achieved.

It was a terrific 5 days...a minimum of 65 hours effort!...but thoroughly worthwhile and appreciated.

Thank you MOT, RCFCA and ATAC.
Felicity McKendry

NORTH CENTRAL

Evelyn Braese, from **Cape Girardeau Chapter**, is now working for the Flight Service Station in Paducah, KY.

Greater Detroit Area Chapter member **Doris Buhr Kilanski** was in the Women-in-Aviation area during Eastern Michigan University's Career Day held in Washtenau-Wayne County in February.

Iowa members are getting involved as professionals in Aviation. **Jeanne Bedinger** is now a full time instructor for NW Flyers in Sioux City. Her PPD co-pilot, **Carolyn Rowney**, has a new multi-engine rating, and both have recently qualified as 135 pilots. Another member, **P.J. Henderson**, is now an FAA Pilot Examiner for Private, Commercial and Instrument ratings.

Kathy Vargo, **Lake Michigan Chapter**, has accepted a position with the FAA as an Air Traffic Control specialist and started training in February.

SOUTH CENTRAL

Ima Jean Huff, **Top of Texas Chapter** Chairman, is now working as Chief Flight Instructor and Manager of the Flight School at Llano Aviation in Amarillo.

SOUTHWEST

Pamela McInnes, **San Fernando Valley's** Vice Chairman, now covers the valley for **Valley Sky Watch** for station DGIL (1260) in a Cardinal every morning from 7-9 a.m.

Utah's Carol Rayburn recently attended a Pilot School Certification Course at the FAA Academy in Oklahoma City.

Santa Clara Valley's Dian Ward started training in January for the position as United's Flight Operations Instructor. Dian will soon be teaching whole crews the transition from 727's and 737's to DC 8's.

EASTERN ONTARIO CHAPTER WINS SUBSCRIPTION CONTEST

Several chapters have ordered multiple subscriptions as gifts for their friends at the FAA, FBOs and future women pilots. However, no other chapter placed an order which topped that of six subscriptions given as gifts by the Eastern Ontario Chapter. Hope you gals enjoy the musty bottle of Don Q. rum hand carried 2190 miles from St. Thomas, V.I. to Houston on a sailboat by former editor Sandra Lapsley.

Other chapters in contention were: Idaho, North Dakota, Seattle, Santa Barbara, Phoenix, Oklahoma, Los Angeles, and South Louisiana.

While the contest is over, subscriptions may still be ordered at any time from 99 NEWS office, P. O. Box 59965, Oklahoma City, OK 73159.

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

NAME _____

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

Gift of _____ and/or _____
Name Chapter

PERSONALS



(L-R) Michael Fronch, Elizabeth Overbury Fronch and Sheila Scott.

Wedding Bells Ring for 99s

It was a wedding of dash and daring. In fact, guests were surprised that the couple could get down to earth for long enough to go through a marriage ceremony at Chelsea Registe office in London.

The bride was **Elizabeth Overbury**, former governor of the **British Section**, one of the first women ever to fly a jet plane solo and the first British woman to do so. She married South African businessman, **Michael Fronch**. The guest of honour was the other female air ace, **Sheila Scott**, founder of the **British Section** who holds the world record for a round-the-world single flight. Needless to say, the couple **jettied-off** for their honeymoon.

Maple Leaf Chapter's Sharon Carbonneau became the wife of **Richard Moon**, Chief Flying Instructor of **London Flying Club** on February 5 at the **London Flying Club**. Maid of honour was **99 Gloria McRae**, and **Dr. Graham Tipple**, ex-air-force personnel, officiated. Guests included several other **Maple Leaf Chapter** members. The couple took off in a **Cardinal RG** for two weeks honeymoon in **San Diego, California**.

Buffalo Air Park, a general aviation airport where many **Western NY** members

have planes hangered, had the misfortune of having its main hanger collapse during the **Blizzard of '77**. Sixteen planes were totalled because of the weight of the snow bringing down the whole roof.

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.

NEW HORIZONS

Buckie Johnston, Mt. Diablo Chapter.

Katherine C. Miller died suddenly at her home in early February. She will be missed by the **Washington DC Chapter** as their **Chairman** and a very involved chapter member. As an accomplished artist with recognized talent, the world will miss her great creativity. And each of us will remember her as a wonderful friend, a gracious lady, and cherish the memories of our times shared with her.

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



4½" Armetale Mug w/99 Compass Rose. \$11 PPD. **Indiana Dunes 99s**, **Michelle McDonough**, 800 Carrie #8, **Rochelle, IL 61068**.

HIGH FLIGHT

This beautiful poem is now available with 99 logo suitable from framing for \$1.50. Limited quantities of it as a small desk plaque are available for \$3.50. Order from **Memphis Chapter**, **Carolyn D. Sullivan**, 4807 Childs Dr., **Memphis, TN 38116**.

BUDDING WRITERS WANTED

Ima lookin' for in-depth articles on **White Knuckle Flights**, **Super Special Safety Seminars**, **Soaring and/or gliding**, **Seaplaning**, and features on really great places to fly to. Share your knowledge with the **99 NEWS**.

Get a high performance Cessna II with Nav-Pac and get your IFR instruction free.*

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See your participating Cessna Dealer now, and he'll teach you and your new airplane how to make the most out of the sky.

* Your PARTICIPATING CESSNA DEALER will provide you (as part of your purchase) with the required 40 hours of supervised dual instrument instruction, including necessary student material, toward your instrument rating. In the event you require additional instruction over and above the 40 hours provided, it will be available on an hourly basis at the dealer's established rate. Your own airplane is used at your own expense for the training.



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