

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

May 1977



SFO — The Place to Go — . . . . 6  
AWTAR Has First-Day Drawing — . . . . 19



# VIEWPOINT

To: The Editor—

I have just read the March, 1977 issue of the NEWS and would like to comment on a column entitled "Legislation Information" by Joan Kerwin, specifically where it deals with the FAA's desire to pry more deeply into a pilot's background. Joan's emphasis is on taxpayer cost for a more-detailed investigative procedure vs the possibly small percentage of pilots the FAA feels it would help them detect, thereby possibly preventing SOME accidents. I will respect her points of issue regarding large investment for small return. However, once I have voiced my points, I leave it to the reader to determine whether or not the investment for small return is better or not . . . whether "snooping" on our related histories is to our advantage or disadvantage.

Her reference to "Shades of Orwell's 1984" might be more suitable if we were able to say that FAA "snooping" does nothing for us other than harass us for no reason. However, I believe their intent is to do each of us a favor in an effort to further safety. If we have nothing to hide from their "snooping" that would jeopardize our medical certificate issuance, they could well surface some fact we were unaware of that would, when discovered, give us cause for concern as pilots. Or they could detect a "high risk" pilot who will be in close proximity to one of our aircraft in the sky sometime. All of a sudden, "snooping" doesn't sound like such a "dirty word" or cruel assault on our desire for privacy. In fact, "snooping" is a poor choice of words for a practice being contemplated for the purpose of preserving life.

I have had frequent occasion to witness (as a Flight Instructor, FAA Safety Counselor and member of the pilot community) the wide variety of quality and thoroughness with which many doctors administer the FAA's medical exam. I have also known many pilots with disqualifying conditions or histories who walk away from the examiner's office with a medical certificate and a deceitful chuckle. Yet I have to fly in the sky with many of them every day. It does not instill my confidence in the FAA's current system of medical certificate issuance. I don't like the pilot who tells me how easy it was to deceive the doctor and freely recommends him to other pilots with known disqualifying problems or histories. It's all too easy under the present structure of issuing medical certificates.

Case in point: A private pilot who, prior to issuance of his Private Pilot License, had a medical noting he had only one eye and hence would be subject to a test of demonstrated ability prior to any further test which would result in issuance of a license. Prior to his Private Pilot flight test, however, he had a stroke as a result of a blockage in one of the two main arteries to the brain. He lost his medical and stopped flying for a while.

He later applied for an exemption/waiver under the medical requirements, indicating that 2 years had passed since the stroke with no further related problems. The FAA issued him a new Class III medical with the wording of the waiver on it, which wording was so long it used up all the space and **they overlooked the fact that the "demonstrated ability" requirement was accidentally omitted**, pertaining to the pilot's one-eye situation. The pilot, however, was quite quick to notice the omission and did nothing, as he realized it saved him from being subjected to additional testing.

Shortly after he got the medical with the waiver in his hand, he suffered another stroke and had corrective surgery, as he had done with his first stroke. This time surgery removed blockage in **both** of the arteries to the brain. After surgery, he felt fine

and, saw no "good reason" to tell FAA about it. He still had almost two years remaining on his current medical.

When it came up for renewal, he saw no reason to tell the examiner about his second stroke as he was feeling fine. He was also, throughout all the time he possessed a medical certificate (and prior to it) a proven alcoholic with a history of hospitalization and treatment groups. Although he had two arrests for "driving while intoxicated", HE did not believe he was an alcoholic and disregarded the questions on the medical history form regarding "alcoholism" and "motor vehicle infractions" as not being applicable to him. He deceitfully applied for a renewal of his medical with waiver, which had to go to Oklahoma City for evaluation prior to issuance.

At this point, I stepped into the situation by speaking to the examiner locally who was processing the form. I pointed out the pilot's history regarding alcoholism, alone which I felt was disqualifying and which fact I was fairly certain the doctor had knowledge of through his personal association with the pilot. I got nowhere. As respected examiner, he was even more dedicated to his friendship with this pilot and sympathy for his "unfortunate situations". By this time, the pilot had his Private Pilot license and was awaiting the issuance of a medical certificate he believed was "already in his pocket".

I persisted . . . I wrote to the FAA Medical Branch in Oklahoma City relating every fact I knew and could prove with dates and existing public and hospital records available. Shortly afterward, without any response from FAA to me, I learned the pilot had received a letter of denial on reissuance of his certificate, with only a vague statement to the effect that his last exam results indicated a reissuance was not possible at that time. So the pilot flew occasionally, without a medical, and planned on re-applying again in two years, hoping to get a certificate with a waiver similar to his last one.

If he hadn't died of a heart attack this past year . . . he just might have been able to pull it off! We could say this is only ONE pilot out of many, if it were not for the numerous phone calls he repeatedly received from other pilots with disqualifying conditions, inquiring as to "how he did it; or which doctor to use". They had heard him boast of his accomplishments in this area, or had heard it via the "grapevine".

Whether we call it "snooping" or increased medical investigation, it would have prevented the case I related; it would have prevented the other cases that grew from it by "word of mouth". Had the FAA decided to get stricter and more thorough in their investigative procedures for a medical certificate sooner, perhaps the case I told you of and the pilot's resulting death could have been avoided and corrective measures taken sooner to extend his life. I assure you it was with much soul-searching that I finally elected to report my then-husband to the FAA Medical Branch after I found their "system" had no way of detecting this risk to himself and to other pilots and the public. Unfortunate but true . . . I lived with my "case in point" and came to find he was not as rare an exception as I formerly believed. I still get an occasional phone call at my residence, seeking knowledge on "how to deceive the FAA". I will leave to the reader's imagination the response I give to such calls of inquiry!

Sincerely,

Marilyn P. McLaren  
Advisory Chairman of Safety  
Education Committee  
Member of Long Island Chapter

## ON THE COVER—

The spectacular Golden Gate Bridge, seen above the masts in the small boat marina at sunset. Just a preview of the many sensational views awaiting visitors in glorious San Francisco. See you there for the International Convention in August.  
*Photo by Verna West*



## THE NINETY-NINES, INCORPORATED

International Headquarters  
Terminal Drive and Amelia Earhart Lane  
P.O. Box 59965  
Will Rogers World Airport  
Oklahoma City, Oklahoma 73159  
Return form 3579 to above address  
2nd Class Postage paid at Oklahoma City, OK  
and at additional mailing offices.

# LOOKING UP WITH LOIS



**Publisher** ..... The Ninety-Nines, Inc.  
**Editor** ..... Jan Million (405) 682-4425  
**Circulation Manager** ..... Loretta Gragg  
**Headquarters Secretary** ..... Virginia Oualline  
**Contributing Editors** ..... Sylvia Paoli, Joan Kerwin  
**Editorial Assistant** ..... Nema Masonhall  
**Advertising Manager** ..... Jan Million (405) 682-4425

### Special Articles and Features

Aerospace Education - Headquarters Style .....	17
Alaska Chapter Air Show .....	16
AWTAR Holds First-Day Drawing .....	19
Call to the Colors .....	21
A Flight Into History .....	20
A Good Prop Goes Bad .....	23
May Day Greetings from San Francisco .....	6
99 NEWS Survey Results .....	32
The 99 Tour of India .....	14
Sue Mason - Navy Pilot .....	27
Women's World Records in Aviation .....	12

### Regular Features

Air Race Classic .....	10
Aviation Law .....	4
Calendar .....	5
Chapter Activities .....	23
Legislation Information .....	10

### Advertising

Cessna .....	10
Cesna .....	15
Classified .....	35
Piper .....	4th Cover
Sporty's .....	15

### INTERNATIONAL OFFICERS

**President** — Lois Felgenbaum, 26 Pinewood Dr., Carbondale, IL 62901  
**Vice-President** — Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627  
**Secretary** — Janet Green, Rt. 7, Box 293W, Ocean Springs, MS 39564  
**Treasurer** — Hazel H. Jones, 8536 Mediterranean, Dallas, TX 75238

### BOARD OF DIRECTORS

Charlene Falkenberg, 618 S. Washington St., Hobard, IN 46342  
Gene Nora Jessen, 2814 Cassia, Boise, Idaho 83705  
Betty Wharton, 6441 Montezuma Rd., San Diego, CA 92115  
Esme Williams, P.O. Box 3283, Tequesta, FL 33458  
Pat McEwen, 16206 E. Central, Wichita, KS 67201

Published ten times yearly. Jan-Feb and July-Aug issues combined.  
Annual subscription rate is \$10.00 and is included as part of the annual membership of The Ninety-Nines, Inc.  
Additional subscriptions: \$10 per year.  
Membership Count: 4788 as of April 13, 1977

The other day my husband, Bob, found out that he would have to go up to a small town near Detroit for a business conference and asked me to fly him there the next day. The following morning, we woke up early; I checked weather and had the area FSS confirm my feelings that it was going to be a lovely day, one of those "just perfect" CAVU flying days, with just a touch of crispness and a nice bright sun. We went out to the airport, rolled N4136 P out of the hanger, checked her out, "fired up", and took off for Michigan. It was a totally enjoyable and uneventful trip there, and, after the conclusion of Bob's meeting, back home.

What was unusual about this trip? Maybe nothing was unusual and maybe everything. Certainly this experience was no different from hundreds of other flights for me, and thousands that occur every day for pilots all over the United States and Canada. But I wonder if we truly appreciate how fortunate we are to be able to take an experience like that for granted. Do we ever think of the comparative freedom that we enjoy in being able to fly when we want and where we want? This freedom is not enjoyed to the same degree in most of the rest of the world. In some countries, pleasure flying is not even permitted. In others, there is a ban or restriction on flight training until all present pilots are employed. Since most of the unemployed pilots are those from the military, this pretty well leaves out women. Even where private flying is permitted, there are severe restrictions in some countries. Either the cost of private flying may be so prohibitive as to be impractical, or private flying is done only through aeroclubs where the members have to wait for their turn if they wish to fly. In other countries, there are restrictions on air space so that airways are limited to commercial or military flights and this severely limits unregulated air space. In others, there is no night time private flying.

Flying is like many other freedoms that we enjoy. We take it so much for granted that we can't conceive of the loss of that freedom. But, also like other freedoms, it has tended to erode through the years. It hasn't been so many years since we could fly into almost every airport in the country. This isn't true anymore. All of us see the great drive being put on by elements within the Department of Transportation, the FAA, the airlines, the Airline Pilots Association, State and Federal legislative and executive branches to continue to either restrict our right to fly, or to make it so difficult that we just give up and say it isn't worth it, or, to tax us to the point that we can't afford to own a plane or fly.

It is up to each one of us to remain vigilant and to express our displeasure with proposed restrictions on our right to fly. It is our responsibility, either alone or together, to wage a constant campaign on preserving that freedom. Let's hope that our children and grandchildren will be able to go out to the airport, check weather, file a flight plan, "fire up", and go to Michigan when the spirit moves them.



# AVIATION LAW

Sylvia Paoli

On December 31, 1972, a DC-7 crashed in Puerto Rico making headlines everywhere — one of the persons killed was Roberto Clemente, familiar to thousands of major league baseball fans. His widow and children brought suit against the government for negligence, based on failure to enforce FAA regulations.

The focal point of plaintiffs' suit was that an FAA order regarding the surveillance of large and turbined powered aircraft possibly being used illegally for transporting large groups for compensation or hire without an appropriate operating certificate, was not being followed by Puerto Rican FAA personnel. The order provided for the FAA to contact noncertificated operators and the individuals or groups

chartering such aircraft and advise them of FAA requirements. It also provided for on site ramp inspections of such aircraft.

The DC-7 in question had been purchased by a Mr. Rivera on July 12, 1972. It arrived in San Juan in September with its No. 3 prop feathered. On December 2nd, while Rivera was taxiing, there was a loss of hydraulic power causing a malfunctioning of the brake and steering systems of the aircraft. As a result, it went off the apron into a water-filled concrete ditch. Prior to hitting the ditch, power was shut off, but the blades in No. 2 and 3 engines hit a hard object before coming to a stop, causing substantial damage to the aircraft. The FAA airworthiness inspector at the airport questioned Mr. Rivera concerning his intentions regarding the damage to the aircraft, and Rivera indicated he would carry out the necessary repairs. Another FAA airworthiness inspector was assigned the investigation of the incident.

Repairs were made by duly licensed mechanics, and the No. 2 and 3 engines were subsequently operated for three hours on the ground. The mechanics then signed off the logbooks and returned the plane to service.

On December 23, 1972, the devastating Nicaraguan earthquake struck. Mr. Clemente proceeded to organize a relief committee for its victims, and mainly through his efforts, three planeloads of supplies left within a few days of the quake for Nicaragua. There were still substantial amounts left, however, and Rivera approached Clemente about the possibility of leasing the DC-7 to haul the remaining supplies. They agreed on \$4,000 as the charter fee, which included crew and fuel to be supplied by Rivera.

Jerry Hill was hired as pilot-in-command. Mr. Hill held an ATP certificate, with type ratings in DC-4, DC-6, DC-7 and C-46 aircraft. He had approximately 12,440 hours of flying time, which included 3,000 hours in DC-7's. He was current in all respects. However, Rivera was unable to hire either a co-pilot or a flight engineer. He decided to act as co-pilot himself, and the flight left without a flight engineer of any kind. Rivera held a commercial pilot's certificate with an

instrument and single and multi-engine land ratings, and a DC-3 type rating. He had approximately 1900 hours flying time, with about 6 hours in a DC-7, but was not certified to perform co-pilot duties in the latter.

In 1971, the FAA had issued an emergency order revoking Rivera's pilot certificate for 66 violations of FAR's involving use of a large aircraft for the transportation of persons or property for compensation or hire without an FAA certificate to do so. Further, the FAA had concluded that a violation was indicated against Rivera for careless and reckless operation of an aircraft as a result of the taxi incident. These actions were known to the FAA officials on the airport.

Nevertheless, with several passengers, the cargo and the make-shift crew on board, the plane took off. After a long ground roll and a sluggish lift-off, the pilot radioed he was returning. He never made it back to land; the plane crashed into the water killing all aboard. Later recovery of the engines showed that the No. 2 engine had been feathered. Based upon post-accident investigation, it was further determined that the aircraft was approximately 4,193 pounds over-gross at take-off.

Plaintiffs contended the FAA should have enforced their order regarding the lack of proper certification on large aircraft used for transport purposes. Although the regulation did not allow the FAA to physically or legally prevent illegally operated aircraft from departing, the parties on board could have elected not to remain on board once informed of the plane's illegal operations and possible lack of airworthiness.

The court's decision turned on whether the provisions requiring the surveillance were mandatory (required) or only discretionary with the local officials. (One of the major provisions of the Federal Tort Claims Act which allows injured parties to sue the federal government, is the provision that excludes claims "based upon the exercise or performance or the failure to exercise or perform a discretionary function or duty" by a federal employee, even if the discretion is abused. Thus, if the surveillance order was merely a suggestion, to be implemented at the sole discretion of local officials, the claims would be barred.)

Discussing the matter at great length, the court concluded that when the FAA promulgated this particular notice, it was formulating a policy that was to have the effect of a regulation which the FAA personnel were required to enforce. As such, if the plaintiffs' complaint were viewed as one complaining of the refusal to apply a regulation, there was no discretion involved — the order was mandatory, and by the failure of the San Juan FAA officials to implement it, the government was liable for the accident. Judgment was for the plaintiffs, on November 24, 1976.

## MOVING?

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

Send to: The 99s

P.O. Box 59965

Oklahoma City, OK 73159

Affix old Label here

NAME

STREET

CITY & STATE

New Address

STREET

CITY & STATE



# Woman & Machine

**Charter Member and Phoenix 99, Melba Beard** won two awards for her 1928 Kinner Bird which was on display at the Arizona Antique Aircraft Show in Casa Grande. Both awards were for oldest aircraft at the show and were presented by the local Antique Aircraft Assoc. and the National Antique Aircraft Assoc.

Several 99s are putting out the elbow grease to get their birds in the air. **Michigan's Dorothy Brewer** and 49½er Cal have purchased a J-3 Cub which they are rebuilding and adding floats so they'll be able to use it at Lake Isabella. **Chaparral's Ann Curtis** and 49½er Conrad are about to complete a beautiful refurbishing job outside and in on their Navion.

"Jan's Blue Yonder" is a new Arrow belonging to **Janet Moffet of Finger Lakes Chapter**. Jan hopes to be back in the air soon after recovering from a hip replacement operation. Another colorful addition to the 99 fleet is the bicentennial colored Warrior belonging to LA member **Jean Johnson**.

Jean uses her Warrior for many of those California races. Another team that have gotten their hands on a racing plane is from **Lubbock, TX**. **Susie Evans** and **Cheryl Shaw** now have a Comanche 400 they plan to use for that purpose.

All the new owners ought to be out polishin' and flying on these beautiful Spring days. To keep you up to date, **Dede Owen, Maryland**, now owns a Citabria. **Willamette Valley's Betty Starker** flew her Grumman Tiger back from Savannah, GA. **Carol Palmer** is also the new owner of a Tiger.

**Hazel Hare, Phoenix**, added a Super Cub to her stable of a Cessna 182 and a light twin. **Pat Moreland** and **Marty Pierce** are the proud owners of a Cessna 172. Marty is also part owner of a glider.

## Pennsylvanians see Air & Space Museum

After much time-consuming, frustrating communications with the bus company, **Kate Macario** was able to finalize plans for the Smithsonian Institution trip and a bus load of 50 Eastern Pennsylvanians spent a delightful day there. The Air & Space Museum took four hours to cover. They report that there did not seem to be enough recognition of Amelia Earhart.

# 99Calendar

## 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
- 1-4 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.

## SEPTEMBER

- 3 Lake Erie Chapter Proficiency Race
- 23-25 Southeast Section Meeting
- Pickwick Landing Inn
- Pickwick Dam, TN
- 24-26 North Central Section Meeting
- Cleveland, OH

## OCTOBER

- 8 Kachina Doll Derby and Road-runner Rally
- 7-9 South Central Section Meeting
- Flagship Hotel
- Galveston, TX
- 15-17 New York-New Jersey Section Meeting
- Gov. Morris Inn
- Morristown, NJ

## Clarifications & Corrections

Bonnie Butler Miller, All-Ohio, sent in a correction for Jerrie Cobb's Address. Please direct correspondence and contributions to:

The Jerrie Cobb Foundation, Inc.  
2299 Riverside Drive, RR #2  
Moore Haven, FL 33471

Bonnie adds, "If each member of the Ninety-Nines would just send one dollar to the Foundation, it would literally save thousands of lives. And, of course, all donations are tax deductible."

Another correction. We erroneously gave N99JP as Pat Mlady's N number in the '76 PPD. It was 761PJ . . . never again will I write from memory.

The Ed.

# *“The City”*



## *May Day Greetings From San Francisco*

No, it's not really a distress call, but rather a reminder to all 99s to save money by returning your 1977 International Convention registration forms **EARLY**. SFO is The Place to go!

Members of the nine Bay Area chapters on the committee are at full throttle, climbing toward an outstanding and stimulating event. Add to this the glamour and excitement of one of the world's greatest cities and you come up with the best convention in 99 history!

Observe, for a moment, the above photo. You are at the highest point atop Nob Hill in the outside glass elevator of the Fairmont Tower looking across the Bay Bridge to Oakland. Directly below is Chinatown, extending to the base of the pyramid which is the Transamerica Building and marks the beginning of the financial district. The low buildings to the left which go nearly to The Embarcadero are in the infamous Barbary Coast, an area now known as Broadway (topless) that

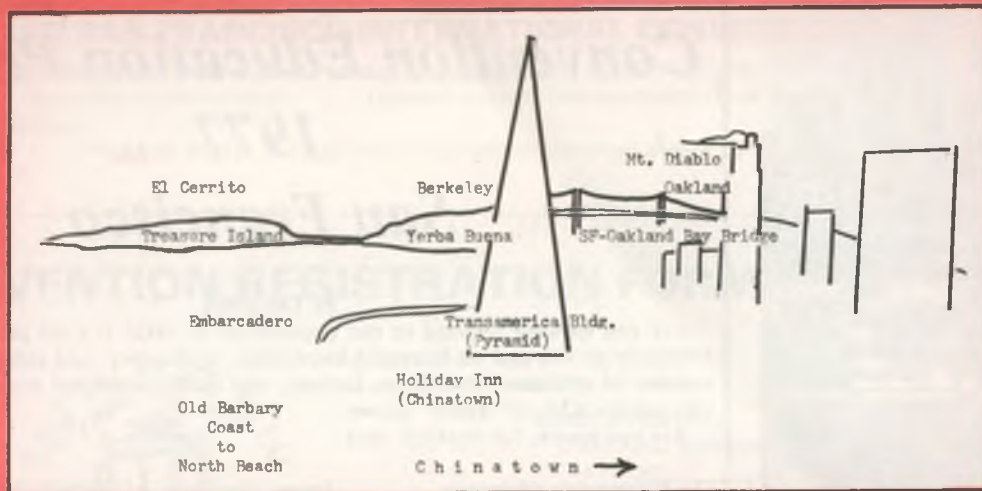
merges with North Beach (Little Italy) at the foot of Telegraph Hill surmounted by Coit Tower (outasight).

Not visible beyond the pyramid is the mind-boggling, ultra-modern Hyatt Regency, Convention headquarters, overlooking the waterfront next to the Ferry Building. Tea dancing in the soaring atrium lobby on Friday afternoons is all the current rage, reviving a tradition of the grand old hotels of yesteryear! Additionally, there are restaurants, bars, and shops within and more across the street in the unusual Golden Gateway development. Cable cars and BART (Bay Area Rapid Transit) are at the door.

More shopping in the large department stores will lure you "downtown" to Union Square, which also abounds with galleries, boutiques, theatres, and characters. Delightful explorations of Maiden Lane and Chinatown may be made from here on foot. Flower stands, street merchants, and occasional demonstrators all add to the color.



Graphic drawing of picture on left.



Walking shoes are a must, as Chairman Vivian Harshbarger noted in the April mailout to all members. The practicality of layered dressing will be apparent in August, when sunshine, fog, wind, heat, or any combination thereof may suddenly occur. However, it is a dressy city, and your menfolk will be more comfortable in neckties, particularly in the finer restaurants. (These defy description here, and our personal preferences might show. Best to invest in a pocket gourmet guide.) The suburbs may be cool or blazing hot, so sportswear for the tours is appropriate.

Said highly-recommended tours, arranged by Jeannie McElhatton and listed in the mailout, will be described more fully in the next issue. Herewith some other suggestions for independent exploration, especially with children: Golden Gate Park, with Aquarium, Hall of Sciences, DeYoung Museum containing famed Brundage Collection of Oriental Art, and rowing on Stow Lake; Mission Delores; the Pacific Ocean beach and Cliff House overlooking Seal Rocks; the Zoo and playground; Palace

of Legion of Honor at Lands End (DO NOT try to climb down treacherous cliffs); The Cannery and Ghirardelli Square, full of fun places and street musicians; the Maritime Museum at Aquatic Park; the sailing ship Balclutha moored at Fisherman's Wharf; Candlestick Park (our SF Giants may be at home one day); and further down The Peninsula, Marine World-Africa USA. There is the UC Berkeley campus to explore in the East Bay in addition to an excellent museum in Oakland and Jack London Square. Marin County across the Golden Gate offers magnificent photographic vistas, giant redwoods, charming dockside bistros and shops, and ferry service to Angel Island for picnicking.

Obviously, it will be impossible to participate in all of the exciting Convention activities and wedge some of the above into the schedule — SO — plan to come early and stay late. Memories of 1848, remnants of 1906, and original building of the 1776 Spanish settlement of Yerba Buena have scarcely been mentioned. See you in August!

## SFO IS THE PLACE TO GO

### MORNING BECOMES NOB HILL

San Francisco's cable cars are loaded with school children on their morning and afternoon runs. Here they scurry for class from the Powell-Bush car stop.

Photo: San Francisco Visitors Bureau



### (EXHIBITS)

The list of participants in the exhibit hall, open to the public, increases daily. Firm reservations as of this writing include the following:

- Albatross Book Store
- AOPA
- Balloon Excelsior
- Cessna
- David Clark Co.
- Chamco
- De Vore Aviation
- EAA
- Edo-Aire Company
- FAA — Sierra Academy of Aeronautics
- HYdro Fittings
- Mary Kay Cosmetics
- King Radio
- National Aviation Underwriters
- Qantas Airlines
- Rockwell International
- Valley Sport Flying
- TWA
- Turquoise by Candlelight

Kudos to Sue Fuhrman, who is doing a great job of keeping your convention costs down by bringing in this added revenue!

If you like seafood and sea air, Fishermen's Wharf is the place. San Francisco crab bubbles in sidewalk cauldrons. The Pacific's bounty is dished up in dozens of view restaurants. Telegraph Hill's Coit Tower watches over this whole tantalizing bowl of cioppino.

Photo: San Francisco Visitors Bureau



Continued on p. 8





Lights of Ghiradelli Square reflected in waters of San Francisco's Aquatic Park lagoon. A cosmopolitan compound of shops, restaurants and galleries, the Square occupies a historic, red brick factory complex at the foot of Russian Hill. Upper level of arcaded building in the foreground houses a popular bay-view eating spot, Senor Pico.

Photo: San Francisco Visitors Bureau

## FLASH

Sign up for tours by June 15. Tour information and sign-up forms were included in the convention packet you received in the mail.

## 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.

# Convention Education Program 1977 San Francisco

by Lee Zeller

Are you looking forward to our Convention in SFO? It's the place to GO for an emphasis on you and on increased knowledge, proficiency, and safety. For through a number of seminars, workshops, lectures, and clinics scheduled during this time, you can acquire a lot of "know" power.

Are you aware, for instance, that:

### *On Wednesday Afternoon*

Doug Cameron of JEPPESEN/SANDERSON will be presenting the widely acclaimed "CHARTS IN THE AIRSPACE SYSTEM" program dealing with "enroute structure" and "terminal structure" for a total of four hours;

### *on Wednesday evening*

and a PARLIAMENTARY PROCEDURES WORKSHOP is planned.

### *on Thursday morning*

an AVIATION FILM FESTIVAL is scheduled featuring some of the classics and includes the film "TO FLY" that is one of the stellar attractions of the new National Air and Space Museum; and, as well,

### *on Thursday morning*

the ROUND TABLE DISCUSSIONS, popular at last year's Convention, are included once again and are being planned with great care to allow for participation by more;

### *on Thursday afternoon*

and AVCO/LYCOMING Engine Group will be there to help all of us on various problems and questions concerning Lycoming and Continental engines.

### *on Friday afternoon*

PREVENTIVE MAINTENANCE SEMINAR is being designed to acquaint you with everything that lies beneath the cowl and what can be done to keep engine costs down;

### *on Friday evening*

and PREVENTIVE MAINTENANCE SEMINAR is to be concluded with additional material on specific aspects of engine components, care, operation, and maintenance for an overall SEMINAR total of four hours.

### *on Saturday morning*

a FAMILY AWARENESS SEMINAR will be offered by James Harris, Chief of Aeromedical Education, FAA and Robert Yanowitch, M.D., Chief, Accident Investigation Branch of Aviation Medicine, FAA as a program dealing with "the psychological and emotional effects of pilot stress and strain";

### *on ALL days*

and an effort to have SIMULATORS available on a continuous basis so you can log all the "free" time you want.

Just think, all of this and San Francisco too! So, now that you are informed, MARK YOUR CALENDARS and plan to register EARLY. It's a strong commitment toward YOU, toward EDUCATIONAL SCHEDULING at our Conventions, and toward a diversity in program content and format with some appeal for everyone.



# 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 \_\_\_\_\_

### CONVENTION PACKAGE IS:

\$40.00 if postmarked prior to June 15

\$55.00 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

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.

### 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.)

C-5024





## Air Race Classic, Ltd.

The prize list for the first annual invitational Air Race Classic continues to grow, as does the list of contestants. There's still time to be among those at the starting line at Sonoma County Airport on July 16. Entries close May 20.

First at the starting line, when the flag is dropped at Sonoma County Airport on July 16th, will be **Pam Vander-Linden** and Co-pilot **Ruth Dilg** of **Palomar Chapter** flying a Bellanca 300. Those in attendance at the luncheon in Santa Rosa feel certain the drawing was on the up and up even though Charlie "Sparky" Schultz, Pam's

son-in-law and **Jean's** 49½er, creator of **Peanuts**, drew the numbers.

The race board is hoping for the maximum number of entries — 110 — and is urging all interested women pilots to join up before it's too late. With 50% of each \$350.00 entry fee being placed in the prize kitty, a full slate of 110 racers will guarantee a first prize of \$5000.00 with cash prizes and trophies through tenth place.

Augmenting these will be special prizes from members of the aircraft industry, among which are Cessna Aircraft and

Rockwell International, offering awards to pilots flying their aircraft.

Jeppeson Sanderson will furnish individual chart kits covering the race route to each team, plus additional prizes to winners.

There will be a special award to the best team whose combined time is less than 700 hours, courtesy of Aircraft Technical Publications.

Leg prizes and other awards will be announced later.

Since 1977's Air Race Classic will be the first for all entries, it won't be possible to offer a prize to the best team flying its first ARC, but there will be a bonus for those who have never flown a cross-country race before. A panel of former racers will offer tips for best performance and will answer questions. Cross country racing is, among many other things, a concentrated learning experience and the race board wants everyone to make the most of it.

Will yours be the first name engraved on the beautiful Air Race Classic perpetual trophy, donated by the Toledo Chamber of Commerce? For further information, contact:

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

## Legislation Information

by Joan Kerwin

From the March, 1977, All Ohio Newsletter: The Forgotten Women of World War II.

There were 1074 members of the Women's Airforce Service Pilots (WASP) who flew hundreds of missions over the continental U.S. and Canada from 1942 until the end of 1944. WASPs flew domestic missions as first pilots on many aircraft such as fighter planes, cargo planes, "the hot pursuits" such as the P-51, P-40, P-47, P-38, P-39. Also twin-engine bombers such as the B-26 and B-25; and many were assigned to four engine craft such as the Flying Fortress, B-17, B-24, and Super-Fortress, B-29, and also the jet fighter which just came out.

Among some of their accomplishments were: ferrying new fighter planes from fac-

tory to points of embarkation and combat weary planes back to maintenance and repair stations; towing target sleeves behind their planes so fighter pilots could practice with live ammunition at a moving target (one WASP was killed in this type operation); towing gliders; Instrument and flight instructors for male pilots training for combat, etc.

These women were under military jurisdiction. They were trained the same as male cadets in all aspects (calisthenics, drill, Morse code, ground school). They were trained in military courtesy, being subject to military orders and discipline. Many attended officers training school. They were issued military uniforms. They were issued firearms when necessary and expected to use them.

Thirty-eight of these women died for their country in military aircraft during World War II no less bravely than their male counterparts.

Recognition by Senate Bill S-247, introduced by Senator Barry Goldwater, would entitle persons who have been on active military duty during a period of war to a traditional veteran's benefit.

9-14-76 — House Congressional Record (Pg 10007), Ray Roberts, Chairman, House Veterans Affairs Committee, regarding Bill HR-71, said that the American Legion, Disabled American Veterans, and Veterans of Foreign Wars are strongly opposed to WASPs obtaining any benefits because they are not veterans.

Comment: President Carter provided amnesty to draft evaders and deserters. Now he is pushing for upgrading of general and dishonorable discharges to the status of honorable discharges, which would entitle these individuals to veterans benefits. Still these women, who served voluntarily and honorably, many of them investing personal funds to obtain flight qualifications to enable them to join the WASPs, are again being ignored.

It has now been 33 years since they were disbanded. In this period of time, all efforts to obtain any recognition or veterans benefits have been ignored. We, who know them, who know of their gallant service, must make others aware of the second class treatment they have received from the country they served so well. We must write President Carter, our Congressmen and Senators. We must write NOW, another 33 years will make it 66 too many.

\*\*\*

### WASPS Featured in VIVA

The April issue of VIVA magazine contained a 7-page article about the WASPs. Lots of pictures.

Long wished for, **Mary Ann Thornton**, **Golden Triangle Chapter**, finally took her 76 year old father for his first airplane ride.



## 99 Visits Altitude Chamber

by Mary Ellen Conrado

Mary Ellen Conrado, from Space City, took advantage of the Aerospace Physiological training course offered by NASA free of charge. The course consists of a series of well presented lectures about the atmosphere and its make up, the gas laws and their effects on the body, the physiology of the ear and its relationship to vertigo, and much more of interest.

Most impressive is the flight in the pressure chamber. We were equipped with oxygen masks and while spending a half hour on pure oxygen to denitrogenize the blood system, the use of the oxygen system under pressure as would be needed over 35,000 ft. was demonstrated. We "flew" to 25,000 ft. and removed our masks so each of us had the opportunity to experience our reaction and symptoms of hypoxia. At that altitude the time of useful consciousness is 4 minutes — as a cigarette smoker, I lasted maybe 30 seconds until my symptoms were so obvious that I had to put the oxygen mask back on.

As a finale — we were at 23,000 ft., the cabin pressurized at 8,000 ft. when — rapid decompression! One breath there was oxygen and the next — none. Of course, oxygen was immediately available so no ill effects were experienced.

I would thoroughly recommend that everyone, if presented with the opportunity of a course of this type to take advantage of it. Nothing is more impressive than actually experiencing these phenomena and best of all in a safe, controlled situation.

### HEADQUARTERS

### THANKS

### YOU

#### EASTERN NEW ENGLAND CHAPTER DEEP SOUTH CHAPTER

for your recent contributions to our Ninety-Nines Headquarters. We have many, many appropriate ways to use all incoming funds. Upcoming features in the 99 NEWS will highlight many of the changes taking place in recent weeks at Headquarters.

We've been getting the landscaping underway, and in addition to the many others, want to thank **Oklahoma Chapter** for the recent addition of three tulip trees. Yipee . . . two are on the North side of the building, in view of ye Ed.

## Cessna wants to clear the air about avionics.

There seems to be a layer of haze surrounding the subject of avionics. Like how to choose from all the brands. Which equipment is needed to make the most out of today's airways. How it all works together. Who should install your avionics. Etcetera, etcetera.

Whether you fly VFR or IFR, Cessna has prepared a booklet you ought to read. It gives you a clear understanding of what avionics you need for your kind of flying. Plus you'll see the many advantages of buying a "complete" airplane.

"The sky is not the limit. It's only the beginning." For your free copy, see your Cessna Dealer. Or mail coupon below.

## This free booklet does it.

The sky  
is not  
the limit.

It's only  
the beginning  
with Cessna.

**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

Cessna, please send  
me your free,  
full-color 28-page  
brochure:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Mail to: Cessna, Dept. N, Wichita, Kansas 67201.

**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

**Number one in the sky for some very down-to-earth reasons.**

 Member of GAMA



# FEDERATION AERONAUTIQUE INTERNATIONALE

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

WORLD AND U.S.A. NATIONAL AVIATION - SPACE RECORDS  
According to National Aeronautic Association  
Washington, D. C. 12/31/76

### FEMININE RECORDS Speed Over a Recognized Course

#### ONE WAY

6/25/71	ANDOTA/NORD Miss Sheila Scott Piper Astec D (2) Lycoming TQ-540-C4 Engine Elapsed Time: 7 Hrs. 33 Min. 24 Secs.	U.K.	213.61 KPH	132.73 MPH
5/20/65	BELFAST/LONDON Miss Sheila Scott Piper Comanche 400 (1) Lycoming TQ-720 Engine Elapsed Time: 1 Hr. 03 Mins. 44.1 Secs.	U.K.	337.96 KPH	210.1 MPH
4/22/62	BOSTON/BORN Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 10 Hrs. 15 Mins. 56 Secs.	USA	562.56 KPH	349.56 MPH
4/22/62	BOSTON/GANDER Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 1 Hr. 48 Mins. 15.5 Secs.	USA	816.32 KPH	507.24 MPH
4/22/62	BOSTON/LONDON Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Engines Elapsed Time: 9 Hrs. 25 Mins. 54.3 Secs.	USA	558.50 KPH	347.04 MPH
4/22/62	BOSTON/PARIS Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Engines Elapsed Time: 9 Hrs. 47 Mins. 31.5 Secs.	USA	564.88 KPH	351.00 MPH
4/22/62	BOSTON/SHANNON Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 8 Hrs. 13 Mins. 38 Secs.	USA	565.45 KPH	351.36 MPH
10/7/71	BRISBANE/MELOUBOURNE Mrs. S. M. Racer Cessna 210J, VH-ELB (1) Continental TQ-520-J Engine Elapsed Time: 4 Hrs. 29 Mins. 24 Secs.	AUSTRALIA	308.84 KPH	191.90 MPH

5/19/65	BRUSSELS/LONDON Miss Sheila Scott Piper Comanche 400 (1) Lycoming TQ-720 Engine Elapsed Time: 00 Hrs. 58 Mins. 47.7 Secs.	U.K.	329.45 KPH	204.71 MPH
7/29-8/1/67	CAPTOWN/LONDON Miss Sheila Scott Piper PA-24 Comanche (1) Lycoming TQ-720 Engine	U.K.	143.018 KPH	88.86 MPH
6/24-25/68	COLUMBUS/SAN JUAN Geraldine L. Mock Cessna P206, W155JM (1) P & W JT12A-6 Jet Engine Elapsed Time: 16 Hrs. 29 Mins. 17.6 Secs.	USA	175.25 KPH	108.90 MPH
	COPENHAGEN/LONDON Miss Sheila Scott Piper Comanche 260, J-ATOT (1) Lycoming TQ-540 Engine Elapsed Time: 3 Hrs. 40 Mins. 35 Secs.	U.K.	261.089 KPH	162.23 MPH
8/1-4/71	DARTON/LONDON Miss Sheila Scott Piper Astec D (2) Lycoming TQ-540-C4 Engines Elapsed Time: 3 Days 14 Hrs. 34 Mins. 39 Secs.	U.K.	160.19 KPH	99.53 MPH
5/20/65	DUBLIN/LONDON Miss Sheila Scott Piper Comanche 400 (1) Lycoming TQ-720 Engine Elapsed Time: 1 Hr. 21 Mins. 55.7 Secs.	U.K.	338.332 KPH	210.23 MPH
4/22/62	GANDER/BORN Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 5 Hrs. 54 Mins. 17.6 Secs.	USA	728.26 KPH	452.52 MPH
4/22/62	GANDER/LONDON Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 5 Hrs. 03 Mins. 50.5 Secs.	USA	749.11 KPH	465.48 MPH
4/22/62	GANDER/PARIS Jacqueline Cochran Lockheed Jet Star, W172L (4) P & W JT12A-6 Engines Elapsed Time: 5 Hrs. 26 Mins. 06.9 Secs.	USA	749.22 KPH	463.68 MPH



# FEDERATION AERONAUTIQUE INTERNATIONALE

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

-3-

4/22/62	GANDER/SHANNON Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JT12A-6 Engines Elapsed Time: 3 Hrs. 52 Mins. 04 Secs.	USA	822.69 KPH	511.20 MPH
5/23/69	GOOSE BAY, LABRADOR/REYKJAVIK Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 8 Hrs. 27 Mins. 33 Secs.	U.K.	291.138 KPH	180.90 MPH
10/29-30/69	GUADALCANAL/RABAU Geraldine Mock Cessna P 206, N155JM (1) Continental IO-520 Engine Elapsed Time: 4 Hrs. 26 Mins.	USA	234.91 KPH	145.97 MPH
5/19/65	THE HAGUE/LONDON Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 00 Hrs. 54 Mins. 56.2 Secs.	U.K.	338.406 KPH	210.27 MPH
10/26/69	HONOLULU/TARAVA Geraldine Mock Cessna P 206, N155JM (1) Continental IO-520 Engine Elapsed Time: 16 Hrs. 56 Mins. 38 Secs.	USA	228.14 KPH	141.76 MPH
10/24/69	JOHANNESBURG/LONDON Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 55 Hrs. 45 Mins. 51 Secs.	U.K.	160.95 KPH	100.00 MPH
10/2/69	JOHANNESBURG/HARTSBY Miss Sheila Scott Piper Comanche 260-3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 11 Hrs. 8 Mins. 48 Secs.	U.K.	272.31 KPH	169.20 MPH
6/20/66	LYSEON/LONDON Miss Sheila Scott Piper PA-24 Comanche (1) Lycoming IO-720 Engine	U.K.	244.004	151.61 MPH
5/18-6/6/66	LONDON/AUCKLAND Miss Sheila Scott Piper PA-24 Comanche (1) Lycoming IO-720 Engine	U.K.	41.42 KPH	25.73 MPH
5/20/65	LONDON/BELFAST Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 1 Hr. 36 Mins. 47.7 Secs.	U.K.	320.294 KPH	198.02 MPH

6/29/67	LONDON/BENHAZI Miss Sheila Scott Piper 260-3 Comanche (1) Lycoming IO-720 Engine Elapsed Time: 10 Hrs. 43 Mins. 18 Secs.	U. K.	255.36 KPH	158.67 MPH
4/22/62	LONDON/BIRMINGHAM Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JT12A-6 Engines Elapsed Time: 00 Hrs. 49 Mins. 44.4 Secs.	USA	620.49 KPH	385.56 MPH
5/19/65	LONDON/BRUSSELS Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 00 Hrs. 58 Mins. 04.1 Secs.	U.K.	333.576 KPH	207.26 MPH
7/9/67	LONDON/CAPTOWN Miss Sheila Scott Piper 260-3 Comanche (1) Lycoming IO-720 Engine Elapsed Time: 72 Hrs. 18 Mins. 26 Secs.	U.K.	130.431 KPH	81.04 MPH
5/18-31/66	LONDON/DARTMOUTH Miss Sheila Scott Piper 260-3 Comanche (1) Lycoming IO-720 Engine	U.K.	45.674 KPH	28.37 MPH
5/20/65	LONDON/DUBLIN Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 01 Hr. 32 Mins. 10.7 Secs.	U.K.	300.71 KPH	186.85 MPH
5/18-6/7/66	LONDON/FIJT ISLANDS Miss Sheila Scott Piper 260-3 Comanche (1) Lycoming IO-720 Engine	U.K.	34.6 KPH	21.49 MPH
5/19/65	LONDON/THE HAGUE Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 08 Hrs. 56 Mins. 20 Secs.	U.K.	330.013 KPH	205.11 MPH
6/29/67	LONDON/MALTA Miss Sheila Scott Piper 260-3 Comanche (1) Lycoming IO-720 Engine Elapsed Time: 08 Hrs. 19 Mins. 10 Secs.	U.K.	252.954 KPH	157.17 MPH
5/4-5/69	LONDON/NEW YORK Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 25 Hrs. 48 Mins. 12 Secs.	U.K.	215.909 KPH	134.15 MPH

(Continued Next Month)





# The 99 Tour of India

by Betty McNabb

Lois asked us to write it, so here t'is. The Magic Carpet story of Ninety Nines in India and her neighboring country, Nepal. Three weeks of exciting, interesting, thought-provoking, breath-taking, entertaining sights, sounds, scenes, and activities.

The Ninety-Nines **Indian Section** thought up the affair and did a magnificent job of it. **Governor Chanda Sawant** accompanied us on the entire tour, Bombay 99s took us shopping, entertained us, stood by to help us in numerous ways.

Our Tour Coordinator was the lovely and world-travelled Ms. Sushila Israni, an official of IndTravels. She also accompanied the tour and smoothed out many situations which could have been knotty for the foreigners in her country.

February 19th at Kennedy Airport, 77 participants, some 45 Ninety-Nines, their 49½ers, a few young fry, friends and relatives, gathered for the long New York-London-Bombay flight on one of Air India's 747s.

President **Lois Feigenbaum** brought daughter **Susie Long** with her. Vice-Prez **Thon Griffith**, dubbed "Deputy Leader" by Indian officials, came too. Two former presidents, **Edna Gardner Whyte**, who turned out to be the Belle of the Press

Ball, and your columnist, came. Bet brought her 49½er, **Harold**. Astronaut Candidate, now member of **NTSB**, **Wally Funk** was popular with the press, who gazed at the slender and exceptional young woman with awe.

We decided we were a very representative group of flying women and could perhaps help solidify the position of Indian women pilots, who don't have it as easy as we.

I shan't try to tell you everything we saw. Suffice it to say, we climbed a few million steps, trod a like number of cobblestones, rode kilometres in buses and aircraft, stepped on many polished marble temple floors (usually in our stocking feet), saw an untold number of temples, mosques, palaces, forts; we were steeped in history and legend, the exciting and beautiful, colorful and violent past of India's antiquities. The Taj Mahal was indescribably beautiful. We saw it by sunrise, at noon, and in silver moonlight, and dreamed of the beautiful Maharaja to whom it was dedicated, and the 20,000 people who labored 22 years to build it.

You have to see it to believe it.

We loved the pink city of Jaipur, its mellow sandstone walls and buildings



President Lois Feigenbaum with daughter Sue Long and that's the Taj Mahal behind them!





More of us in India.

giving the entire city a rosy glow. Boating on the Ganges at Varanas we watched the sun "come up like Thunder over China Crost the Bay —" well, not quite, but later, in Nepal, as we flew along the incredible majesty of the Himalayas and looked at Everest with unbelief, we really did look into Chinese territory —.

(At least the lucky ones did that. A few of us went for that marvellous flight, in a Hawker-Siddeley of the Royal Nepal Airlines, on the second day — and Everest was lost in a fog.)

We marvelled at the exquisite Sarees worn by Indian women, even in the fields — and hope they'll never get totally away from the lovely, colorful, graceful, almost regal garment. Some of us purchased the 18-foot length of material required for a saree and we'll model them at San Francisco for you! Wedding sarees are probably the most beautiful garments any of us have ever seen.

We travelled by air — and by bus, (private coach) so that we could see India and Nepal from the sky and also at close range. The weather was warm and dry in India, cool in Kathmandu. Kathmandu! How many of us ever thought we'd actually be in that legendary city!

We climbed into the fabled caves of Ellora and Ajanta where hundreds of years ago, monks and priests took refuge and carved their gods and goddesses into living stone. We rode in Trishaws — bicycle-borne rickshaws — and funny little 3-wheeled cabs to sample the incomparable shops — and bargains — of these so-different countries. Many of us came home over-gross!

We dined with Indian families in the Experiment in International Living — Evelyn Kropp, her 49½er Dr. Peter

Kropp, and I visited a hospital complex as guests of **Dr. Sunila Bhajekar**, M.D. Anesthesiologist and Indian Section 99.

There were numerous delightful aviation - oriented presentations — receptions and dinners by the Bombay and Delhi Flying Clubs, a visit (plus a beach party) at Juhu, home of the Bombay Flying Club and a chance to fly in their brilliantly painted and beautifully maintained Cubs. And a terrific "Bon Voyage" dinner by the Indian Department of Tourism with the aviation folks leading the procession — plus a lovely dinner and evening given us by Air India.

What hospitality!

Press conferences were many and media coverage was generous.

We used a million or so feet of film, I daresay, and we all departed believing sincerely that the Indian Section are not only good pilots, but wonderful hostesses and great tour directors.

I've left out dozens of things, but there's one — at Amber, near Agra, we rode up to the old, old Fort — BY ELEPHANT.

And — we deepened existing 99 friendships and made new ones.

In short, Flight plan filed, flown, and closed successfully.



## Get your career off the ground as a certificated flight instructor.

Build a new career with our exclusive Certificated Flight Instructor Course using the proven step-by-step Cessna Pilot Center System. It's your best choice in pilot education.

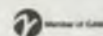
You can advance your career as quickly as you are capable—beginning with a basic flight instructor certificate and going on up to include instrument and multi-engine instructor ratings.

Each course uses the same four logical learning environments which have proved so effective in all the other Cessna pilot training

curriculums: audio-visual, manual of flight, workbook, and personalized instruction.

Call today. We want to help you get your career off the ground.

For more information, see your Cessna Pilot Center (he's in the Yellow Pages), or write Cessna, Dept. N, Wichita, Kansas 67201.



**Number one in pilot education for some very down-to-earth reasons.**

**FREE CATALOG**

*From World's Largest Pilot Shop*

Send to: Sporty's Pilot Shop  
Clermont County Airport  
Batavia Ohio 45103

Phone: (513) 732-2411





Spectators and setting for Alaska 99s Air Show. Static displays were parked around the race track.

# Alaska Chapter Air Show

by Joyce Bergstrand

Has your chapter ever wanted to do a project that would be good for Public Relations and would also be profitable financially? Well, the Alaskan Chapter did such a project. We put on a **full fledged Air Show**.

Work on this project began in September of 1975, when the chapter voted to sponsor a Bicentennial Air Show for the 3rd and 4th of July, 1976. We contacted Dave Rahm and he said he would fly for us. From there the members worked on finding a field, other flying activities, concessions, FAA regulations, static displays and publicity. Unfortunately, when a group of women take on such a project they are sometimes met with indifference on the part of many people in aviation. But fortunately, there are some people willing to give of their time and resources. Local flying stunt pilots, parachutists, the model airplane club and the CAP gave freely of their time and talents. We were

fortunate to have Standard Oil contribute all the aviation fuel for the planes in the show. In addition to Dave Rahm, we also had Freddy Ludke in his Monocoupe.

The show opened with a clear sky and a Lear Jet fly-by; the Star Spangle Banner could be heard throughout the fairgrounds. The CAP presented the colors. The scene was certainly inspiring and a fitting tribute to the Bicentennial. The parking lot filled and people began wandering around looking at the 30 different aircraft parked around the race track at the Palmer State Fair Grounds. With sunny skies the spectators stood with mouth's open at the activities going on in the air until 5P.M.

The next day saw a low ceiling and a drizzle over the fairgrounds. Despite the weather the parking area was soon full with more cars coming. The fairgrounds are located just off the highway and the State Patrol was having problems with people parking on the roadside to see the

show. There were also several cars slowly bumping those in front of them as the drivers watched the Air Show instead of the highway.

The highlight of the last day was a car salvo. A local wrecking company had donated a car that "looked in good shape." Throughout the day the announcer had been making announcements that a Renault was blocking traffic in the parking area. Now the plot thickens. Obviously, no one owned the car, so in a true air show style the car had to be towed away by an H21 helicopter. The copter carried the car to the open area in front of the crowds and all you have to do is close your eyes and picture this scene. One Renault slung under a helicopter and then, suddenly, the car drops. That's right! The pilot dropped that car right in front of the astonished crowd. The dust didn't settle for five minutes. They couldn't believe what had happened. A man (a plant) from the spectators ran out and claimed the car. He jumped into a glider and threatened to take on the copter. Our announcer, **Sandy Sanders**, did a super job of describing the event. The whole scene was so realistic that a boy came up to the "car owner" and stated, "They shouldn't have done that."

This was the largest general aviation air show in the State's history. The 99s have much to be happy and proud about. The Co-chairmen **Anita Benson** and **Joyce Bergstrand** are grateful to all the Alaska 99s who helped so diligently with this project — **Edy Miller, Lavelle Betz, Kathy Christensen, Carol Fleming, Ruby Pappas, Jan Pessel, Clarissa Quinlan, Betty Rogers, and Marion Zaegle**. We never shall forget the 99s and 49½ers who pitched in on the big days and sold tickets, parked cars, and sold programs.

It is on to other projects for another year — two AOPA Pinch Hitter classes, two AOPA Pilot Refresher classes, and we shall be hosting the Northwest Sectional July 21-24.

Happy Flying!



Dave Rahm's exhibition flying in his Free Spirit (above) was the star attraction . . .

(Right) Distinctive vests identify 99s Ruby Pappas and Joyce Bergstrand at the Pilot Briefing.



## NEW HORIZONS

**Pan Am Crash at Santa Cruz  
De Tenerife  
Claims Life of Gloria Huffman**

**Janice Hoffman**

Every aviation accident is a tragedy when there is loss of life. The Santa Cruz De Tenerife (Canary Islands) disaster seems even more so, not only because of the number of lives lost but because it gives us a sense of deep personal loss when the lives of Gloria and Clarence Huffman were taken.

Gloria was a prominent charter member and strong supporter of the Inland California Chapter of the Ninety-Nines who worked diligently in the formation of this chapter and who worked tirelessly with financial and incorporation matters. Her keen and alert business sense made the 1975 Powder Puff Derby Start at Riverside a successful one.

Gloria's zest for life and her love of flying, which was shared by her husband Clarence, helped her overcome physical problems with which she was left following the accident, as TAR No. 140, near Parkersburg, W VA during the 1976 Powder Puff Derby. Less than a month ago, she had successfully completed her post accident check ride and bi-annual with the FAA, and was planning on being the first entrant in the 1977 Commemorative Flight.

With fate as the hunter, we now have a void in our lives that will be filled only with fond memories.

### **A Sad Time for DC Chapter**

The Washington, DC Chapter is experiencing a very sad time. In less than a month, three members have flown to New Horizons.

Katharine Miller, suddenly, at home, on Feb. 8.

Gladys Wise, past Chapter Chairman, of a heart attack, at home, on March 3.

Dorothy Tuller, a former A E Scholarship winner who was very active with the Civil Air Patrol as well as 99s, spun in while flying solo on March 5.

# AEROSPACE EDUCATION Headquarters Style

**by Jan Million**

Last fall, Pat Jetton, a Dallas Redbird member, was on the phone to 99 Headquarters in Oklahoma City on a matter relevant to the Board Meeting then in progress. As she was preparing to make a flight to OKC to bring some material to the Board, she inquired of our new Secretary, Virginia Oualline, "What's the weather like up there?" Virginia looked outside and replied, "Well, it gives you a sort of warm, closed-in feeling." Pat said, "You're certainly not a pilot, are you."

We have been making an effort to introduce Virginia to the "aviation lingo" as the months have passed. She now has a pretty good handle on the basics like VFR and IFR (and soon maybe she'll remember which is which), but it is really difficult to

---

### **a testimonial for the coloring book**

---

learn the vocabulary when you have had no experience with the elements. Yesterday, as part of an ongoing educational effort on behalf of the headquarters staff, I hung the GONE FLYING sign on the door, lured both the Manager and the Secretary out to the airplane and whisked them off to Ada for some of Bob's special barbeque for lunch. (The gorgeous bright blue sky, the brilliant red-bud trees outside our windows, and the twinges of spring fever I was feeling really had very little to do with the decision to embark on this educational program.)

With my head buried in the check list, I was just priming the engine when, "CLEAR. . . R. . . R," was bellowed in my ear from the back seat. "Good gravy, Virginia! What was that all about?" I asked. "Well," she said, "I've been reading the Coloring Book and it said you were supposed to yell that before you started the engine. You know, I've been sending those books out to 99s by the

boxfull for months, but yesterday was the first time I ever really looked inside one. There's really lots of interesting things in there. There was a picture of a plane like the one tied down over there. . . a Sitabreea, I think it was called." "I think you mean a Citabria, the aerobatic plane, but you have the right idea. The Coloring Book is really a wonderful introduction to aviation, and after you've had a chance to go through a little more of it, we'll come back for another ride and I'll let you sit up front and "mash-the-pedals" as Loretta calls it, like she is doing today.

Have YOU taken the opportunity to acquaint yourself with the Coloring Book, **Let's Go Flying**, a most wonderful 99 product? Pass it on to adult friends as well as children and teachers you know. We found it to be fascinating, for example, to future pinch-hitters. Many non-flying spouses discovered they could gain quite a rudiment of knowledge about types of general aviation planes, aircraft instruments, navigation systems and so on just by reading the coloring book. Written in straightforward style, this educational tool is designed to be entirely factual and accurate while remaining uncomplicated.

Be sure you have some on hand at the next safety clinic or fly-in your chapter is assisting with. A fast seller, this educational endeavor can make money for your chapter as well as spreading aerospace knowledge.

Single copies are available from 99 Aerospace Education Chairman, Linda Hooker, P.O. Box 45021, Dallas, TX 75245. Coloring Books are \$1.60 each ppd. Teachers Guides, 50¢ ppd.

Bulk orders of 25 or more should be directed to 99 Headquarters, P.O. Box 59965, Oklahoma City, OK 73159.

Quantity	Price
25	\$40
100	\$150
500	\$700



## Special Covers on Two Issues Only

You will be noticing some special effects and additions to our 99 NEWS with this issue and the next two to follow, thanks to one of our advertisers, Piper Aircraft. Requests by their advertising agency to place full color ads in our magazine has generated the printing of special covers for the May and July/August issues as well as a center section for the June issue. This may be considered a "bonus" to our readers — not only do you have the addition of color to these issues but some extra pages to boot.

Special covers are still not economically feasible for every issue. But since we will be using a four-color process on the July/August cover, that particular cover will be available to a Ninety-Nines Chapter willing to pay for the cost of the color separation. Contact the NEWS office.



## 99s Pay Tribute Posthumously

Central Illinois 99s paid tribute to one of their group posthumously at Edgar County Airport in March when a plaque honoring the memory of Mrs. **Betty Huffman** was presented to her husband, William Huffman, operator-manager of Edgar County Airport. Betty had completed all requirements for membership in 99s shortly before her sudden death. Her pin and membership card were to have been presented at the next 99 meeting. The plaque containing Betty's pin, membership card and the tribute to her memory will hang in the pilot's lounge at Edgar County Airport in Paris, IL.

# AWTAR TERMINUS Tampa, Florida

Looks like this may be the busiest, most action packed Terminus ever! On July 6 we will be running double schedules including PPD Association Charter Meeting, Pilot Debriefing, Aerospace Museum Film, Golf Tournament for male counterparts and Awards Banquet. Since "The Flight" ends July 5, the terminus committee has had to do some juggling to make everything fit. We have reserved the largest Hotel-Convention complex in Tampa - however, reservations are arriving daily and we urge you to get yours in early so you won't be disappointed.

Banquet Reservations - \$18.00 per person:  
Make checks payable to: Suncoast Chapter 99s

Ethel Gibson  
2517 48th Ave. North  
St. Petersburg, FL 33714

Hotel Reservations: (Mention P.P. Derby)

Holiday Inn  
4500 W. Cypress Street  
Tampa, FL 33607

Men's Golf Tournament:

Mildred Lafferty  
604 Vanderbaker Road  
Temple Terrace, FL 33617

If Holiday Inn fills up:

Admiral Benbow Inn  
1200 N. Westshore Blvd.  
Tampa, FL 33607

Airport for non-derby flyers:

Tampa International

Schedule of events with times and places will be posted at the Holiday Inn. There is much to see and do in Tampa. We urge you to stay over and visit Busch Gardens, sample one of our fine Spanish Restaurants, visit Ybor City or relax in the sunshine on a nearby beach. By all means, tour Tampa International Airport, the world's finest.

Terminus Tri-Chairmen,  
Dotty Birdsong, Millie Lafferty, Sally Tanner

## 99 Visits Japan



**Beverley Hirzel (L) and Yae Nozoki (R) in Tokyo.**

**Beverley Hirzel**, All-Ohio had the opportunity to travel to Korea and Japan with her husband during February and March on business and pleasure. While there, she had the opportunity to meet the Governor of the Japanese Section, Yae Nozoki and would like to share some of her observations with you.

"I had written to Ms. Nozoki of my arrival in Tokyo and we did meet for a little conversation. She is a very small and slight person but don't be fooled by it! She's been flying for 30 years, has her commercial license and belongs to the JAL Flying Club. This club has only five women members out of 50!

"She owns a Japanese made airplane, 150 hp, two place, and flies out of Chofu Airport. Ms. Nozoki is also a member of the Women's International Assoc. of Aeronautics, Japan Branch."

Comparison of rental fees is illuminating. Rental, including instructor, is \$85.00 (USA). Japan has 120 airports — all very clean and well kept, at least as far as the ones I saw.

"Ms. Nozoki has had three or four other 99s visit with her in the past years. She welcomes anyone to visit with her if they come to Tokyo. She was a very delightful pilot to meet."



# AWTAR Holds First—Day Drawing

by Wanda Cummings



**Record-Breaking Record Holder JACQUELINE COCHRAN, early benefactor of AWTAR, drew names April 9 for the Commemorative Flight.**

March 31:

Seems like old times, the pot beginning to simmer toward the rolling boil of Derby Take-off in July. The mailman has been tranquilized for opening day, and headquarters anticipates First Day Drawing April 9.

The luncheon at Cathedral Canyon Country Club is for the purpose of deciding take-off order in the Powder Puff Derby's 30th Anniversary Commemorative Flight from Palm Springs July 2. Names of pilots-in-command whose entries are post-marked opening day (April 1) will be pooled, and drawn for numbering by honored guests **Thon Griffith** and **Betty Wharton**, representing the Ninety-Nine Board; **Jackie Cochran**, whose financial aid kept the race going in the earliest years; and **Milton "Steve Canyon" Caniff**, whose Bitsy Beekman ALMOST raced once. Also pulling names will be **Clifford Henderson**, who activated three aviation classics: The Bendix Trophy, The Thompson Closed Course, AND the 1929 Women's Air Derby!

AWTAR Chairman **Marian Banks** and Vice-Chairman **Barbara Evans** have just returned from meeting with gung-ho Tampa workers, headed by co-chairpersons **Sally Tanner**, **Milly Lafferty**, and **Dottie Birdsong**. Headquarters Hotel at the Terminus is the Holiday Inn, 4500 W. Cypress St., Tampa FL 33607. If this is sold out, not to worry. The Admiral Ben-

bough is just across the street.

**Marian** and **Barbara** also went to Washington DC for another meeting with those working on the cachet covers and the "Milestone of Flight" for July. Twenty-Fifth Anniversary Cachet covers are still available for 50¢ (enclose self-addressed stamped envelope) and AE Stamps, sheets of 50 for \$10.00/sheet. To order, MAKE CHECK PAYABLE TO AWTAR and send to **Barbara Evans**, 40 Stuart Place, Manhasset NY 11030.

Membership Numbers are being assigned as requests are received for the Powder Puff Derby Association. We now have 117 Charter members, and our own **Kay Brick** is, of course, Number One.

Festivities for the Flight will begin June 30. Make your reservations with the Riviera Hotel, 1600 North Indian Ave., Palm Springs, CA 92262. If you can't join the Flight, why not contact the Stop nearest you and offer to help wave us on? (We'll wave back) Stop Chairmen are: **Jean Patane & Ilia Mae Carosell**, Palm Springs; **Barbara Welsh**, Tucson; **Eveyn Underwood**, El Paso (everybody RON, 'S HERE); **Betty Richardson**, Midland; **Cathy Ways**, Dallas (another ron); **Marian Piper**, Shreveport; **Bernice Kelly**, Jackson; **Anne Taylor**, Monroeville; **Jean Pate** or **Esther Wright**, Thomasville. Awards Banquet reservations are made with **Ethel Glib-**

**son**, 2517 48th Ave. No., St. Petersburg FL 33714.

First to make reservations for the Awards Banquet was **Gloria Huffman**, Inland California Chapter. We were shocked and saddened to learn that **Gloria** and her husband **Clarence** were among the fatalities of the tragic Pan Am-KLM crash.

April 9:

More than 100 luncheon guests were on hand to see names drawn for positions in the Powder Puff Derby Commemorative Event taking place this summer. Preference was given to members of the Ninety-Nines whose entries were postmarked on opening day. The intended limit of 99 planes was increased by the AWTAR Board to accommodate all 126 Ninety-Nines who had their entries postmarked on April 1st.

An interesting cross-section of members have entered the Flight. Seven-time PPD winner **Fran Bera** will be participating, as will be **Jerrie Cobb**, recently back from South America where she has been helping Indians along the Amazon. **Brunhilde Bradley** from the German Section will help to give this an international flair.

Eyes are bound to pop when spectators get a glimpse of the variety of aircraft rolling up the numbers for takeoff. With no limitations on age or horsepower, entries have come up with everything from a 65 hp. Taylorcraft to a 1400 hp. P-40. And a sure winner with the crowd will be **Joyce Odom** and her gala gang in the Ford Trimotor.

The first ten spots belong to:

- |        |                                   |
|--------|-----------------------------------|
| TAR #1 | Cindy Bass, Jackson, MS           |
|        | Lonnie Brooks                     |
| #2     | Jean Davis, Walla Walla, WA       |
| #3     | Helen Zubrow, Philadelphia, PA    |
|        | Anne Shields                      |
| #4     | Joan McArthur, Baraboo, WISC.     |
| #5     | Eileen Anderson, Shreveport, LA   |
|        | Joyce Wilkins                     |
| #6     | Brunhilde Bradley, Germany        |
|        | Agnes Liljegren, Arizona          |
| #7     | Sandra Sullivan, Maple Valley, WA |
|        | Bonnie Klein                      |
| #8     | Clarice Bellino, N. Caldwell, NJ  |
|        | Margaret Peake                    |
| #9     | Vera Arnold, San Jose, CA         |
|        | Mardo Crane                       |
| #10    | Loretta Jones, Independence, MO   |
|        | Helen Hamilton                    |

\*\*\*\*\*

## LATE FLASH!

Dates of the PPD Flight have been changed to July 1-4.

\*\*\*\*\*



(L-R) Norbert Roy, Cecelia Kenny and Joe Pfeifer.



## Early Days in Aviation

# A FLIGHT INTO HISTORY

WITH CHARTER MEMBER *Cecelia Kenny*

Mr. and Mrs. Thomas Kenny purchased an 80-acre farm on Transit Road between Swormville and Millersport, NY in 1929. They cleared the land, graded it, installed drainage tile and built a hangar, intending to use it with her brother, Norbert Roy, as their private airport. Instead, they soon found themselves in business as the Kenny Flying Service, Inc.

Known locally as the "Flying Family," they became licensed pilots on June 15, 1929. Tom Kenny gave his wife, Cecelia, a Fleet PT-1 biplane the day she received her license.

Mrs. Kenny, the former Cecelia Roy, enjoys the distinction of having been the first woman to solo at the Buffalo Airport, the first woman to be licensed as a pilot in Buffalo, and of being a Charter Member of the 99s.

Norb Roy, her brother, was later to become Air Traffic Controller No. 1 in the United States at LaGuardia Field, NY.

Business expanded rapidly after establishment of the flying service. The need for additional facilities became imperative and the company rented hangar facilities at Buffalo Airport. A flying school was established and many other operations were inaugurated including sales and service, storage, repairs and maintenance, charter flights, sightseeing trips, and aerial advertising with banners and with neon signs mounted under the wings.

The airport became a hub of activity, particularly on Sundays and holidays when

Kenny Flying Service featured penny-a-pound flights, live parachute jumps, spot landing contests, aerobatic demonstrations, balloon-bursting contests, etc. Occasionally, there was a "dog-fight" made possible by the fact that several of their pilots had been in military service and were proficient in the performance of these difficult maneuvers.

The company was involved in many unusual activities. One of these involved the flying of Santa Claus from the North Pole landing on the Sears Roebuck parking lot on Main Street.

Despite all the many activities, several plane losses due to student pilot errors and curtailment of credit forced the company to discontinue operations in 1933. Aviation

has, nevertheless, remained a lifelong interest, and Mrs. Kenny can still be found in the Buffalo area today where she is a member of the Western NY Chapter of the 99s.

*This material on Cecelia Kenny and the Kenny Flying Service was excerpted from the Buffalo Airport 1926/1976, a commemorative album compiled and edited by A.D. Palmer, Jr. Our thanks to Dorothy Hake, 99 News Reporter for the Western New York Chapter, of which Cecelia Kenny is a member, for making this fine album available to us. The album will be included as part of the collection in our 99 Headquarters Library.*



Cecelia's husband gave her a Fleet PT-1 biplane the day she received her license.



# CALL

27 W. 57 St.,  
New York City,  
October 9, 1929

Dear Licensed Pilot:

On talking it over among ourselves and the other pilots whom we already know personally, it seems that the women pilots in this country should have some sort of an organization — our own QB, Early Birds, or NAPA.

It need not be a tremendously official sort of an organization, just a way to get acquainted, to discuss the prospects for women pilots from both a sports and a bread-winning point of view, and to tip each other off on what's going on in the industry.

We would not need a lot of officers and red-tape machinery. It seems to us that a secretary to keep the records and report our activities to those key-points where they will be helpful in keeping us in touch with openings, and a chairman to preside would be all that we need in the way of officers.

We might better also have a little constitution, brief, simple, and not too ironclad. Then we need a name and a pin. Attached is a tentative suggested constitution. Look it over and append any suggestions which may occur to you.

Could you attend an organization meeting on November second, around three o'clock in the afternoon, at Curtis Field, Valley Stream, L.I. Come in plenty of time to meet and have dinner at the field at 6:30. If the problem of getting from New York to Valley Stream bothers you, a couple of us have cars and have put our phone numbers down beside our names.

Please write and say: Yes, coming; or — No, not coming — attaching your additions, etc., to the tentative constitution. Several pilots with whom we have talked are planning to fly in. We're not particular whether you come by train, by automobile, or on two legs, or just by mail. But we do hope you'll put in some kind of an appearance at the organization meeting of licensed women pilots.

Sincerely yours,

*Frances Harrell*  
*New York City 1341 J*  
*Neva Paris*  
*Margery Brown*  
*Fay Gillis*  
*Coltwood 1124*

Address reply to:  
Fay Gillis,  
Secretary Pro Tem,  
27 W. 57 St., N.Y.C.



**Neva Paris**  
License -5073



**Margery Brown**  
License -6945



**Frances Harrell Marsalis**  
License -7346



**Fay Gillis Wells**  
License -9497

## to the COLORS

Most of you know that the Ninety-Nines were organized in 1929 and that Amelia Earhart was our first President. We thought you might like to see the "call-to-the-colors" letter that brought responses from 99 licensed women pilots.

Glenn Buffington provided us with a copy of the letter, which came from the files of charterite Jean Davis Hoyt. He notes that Jean was among the 26 who attended the first meeting, and along with Amelia Earhart, suggested using the number of Charter Members as the association name.

Shown here, from the collection of Glenn Buffington, are the four women who signed the original letter. The picture of Margery Brown was one she sent to him a few years ago from Tokyo. On the back, she noted the picture, in a Cuban helmet, was taken in Havana. The picture of Neva Paris was originally

from a Los Angeles paper during the '29 Derby. Pictures of her are scarce as she was with us such a short time. This one recently came into Glenn's collection from charter member Vera Dawn Walker.

We have many additional pictures of Charter Members at Ninety-Nine Headquarters which we invite you to examine when you visit. We are hoping to someday have one of each of the original 99s suitably mounted in a permanent scrapbook. We also have some of Amelia Earhart's scrapbooks which contain much memorabilia from the early years of the organization, including a copy of the "call-to-the-colors". We intend to give you a glimpse into one of these fascinating books in one of the next issues of the 99 NEWS.



**99's Spreading  
their wings . . .**

# FLYING ACTIVE

## EAST CANADA

### *Niagara Trillium Plans Poker Run*

Plans are well in hand for our **Niagara Trillium Poker Run** on MAY 8 (raindate May 15) with the terminus in Hamilton. **Anne Berens** is Poker Run Chairman, ably assisted by **Betty Nelson** in Publicity and **Norah Parish** in charge of Airports. Prizes are drifting in slowly and we are anticipating a record turn-out this year. Poker Runs in the Hamilton area are always very well attended. Three local newspapers will be doing articles on little airplanes, pilots (especially women) and fun-flying prior to the Poker Run in the hope of getting more non-aviation people out to the airport to join in the festivities. Wish you could join us!

### *"Operation 99"*

After losing out to weather twice in the fall, **First Canadian Chapter**, under the guidance of Flying Activities Chairman **Adele Fogle**, held an ELT Search and Rescue exercise named "Operation 99". Despite minimal VFR conditions on March 6 which held down participation, the twelve aircraft which did fly found the day a very worthwhile one.

Using a modified ELT provided by Garrett Manufacturing, Ltd. and on a special frequency authorized by the Department of Communications, FCC offered several prizes, including a first prize of a weekend for two at the Nottawasaga Inn to those who were able to locate the "crash site" (a large red X) in the least amount of time. Five of the aircraft were successful and all searchers came quite close. Several pilots have suggested that the exercise be carried out again and we'd certainly like to do so.

### **Flying Treasure Hunt May 28 - June 10**

From sunrise on May 28 to sunset on June 10, **First Canadian Chapter** is planning a Flying Treasure Hunt to be held over a large area around Toronto. After giving searchers two weeks to find the Treasure by following clues over an involved route, prizes and trophies will be awarded at a steak barbecue dinner, complete with entertainment, on the eleventh. FCC would like to invite any 99s who may be flying into the area during this time to join in our Hunt. Hunt Chairman **Jean MacDonald** assures you of an interesting

search and a great prize dinner. Entry fee is \$25.00 and this includes the pilot's dinner. Additional dinner tickets are \$12.00. So, come and join us!

## MIDDLE EAST

### *Middle East Chapters Hold Fly-Ins*

**Hampton Road Chapter** members were granted a beautiful Sunday afternoon in March for a fly-in to Tangier Island in the Chesapeake Bay to enjoy a seafood feast, but the weather spoiled the **Washington, D. C. Chapter's** planned Flight to New Market, VA. Undaunted, **Charlesan Neugebauer**, **Cathy Carroll**, **Deane Zellers** and her husband drove down for lunch. Nice seeing them.

## NEW YORK-NEW JERSEY

**Finger Lakes Chapter** is planning a Poker Rallye for all area pilots, to be held during the early summer.

## NORTH CENTRAL

### *STL 99s Fly-in for Lunch*

Sixteen ladies, including **Sherry Hartly** of the **Central Illinois Chapter**, flew in to Mt. Vernon, IL airport in 10 aircraft for our March Flight-to-lunch-bunch get together. Perfect flying WX, and a great time had by all.

## NORTHWEST

### *Williamette Valley Members Aid Tarahumara Indians*

**Dori Lohr** and **Bill Lohr**, M.D., went to Mexico's Sierra Madre Mts. during the first two weeks in April to treat Tarahumara Indians. They were accompanied by son Dr. **Terry Lowry** and wife **Betty**. Betty has soloed and is working on her license (Prospective 99).

## SOUTH CENTRAL

### *Nebraska 99s Plan Poker Game*

The **Nebraska Chapter's** annual Flying Poker Game is scheduled for late April. Three routes have been organized so there will be Flying Poker Games in the eastern, central, and western areas of Nebraska. **Nancy Alley**, **Diane Mann**, and **Paulie Perry** are the contact persons for the routes.

### *Space City Plans Proficiency Derby*

**Space City's** 3rd annual proficiency derby will take place on May 27 and 28 at Hobby Field in Houston. The race is open to men and women and the entry kits may be obtained by writing to **Mary Byers** at 10613 Spencer Highway, La Porte, TX 77571.

## SOUTHWEST

### *Mt. Shasta Plans Treasure Hunt*

The Second Annual Treasure Hunt will be held by the **Mt. Shasta Chapter** on April 30, at the Enterprise Sky-Park in Redding. The day will start off right with a breakfast. Both events will be open to the public, flying and non-flying. **Mary Grace Sebelius** will be breakfast chairman. **Lois Dickson**, who was chairman of the Treasure Hunt last year, will head it again this year with the help of **Shirley Leatherwood**, one of our newest members.

### *Grapefruit Fly-in*

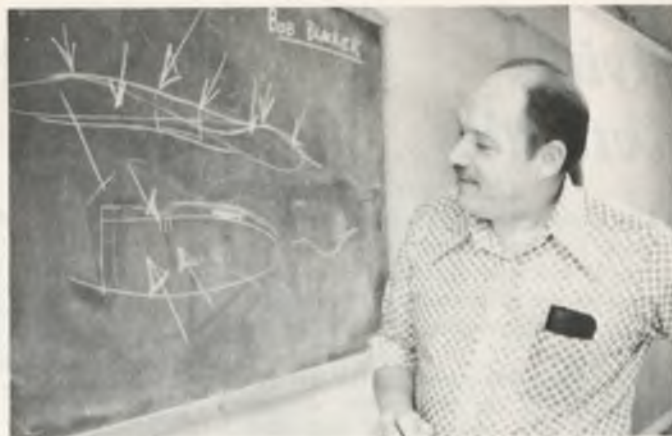
Early in March, the **El Cajon** and **Long Beach Chapters** got together for a fly-in to Borrego Valley. The objective: Lunch & Grapefruit. After a nice lunch served by a manager who was in shock after seeing 14 lady pilots re-arrange his tables so they could sit together, we embarked — shuttle style via rented car - to buy grapefruit

## GREAT NAVIGATOR'S AIR RALLYE

**Spaceport Chapter's** "GREAT NAVIGATOR'S AIR RALLYE" is scheduled for Saturday, May 14, 1977 at the Fort Pierce Airport. A wacky 175 mile course, based on pilotage navigation. Bring a plotter, a computer — and a pilot who can hold course! Entrants may be male, female — or any combination of the two. Only the pilot must be licensed. Entries open April 14, 1977, LIMITED TO 50 ENTRIES. For entry kit, send \$1.00 **Juanita Blumberg**, Rt. 1, Box 337A, Maitland, Florida 32751. The entry fee is \$15.00. In case you haven't already guessed, it's the CO-PILOT who is vying for top place in this event, so CO-PILOTS, here's your change to grab the glory (and the biggest trophy!)



**Bob  
Blacker**



FAA "nuts and bolts" man gives  
99s some tips on preventive maintenance . .

## *A Good Prop Goes Bad!*

by June Hanson

"SMALL PROBLEM: A Good Prop Goes Bad!" was the theme of the safety and preventive maintenance slide talk presented to the **Maryland Chapter 99s** and guest pilots at the Frederick Municipal Airport Piper Flight Center by Bob Blacker, Chief of FAA's General Aviation Airworthiness Branch.

Mr. Blacker, who refers to himself as a "nuts and bolts" man, has been with the Federal Aviation Administration for seventeen years in many capacities. He was in the Flight Standards Bureau, General Aviation District Offices, accident investigation, Oklahoma City computer center, and one of his prime interests remains the preventive maintenance of aircraft.

He advises pilots to make a thorough propeller check part of every preflight procedure whether they own or rent the aircraft. Look for these things: Is the prop tight on the shaft? Is the pitch changing mechanism sound? Are blades secure? What shape are the blades in? Are blades damaged? Are nicks or dents present?

Concentrating on the damage that could be done by a nick in the prop (usually one deeper than 1/16th inch) from whatever cause, Bob showed the pilots how the defect on the leading edge changes stress lines in the metal. A concentration of stress around the nick or dent can cause the end of the prop to shear off as cleanly as if it had been cut. Damage to the outer 12 inches of the propeller blade should not be ignored.

Repairs to an aluminum prop are classed as minor (as compared to a steel propeller) and should be done properly by a mechanic (not the pilot!) who understands how it should be done. Filing the prop smooth but with a sharp edge does not solve the stress problem — the edge should be shaped as closely as possible to the original curvature.

If you should lose part of your prop in flight, what will happen? — what should you do? You can lose up to three inches off the end and still fly with little difficulty though you will notice a definite vibration. More prop loss than that and the pilot will feel that the aircraft is shaking itself apart. With extreme vibration, pull power off immediately (from cruise to idle) reducing the vibration to a tolerable limit and land at the first opportunity.

A question arose about purchasing a rebuilt propeller since, in refinishing a prop, the edges are trimmed down to a uniform smoothness and size. An aluminum prop can usually be successfully overhauled twice so, when buying a used prop, the aircraft owner should try to find out what kind of service life can be expected — or how many overhauls are left for that propeller.

Was the program effective? Every pilot and some pilot/passengers, too, were seen carefully feeling their aircraft's propellers as soon as they left the meeting; they didn't want to be counted one of the 450 who lose prop tips yearly. Mr. Blacker was obliging enough to examine a few personally.

### *Apple Valley Picture Hunt Winners Announced*

Los Angeles Chapter's Chairman Virginia Showers and Secretary Norma Futterman have done it again — if they're not careful they'll have to rent a warehouse for all their flying trophies. Their latest "win" was the Orange County Picture Hunt from Apple Valley to Riverside. The "severe clear" weather helped and so did the back seat assists from Rachel Bonzon, Dorothy Limbach and prospective member Shirley Berson.

Esther Gropenhagen of Fullerton was a close second, and Nancy McQuillan of Orange County Chapter, with her husband, were third. Betts Rivet, Orange County, looked thrilled about winning the Spot Landing Contest. Marge Hanson received a special award for best score for a low time pilot.

The format of the Picture Hunt was different this year and really taxed your map reading skills. It required lots of flying to some places many had never thought of before.

The real test of proficiency came with the Spot Landing Contest. The judge declared 26 planes crashed . . . landed before the line. Looks like we could all use some more practice. There is nothing better than one of these contests to shake up your ego.

### *Mt. Diablo Chapter has Luncheon Fly-ins*

Fourteen members of the Mt. Diablo Chapter and eight guests attended the February fly-in to the Red Baron Restaurant at the Livermore Airport. A great time was had by all and it was terrific to see so many turn out. The March fly-in was held at the Los Banoa Airport with lunch at the Carlos Restaurant.

### *Orange County 99s Meet Each Other Head On*

What do you do when there is no Airport Advisory Service and no Unicom? You race each other to the runway and then play "chicken" at the last minute? Ask any of the big-city airport girls from

*Continued on p. 24*



# Flying Activities

*Continued from p. 23*

Orange County who managed to find New Cuyama for their Chapter X-Country in March. It was later decided that the narrowness of the strip was actually the sort of challenge most spoiled SNA flyers need once in a while.

A real strain was placed on the tranquil little hamlet by the twenty 99s, 49½ers and guests who managed to find New Cuyama and the Buckhorn Restaurant, but they did manage to feed everyone.

## Phoenix Airlift Resumed

The Annual Phoenix Chapter Airlift has resumed after it was short circuited several years ago with the fuel crisis. April 17th at Deer Valley Airport was the site of 3¢ per pound general aviation rides plus slightly more expensive helicopter and Stearman rides. Static displays gave the public an opportunity to see general aviation aircraft and ask questions about their equipment and function. Chairmen **Sue Harper** and **Ruth Olson** headed the bash!

## Glider Demonstrations for Phoenix 99s

A fly-in was held February 12th to Es-trella Sail Port 30 miles south of Phoenix, for Phoenix 99s to experience the joy of gliders. Members received demonstration flights in trainers as well as the sleeker Schweizer 2-32. Several 99s are glider rated and it looks like more will be soon!

## Phoenix 99s Set Date for Kachina Doll & Roadrunner Rally

The 10th Annual Kachina Doll and Roadrunner Air Rally date has been set for October 8, 1977 to be held at Deer Valley Airport. These annual proficiency rallies test the pilots on fuel management, enroute navigation, and for added fun, spot landing techniques. Chairmen **Judi Carns** and **Sandi Anson** welcome all pilots, men and women, and all types of aircraft so long as they can stay aloft for the total 300 nautical mile route.

# A 99 Prayer

Dear God, our Chief Pilot,

These, your children with wings, are gathered here today from across the nation and the world.

Help us to forge and strengthen bonds of friendship and understanding through our shared love of flying and our aviation-community goals.

Thank you for this joyous gift you have granted us, guide us in our deliberations, keep us flying safely in the shadow of your wings.

Amen

By **Betty McNabb** for 1976 International Ninety-Nines Convention in Philadelphia.

# Indiana Dunes puts on their own

## Aviation Clinic

by **Charlene Falkenberg**

Sawyers Aviation on Porter County Municipal was the scene of an Aviation Clinic sponsored by the **Indiana Dunes Chapter** on March 19, 1977. Flyers announcing the clinic had been sent out by the FAA with the cooperation of Kenneth Davis, Accident Prevention Specialist with the South Bend, Indiana GADO.

The day began with registration at 8:30 a.m. Coffee was served continuously throughout the day to all participants. **Judy Snipes** took charge of the registration and did a fine job with the more than 100 who attended.



**Beverly Distelhorst teaching Snoopy Course at Indiana Dunes Chapter Aviation Clinic, March 19, 1977.**

The seminar was aimed at both the pilot and non-pilot with classes for both going simultaneously. **Charlene Falkenberg** reviewed FAR's starting at 9:00 a.m. It was surprising how hungry the pilots really were to learn about new regulations and have the old ones explained. In the meantime, **Beverly Distelhorst** conducted a class on Controls and Instruments to the non-pilots from 9:00 a.m. until 10:30 a.m. Dick Gross, 49½er, was at the same time showing a travelogue on "Flying the Bahamas". After a break for coffee, **Walt Kerwin**, **Joan Kerwin's** (Chicago Area Chapter Chairman), 49½er took over the "Red Baron Course", which we called the classes for pilots, conducting a maintenance seminar.

**Char Falkenberg** moved over to the "Snoopy Course" for non-pilots, and introduced Radio Navigation. The object of the Snoopy Course was to help the non-pilots in case of an emergency, and to make them able to be of assistance to their pilot at all times. While educating them on these subjects, this also will make their plane trips more interesting and enjoyable.

At 12 noon everyone was served a delicious luncheon chaired by **Barb Gross**, who was assisted by all members of the Indiana Dunes.

1:00 p.m. found everyone back in the classrooms anxious to continue their learning. Char now presented a class on the ADF and Airmans Information Manual Part I to the Red Barons while **Lee Zeller** gave the Snoopies an education in Charts and Navigation. Dick Gross took over the Red Barons again at 3:00 p.m. with a travelogue on "Mountain Flying". During this time the Snoopies divided into smaller groups with Lee, Char, and Bev giving individual presentations on "landing the aircraft in an emergency".

More than 100 participated in the day's activities. Pilots and non-pilots came from as far as Fort Wayne, Indiana. Many took this opportunity to get their Biennial Flight Review which could be had by them furnishing their airplane only. Local instructors donated their time free of charge.

Door prizes were awarded. An airplane mobile was raffled. There was much free material on aerospace education available, furnished by the FAA. General Aviation Press donated 15 books on Mountain Flying which were won by the first 15 pilots registering. All this along with a day of fellowship with others interested in aviation was received for \$7.50 per couple or \$5.00 on an individual basis.



**Charlene Falkenberg teaching Red Baron Course at Indiana Dunes Chapter Aviation Clinic.**

Many thanks must go to Sawyers Aviation for their cooperation and especially to Mr. Rick Wyatt, Manager. Also it took the cooperation and work of each and every member of the Chapter. We are a new chapter and this was our first undertaking. Many of our members are brand-new 99s and they sure proved their worth. The clinics was a tremendous success with compliments received from all directions. Mainly, the question was asked, "WHEN IS THE NEXT ONE SCHEDULED?"



# Ninety-Nines

## PROJECTS

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

### EAST CANADA

#### Niagara Trillium's Chicken Pot Getting Fat

Wendy Fowler's challenge to fly each month or show good reason why not, has turned up an astonishing number of human and honest pilots — both male and female. The Chicken Fund is growing embarrassingly rich — at this rate it will be able to support an AE scholarship before too long! The big PLUS in this case is the fact some of us are facing the real reasons why we haven't been flying lately, and have been able to get back in the left seat and ENJOY!

### MIDDLE EAST

#### Anne Shields Speaks to Zontas

Anne Shields, Eastern Pennsylvania Chapter, is a regular Public Relations specialist. She was the guest speaker at the dinner meeting of the Zonta Club of Wilmington, Delaware recently. In addition to a very interesting talk on the 99s, Anne showed the 1963 AE film regarding the Commemorative Stamp. Zonta is a women's professional group and each year honors Amelia Earhart. Anne Grusse-meyer, Delaware Chapter, is a member of Zonta and invited Anne for the occasion. In addition to the two Annes, other 99s attending were Virginia Batzell, Delaware; Adelaide Tinker, Washington, DC; Kate Macario, Eastern Penna.; and prospective Delaware member Darlene Wolf. A very enjoyable evening.

#### Speakers Bureau Active

The Maryland Chapter Speakers Bureau has been very active. Ginny Vogel and Doris Jacobson spoke to the Bel Air High School flying club. Salley Williams gave a slide presentation and talk on aviation careers to Dulaney High School. Ginny Vogel, Doris Jacobson, Salley Williams and June Hanson also gave a presentation on careers to 4th graders in Bel Air. Joan

Bates arranged a tour of the radar room, tower and weather bureau at BWI for her flying club. She has also arranged for them to visit the Air National Guard unit at Martins.

Lenora Eaton has prepared a Safety Education Display to be used by the MD Chapter at local airports.

The Shenandoah Valley Chapter and the New Market Area Chamber of Commerce co-hosted a meeting on March 24, 1977 on Computerization and Automation of Weather Briefings. Mr. Will Nelson, Flight Service Station Instructor, Air Route Traffic Control Center, Leesburg, VA allayed fears with the closing of our Richmond and Charlottesville Flight Service Stations. He also pointed out the advantages of their new central computerization set-up.

### NEW YORK - NEW JERSEY

The Finger Lakes Chapter is planning to paint a compass rose for calibrating compasses on the Monroe County Airport in Rochester, NY.

### NORTH CENTRAL

#### Greater St. Louis Chapter busy with Red Cross, Membership Handbook and 50th Anniversary of Lindbergh Flight

Elizabeth Jordan, our P.R. lady, made two flights to Columbia, MO on a chilly Feb. day to deliver much needed blood for the Red Cross . . . Maripat Murphy has done a super job of putting together a membership book for our chapter. Each member was mailed a questionnaire to cover their personal and aviation history, hobbies, jobs, etc. and asked to return it with a picture. Unfortunately, as with so many things, it's like pulling hen's teeth to get everyone to respond, but the one s she has received make for a darned interesting book. It's expandable, so that we can continue with additions as members are added. Speaking of new members, we're

giving a Sunday afternoon tea in April to which we've invited all the non-99 lady pilots in our area (based on the list sent to us by H.Q.) to introduce them to the 99s and show them what they are missing by not being a member. Should be a fun get-together, wish your reporter could join them, but will be en-route to Paris! (Texas, that is!)

We are also trying to find a MEANINGFUL way to contribute to the St. Louis celebration of the 50th anniversary of Lindy's flight to Paris, outside of our gift to the A.E. Memory Lane for Col. Lindbergh's sponsorship. So far, one gets the idea that this will be a "big business P.R. stunt for St. Louis", rather than a tribute to Col. Lindbergh and the 50 years achievement in all phases of aviation since his fantastic flight. We'll keep trying, though, to at least have a display set up at one of the shopping centers to call attention to women in aviation. At least our May meeting will be at McDonnell-Douglas World H.Q., with a Lindbergh film for our program!

#### Iowa Chapter Newsletter Reprints Section News

An interesting addition to Iowa Chapter's April Newsletter was two pages of excerpts from other North Central Chapter Newsletters. The Chapter Chairman, who regularly receives the other newsletters, had been sharing them with the members at the meetings, but they didn't always have time to read them, so this seems a good way to share in at least one news item "in depth".

#### "This is a Wrench"

Wisconsin 99s who attended Phil Atlas's Preventive Maintenance for Pilots at Gateway Tech, Kenosha, not only got a "look-see" at what goes on under the cowl, but had a chance to get in there and take things apart, clean them up, and put them back. We repacked wheel bearings,

*Continued on p. 26*



# More Ninety-Nines Projects

checked brake pads, balanced a wheel, cleaned spark plugs, checked engine compression, and learned how to use a torque wrench. Phil had his work cut out for him because most of us were at the "this is a wrench" level with the exception of **Katie Conkling** (who took auto mechanics at vocational school) and **Cathy Malick** (whose Mustang II will roll off the home assembly line any day now). We bombarded Phil with questions: "What's this? What does it do? What's it connected to?" He did a great job of clearing up some of the mystery of what's happening up front when all systems are "go".



**Louise Yeazel and Jean Holzgrafe keep a critical eye on Wisconsin Chairman Pat Weir as she removes a spark plug with a torque wrench.**

Thanks to **Cindy Schofield** for arranging a most enlightening, interesting, and fun weekend! "Fledgling mechanics" attending: **Pat Back, Ann Lytton, Louise Yeazel, Peggy Mayo, Cindy Schofield, Katie Conkling, (John Conkling 49½er), Pat Weir, Betty Willmore, Jean Holzgrafe, (Bob Holzgrafe 49½er), Cathy Malick."**



**Wisconsin 99s at Gateway Tech Maintenance Course under Phil Atlas.**



**Tom Sexton, 49½er, on floor with dummy at CPR COURSE. Seated (L-R) are Instructor Art School, Carol Sexton and Jan Hoppe.**

**99s Attend Short Course in Cardio-Pulmonary Resuscitation**  
**Minnesota Chapter** members participated in a short course in Cardio-Pulmonary Resuscitation at the St. Paul Regional Red Cross Headquarters. Members and 49½ers had requested the program and all felt it was a truly worthwhile evening.

## NORTHWEST SECTION

### North Dakota 99s help with Safety Seminars

The FAA Golden Sentinel team will be conducting four safety clinics in North Dakota in March. Among the co-sponsors will be the **North Dakota Chapter** of the 99s.

Recently **Stillaguamish Chairman Kandace Harvey** was the guest speaker at the Everett Chapter of Zonta Club. Her topic was, "Amelia Earhart and Women in Aviation". By the way, Zonta was the only non-aviation affiliation to which Amelia Earhart belonged.

## SOUTH CENTRAL

### Linda Hargraves Talks-Up-Flying for Arkansas Chapter

**Linda Hargraves** was guest speaker at the El Dorado Rotary Club, speaking on the Powder Puff Derby. One hundred members present enjoyed the presentation very much.

A safety clinic was presented in El Dorado this month by **Tommy Hancock** of Little Rock GADO. **Linda Hargraves** was also on this program, speaking again on the Powder Puff Derby. The clinic was attended by 50 pilots.

## Chapters Involved in Clinics

**Chapparral Chapter** in association with the FAA sponsored a Safety Clinic, April 18 at New Mexico State University. **Henrietta Hallinan** was in charge of arrangements. **Coastal Bend Chapter** also sponsored a Safety Clinic at Ron Morgan Aviation in Wharton, TX on March 31st.

## Texans Brave March Winds to Airmark

High March winds did not by-pass our area this year, but brave **Golden Triangle Chapter** members still managed to airmark two airports in March, the first being Palestine, TX and the second being the X's for a condemned airport at Eagle Mountain Lake just northwest of Ft. Worth. **Beverly and J.C. Stephens** attended the last airmarking laden with pictures of their youngest son (16) who had just soloed the day before.

**Golden Triangle Chapter** members have been quite busy giving orientation rides, numerous other air-age education projects and combining fly-in activities with airmarkings to make for a very full month. We hosted our first safety meeting of the year this month at Tarrant County Junior College and both the attendance and program were excellent.

## Mangum, OK Airmarked by 99s

Two 182s and a 206 took 7 **Oklahoma Chapter** members to Mangum, OK to airmark the ramp and number the runways. **Tere Lynch** and 49½er **Dick, Pat Boyd, Dot Clum, Jan Million, Nema Masonhall, Dana Gibson** and **Marilyn Ratzlaff** were met by **Nawasa Staton**, of Mangum, with coffee and homemade cookies. **Broneta Evans** was home — too puny feeling to come out.

A batch of OK Chapter gals have signed up to assist with the NIFA Meet in Stillwater May 19-21. They'll serve as navigation check pilots, run the Pepsi and hot dog stand and lend a helping hand where needed, as usual.

## South Central 99s Help with Aviation Safety Clinics

The **San Antonio Chapter** assisted with the General Aviation Education Clinic on March 13 at the Ramada Inn, while **Lubbock 99s** Co-hosted an Aviation Safety Clinic with the FAA on April 6th. **Spanish Peaks Chapter** co-sponsored an FAA Safety Seminar April 5 in Pueblo, with **Pueblo Chapter One**, a Colorado Pilots Association.

## SOUTHEAST

### New Orleans 99s Assist with FAA Building Dedication

A new FAA building was dedicated at Lakefront Airport in New Orleans, LA on March 17th. A nice crowd turned out under balmy skies. **Guy Lemieux**, President of Orleans Levee Board, was the Master of Ceremonies, and **Jimmy Fitz-**



morris, Lt. Governor of LA was an honored guest.

Dr. McLucus, Director of the FAA, and Guy Lemieux both praised and thanked the Ninety-Nines for their many accomplishments. Needless to say, we were very proud.

### SOUTHWEST

The **Hi-Desert Chapter** sponsored two flying safety meetings recently, one in conjunction with the Ontario GADO held in Hesperia, and one in conjunction with the Van Nuys GADO held in Lancaster.

### Danny Kaye - Guest Speaker

The **Phoenix 99s** were official hostesses and table decorators for the annual Arizona Instructor, Mechanic and Air Traffic Specialist of the Year Awards with guest speaker, Danny Kaye. The Awards Banquet is annually sponsored by the Arizona Aviation Safety Advisory Group, of which a prominent member is **99 Sue Harper**, to honor and recognize the excellence of each recipient in his respective field. **99 June Bonesteel** was a nominee for the Instructor of the Year Award.

### Mt. Shasta Walk off the job?

Not really.

The **Mt. Shasta Chapter** undertook their first air-marking project with the re-painting of the name on the Red Bluff airport. The only problem was the lack of paint. Seems the City mis-calculated and had only about half enough. The painting will be finished at a future date. You California pilots that fly over Red Bluff will no longer need wonder what happened; we really **didn't** get mad and walk off the job.

"HOW AN AIRPLANE FLIES" a two reel color film, has been made available by the Shell Oil Company to the **Mt. Shasta Chapter**. It will be shown at the May meeting, which will be open to aviation oriented groups or individuals. It will also be shown at several of the local schools to the classes that are studying aviation.

### Information Pool for Teachers

**Pam Marley** has organized an information pool for Phoenix Teachers to tap when they require speakers for their pupils. We hope to speak to all levels of students, from kindergarten to college level, on a variety of aviation subjects. The **Phoenix 99s** hope this will encourage more understanding of general aviation in Phoenix as well as the country.

### Redwood Empire Members help CAP

**Nina Rookaird** and 49½er **Dick** made two trips to Hamilton Field with the ATC Simulator for the Marin Composit 4 Civil Air Patrol group. Twenty-four cadets and adults had some training. **Fran Gaugers** passed the mission pilot test for the CAP by successfully finding 2 downed aircraft while avoiding all hazards.



LCDR Clint Davie and Lt. Robert Rivera gave Sue Mason an introduction to "Flying Navy" soon after she was sworn in last fall.

Photos: John Chadwell

## Sue Mason — Navy Pilot

The first six women to graduate from Aviation Officer Candidate School (AOCS) at the Naval Aviation Schools Command received their commissions at Pensacola on February 18.

Although the Navy first allowed women to be trained as pilots more than two years ago, there were many "firsts" in this class. This was the first time that women were enlisted into the Navy as pilot candidates. Previous women to be trained as aviators had already been active within the Navy and were later selected from the ranks to be trained as aviators. This was also the first group of women to go through exactly the same training as men — no special considerations were allowed in either physical or academic standards because of sex.

The girls apparently had a very beneficial effect on this AOC class as a whole according to Oklahoma City Naval Recruiter, Lt. Bob Rivera. According to Lt. Rivera, there are usually four or five drop-outs from each class during this period of initial training. In this particular class of 15 men and 7 women, there were no drop-outs — seems the gals had an inspirational effect on everyone.

We can be especially proud of our 99 in this class, **Sue Mason** from **Oklahoma**. Sue graduated No. 2 academically and No. 3 physically out of the whole class. Physical fitness is an important requirement for acceptance into and success within this program, and Sue trained by running one mile a day before reporting last October. She says that if she had it to do over again, she would run three miles a day.

AOC students spend their first 11 weeks under the direction of enlisted Marines. The emphasis at first is on military drill, calisthenics or other physical training. The academic portion of the curriculum includes lectures and laboratory sessions in naval justice, naval history and world affairs, fleet organization, aviation physio-

logy, naval leadership, aerodynamics, engineering and physical fitness and swimming.

After four weeks with a training squadron in the program they have decided to enter, they return to the Naval Aviation Schools Command for commissioning.

Ensigns Patricia Welling, Barbara Habedank and **Sue Ann Mason** are now in flight training at Pensacola. One woman will be going into aviation maintenance and two others will go into Naval intelligence.

Our 99 Sue Mason is currently flying a Navy T-28. If you, your daughter, or some young person you know is interested in a career in aviation, be advised that the Navy is interested in finding more qualified women and in spending one half a million dollars training each of them to fly. General qualifications the Navy is looking for are as follows: Graduating from college this spring or summer with 2.6 GPA . . . 21-25 years old at graduation . . . correct vision without glasses . . . athletically inclined . . . strong desire to fly. Taking some math in college helps, and so does already having a private pilot's license. Starting pay is \$1000/month!



Ensign Sue Ann Mason receives her commission from Lt. Col. L. R. Perkins (USAF Ret.) upon completion of a vigorous course of instruction at the Naval Aviation Schools Command at NAS Pensacola, FL.



# MEETINGS

## EAST CANADA

**Maple Leaf Chapter's** February meeting at the London Flying Club was climaxed with films on VOR and Vertigo & Vision. Mr. Joe Thompson, manager of the club was kind enough to donate them for our meeting. Films of this type are always appreciated.

### Beat the March Miseries Party

What else can one do with the Mad March Blahs? **Niagara Trillium 99s** had a party at the Royal Hamilton Yacht Club, scene of our Christmas parties of the past, to celebrate the coming (when?) of spring and St. Patrick's Day. Those attending tried to dredge up some drop of Irish blood in their backgrounds — amazing at such a time how many claim Irish descent!

## MIDDLE EAST

A very informative program on Amelia Earhart, complete with slides, was presented at a recent **Hampton Roads Chapter** meeting by the new Vice-chairman, **Sharon Paulson**.

**Liz Monroe** was host to the **Shenandoah Valley Chapter** at her Sky Bryce Mountain Lodge on March 20th. **Deane Zellers** of Woodbridge, Virginia, was welcomed. Ground work was laid for initiation of our 49½ ers this summer.

## SCS Meets in Big "D"

Ninety-Nines from throughout the South Central Section congregated in Dallas the weekend of March 11-13 in order to take a crack at Whacking a Redbird. It isn't often that guests get to end up a section meeting by battering their hostesses, but climaxing the Fiesta Party on Saturday evening was the opportunity to break open the "Redbird" pinatas, each bearing the name of a Dallas Redbird Chapter member. "Whacks" were sold at six for 50¢ or ten for a dollar . . . get a load



## NEW YORK — NEW JERSEY

### 99s Visit Volunteer Fire Department

For our February meeting, the **Western New York Chapter** visited the Snyder Volunteer Fire Dept. Cardiac-Paramedic Unit. Mr. Probst gave a talk on first aid procedures pilots should be aware of. He also showed us how the cardiac unit is operated. Snyder had the first volunteer cardiac unit in the United States. He also explained what type of fire extinguishers might be the best for use in airplanes, and what first aid supplies should be in every place.



Western NY 99s (front) Diane Senneff, Dorothy Hake, with Mr. Probst; (back) Peg Piper, Terri Pirrung, Aggie Denler, Ev Stanek, and Jane Sharp at Snyder Volunteer Fire Co.

## NORTH CENTRAL

The **Greater Detroit Area Chapter** had a special meeting on March 17, with a guest speaker, Earl Farr, of Pontiac Piper. He

introduced a film "Pole to Pole in a Nava-jo" and also gave a talk about the "Ins and Outs" of purchasing your own plane. It was enjoyed by all members present.

**Greater St. Louis' March** meeting program was a talk on Aircraft Insurance presented by 49½er, Bill Norman, Vice President of World Wide Ins. Co. There were plenty of things Bill had to tell us that would make your eyes open "world wide". 'Twould be a very good idea for all of us to check up on our present insurance, and especially those of us who rent aircraft better be pretty sure they have their own insurance! A word to the wise?

At a recent meeting Nydia Meyers showed a movie to the **Michigan Chapter** featuring the Meyers aircraft in the Powder Puff Derby. Nydia's husband was the aircraft designer — engineer and manufacturer, and built the Meyers PTW, both the 145 and 200 Models.

## NORTHWEST

The **North Dakota Chapter** of the 99s held its March meeting at Jamestown, ND on the 19th at the home of **Beth Lucy**. Co-hostess was **Bette Woodward**, also of Jamestown. Plans were made for a poker run enroute to the April meeting at Carington, ND.

of that math. Guess the Redbirds didn't want the rich to have too big a hand in their demise.

Also on tap for the weekend were tours through the American Airlines Pilot and Stewardess Training Facilities and the Air Route Traffic Control Center, as well as dinner overlooking nighttime Dallas and luncheon overlooking the new Dallas-Fort Worth Airport. Early-birds arriving by noon on Friday were also treated to lunch at the Dallas Trade Mart and a chance to peek in at the fantastic wares available to commercial "buyers" only.



## SOUTH CENTRAL

### Fall Sectional to be in Galveston, TX

Coastal Bend Chapter set May as another month to meet in Galveston, TX at the FLAGSHIP to firm up plans for the '77 Fall Section Meeting. They urge you to plan to come to Galveston, and Visit History:

ASHTON VILLA — built in 1959, beautifully restored

THE STRAND OF GALVESTON — once "The Wall Street of the Southwest" — one of the finest concentrations of the 19th century commercial buildings in the USA

THE HISTORICAL DISTRICT — composed of original homesites of Galveston families in the 1800's.

AN AERIAL VIEW and historic exhibit from the top of American National Insurance Company Building.

See all this and more when you come to the 1977 Fall Section Meeting in Historic Galveston, TX.

### Oklahoma "Brown-Bags" It

The Gibson gals, Dana and Lelah, hosted the March Meeting, a "Brown Bag" affair, which ranged all the way from a can of Sego to a bottle of wine and thou. Toured Gibson Aviation's facilities for engine repair and "Poochie" Ratzinger, new member, gave a program on the CAP with slides and stuff.

### Okies turn out for Sectional

The Oklahoma Chapter had a larger turnout for the Spring Sectional than usual. 13 of us made the starting gate: Ann Catlin, Jan Million, Arlene Walkup, Marge Hudson, Norma Vandergriff, Carlyn Page, Dolores Pasierb, Gwen Crawford, Tere Lynch, Betty Hammer, Nema Masonhall, Lelah Gibson, Nancy Smith and 49½er Dick. We "gussied up" for the doings Saturday nite, should have done it Friday nite.

### Tour of Mooney Plant

Getting in-the-know about aircraft manufacturing were members of the San Antonio Chapter along with their husbands and guests as they toured the Mooney Plant at Kerrville, TX on March 26th.

### Space City Wins Attendance Trophy

Space City 99s brought the Attendance Trophy home again from the South Central Sectional held in Dallas the weekend of March 11-13. This is the third time out of the last four sectionals that they have received the trophy.

### Spanish Peaks 99s Review FARs

Spanish Peaks' February meeting was a ground school session held at Pan Ark Aviation in Pueblo and instructed by G.E. Rabatin, Sr. Subject was a thorough review of FARs.

# BAY Cities Chapter 40th Anniversary Celebration

by Ruth Rueckert

As the hard-working 1977 San Francisco International Convention Committee meets the first Saturday in every month, the Bay Cities Chapter set it's 45th Anniversary Celebration for March 5th, 1977, scheduling a luncheon at The Ancient Grudge in Jack London Village, hoping the committee members (from 9 chapters) could help us celebrate. Many did, and others flew and drove in to make it a memorial day.

Prior to the luncheon, all gathered in the "new" guest terminal lounge — North Field of Oakland Airport — to see the plaque honoring Joan Merriam Smith, which had been placed on one wall of the lounge. We were delighted to have present, Adele Chase (Hollender), the creative artist of the plaque. Adele was a member of Bay Cities Chapter from 1941-45 (and was remembered as the hostess of our Tenth Anniversary Party in her Berkeley home.)

We also witnessed our chairman, Rose Sharp, present Gen. R. D. Moore (Ret.) with a Certificate of Appreciation to the Port of Oakland for the reception for those gathered to see the Amelia Earhart film last October.

Forty-four 99s and guests attended the luncheon and signed the guest book. (To make 45 signatures for the 45th Anniversary, the owner of The Ancient Grudge, Mr. A. Greenlaw, signed. (He was fascinated by all the women pilots, and the history — short form!! — of the Ninety-Nines.)



Presentation of Certificate of Appreciation to Port of Oakland at Bay Cities 45th Birthday Party. (Back, L-R) Elly Jones, Ena Ayers, Gay McCauley, Gail Wagg, Jim Thomas of Western Airmotive; (2nd Row) Adele Chase -Artist, Marj Fauth, Chairman Rose Sharp, Roland Moore of Port of Oakland, Marge Carmine, Miriam Brugh. (Front) '77 Convention Chairman Vivian Harshbarger, Ruth Rueckert, Joyce Wells, Gail Lane.

All the present officers of the Bay Cities Chapter attended, plus 8 members and one guest, (13); Golden West had 8 members, plus 49½er Norm Grant - Fran Grant was a Bay Cities Member 1941-71, (9); Mt. Diablo had "Veep" Lucille Rollen present, (1); Redwood Empire had 3, plus a guest, (4); Sacramento Valley had 9, including past International President Gerry Mickelsen, a Bay Cities member 1944-48, and Thelma Cull, Southwest Section Secretary, (9); Santa Clara Valley had 2, Verna West, Southwest Section Governor, and Jackie Petty, Bay Cities Member 1951-52, (2); and Santa Rosa had 6, including Hialeah Reilich, Bay Cities Member 1963-67, and guest Florence Emig Wheeler, Bay Cities Member 1945-59, (6); total 44.

It was a pleasure to see old friends — and make new ones; enjoy the good food; and visit the quaint shops of Jack London Village.

Now to welcome a record crowd at the 1977 San Francisco International Convention of 99s.

### Topeka Celebrates 10th Anniversary

The Topeka Chapter of the 99s had a wonderful celebration of their 10th Anniversary at their March meeting. Lots of guests attended our open house at the airport and we received two nice gifts. One was a beautiful bouquet of flowers from the South Central Section Officers, whom

we thank very much. The other gift was from Mr. Ray Arvin, who gave us an unpublished photograph of Amelia Earhart that he thought we would like to have. What better gift could a 99 chapter receive? With these two gifts it is no wonder our party was successful.

*Continued on p. 34*



# Whirly Girls Elect New Officers



**New President  
Claudia Jones**

At the annual "Hovering" of the Whirly-Girls, Inc. (international women helicopter pilots) held February 6th in Anaheim, California, the following 1977 international officers were elected:

**President, Claudia S. Jones**, president and co-owner of Oasis Aviation, Inc. in Las Vegas, Nevada. A commercial airplane, helicopter and instrument flight instructor, Claudia and her husband Hal operate a flight school, charter and sight-seeing service. A University of Florida music major, Claudia, in aviation terminology, has checked out on (can play) 19 different musical instruments. A member of the 99s, on March 21st President Claudia will begin pilot training for Continental Air Lines, Inc. in Los Angeles, California.

**Vice President, Mrs. Rosemary Harris**, of Balgowlah, New South Wales, Australia, is a partner with her husband Maurice in Helicopter Promotions Australia. The first and only woman helicopter pilot in Australia, Mrs. Harris holds both Australian and U.S. commercial fixed-wing and rotary-wing licenses. In 1969, on her first visit to the U.S., she flew a Hughes

helicopter from California to Florida and back. This Mother of four is a member and past president of the Australian Women Pilots Association of New South Wales and of the 99s.

**Secretary, Mrs. Valera Johnson**, of St. Claire, Mo. is a commercial helicopter pilot and a commercial fixed-wing instrument instructor. A University of Missouri graduate, a former Navy Wave Gunnery instructor, Mrs. Johnson is chief pilot for her husband Belmont's retail firm — Belmont Industries. She owns her own Bell 47G4 helicopter. A member of the 99s, she has flown in 7 Powder Puff Derbies.

A Ninety-Nine from Alaska and charter member of the Whirly Girls, is **Nancy Livingston**, the Director of the Whirly-Girls Scholarship Fund. **Gini Richardson**, of Yakima, WA, was re-elected Treasurer of the Fund.

The Doris Mullen Whirly-Girls Scholarship (\$3,000) is presented annually to assist a woman pilot in getting her helicopter rating or up-grading her current rating. This year's winner was **Nelda Kaye Lee**, Chairman of the Greater St. Louis 99s.

## in the 99s News

**Connie Wolff**, balloonist from Eastern Pennsylvania, was honored recently by the Chapel of Four Chaplains, receiving the Golden Heart Award. Bob Hope flew to Philadelphia from California to attend the annual banquet to present the gold medalion. At the awards dinner Bob Hope said, "I'm kind of glad Mrs. Wolff didn't make a balloon flight tonight. She says enough hot air will take you anywhere." Congratulations, Connie, on this well-deserved recognition.

"WHY FLY?" was the name of an article by Linda Hansen in the Times-Union paper in Rochester, NY on March 10. The author interviewed many pilots for the article, including members of the Finger Lakes Chapter of the 99s. **Marcia Gitelman**, Chapter Chairman, was quoted as not being an adventuresome sort of person. For example, you'd never catch her doing dangerous things like white water canoeing. But, the author adds, you might catch her making an instrument landing in fog or cloud cover at Monroe County Airport. Another 99 featured in the article was **Helen Moore**. When Helen bought a mobile home in Florida for vacations, she parked it right under the nearest airport approach path to be closer to the roar of aircraft engines.

"ALOFT WITHOUT WINGS" was an article in the Larchmont Daily Times, with picture, featuring three members of the Greater New York Chapter who are also balloonists. All three — **Bobbie Kennett**, **Penny Amabile** and **Ann Meuer** — are members of The Balloon Federation of America as well as the Ninety-Nines. Bobbie holds a Balloon instructor's permit. Penny, a frequent lecturer on ballooning in the New York City area, wrote the wonderful article on ballooning featured in the 99 NEWS last June, which was accompanied by the works of photographer Ann.

**Vonne Bourgois**, Chairman of the North Dakota Chapter and a student in the Aviation Department at the University of North Dakota, has received a \$750 scholarship from Beech Aircraft. Congratulations, Vonne.

**Marian Carter**, Willamette Valley Chapter, is the first female member of the Airport Commission in Roseburg, OR. She was also selected "Pilot of the Year" for the Radina Tucker memorial award.

**Nebraska 99 Florence Boring**, was given a Meritorious Service Award by the Civil Air Patrol for contributions to aviation education.

New FAA Safety Counselors from the Space City Chapter are **Mary Byers**, **Maybelle Fletcher** and **Patty Vick**. It would be interesting to do a count one of these days to see how many Safety Counselors we have among our membership.

Watch for the May issue of Seventeen Magazine. A short article on careers in for women in aviation written by **Joan Alyea**, Spanish Peaks Chapter, will appear in the "Mini-Mag" section of that issue.



## Women join the Airline

Competition is fierce, but women have definitely broken the sex barrier for commercial airline pilot slots. There are now almost 20 women pilots employed by commercial airlines in the USA, and another handful sprinkled among countries around the world. We are still just a drop in the bucket compared to our male competitors, but we are definitely there.

Most recent addition to USA lines is Jackee Mosher Gero, who competed with 1600 other pilots for one of four slots with OZARK AIR LINES. Mrs. Gero, a slender 24-year-old from Worcester, Mass., is the first female pilot for Ozark.

BRANIFF has recently hired their third female pilot, Holly Lord from Kansas City. Other gals piloting for Braniff are Sandra Simmons, Dallas, hired in 1974, and Stephanie Wallach, New York, hired in December of 1975.

Also note that Claudia Jones (see Whirly-Girls article) will soon be training for CONTINENTAL.

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

Florida Goldcoast Chairman Fran Sargent has yet another award to add to her list of accomplishments. The latest award is "Pilot of the Year", presented by the Florida Air Pilots Association. Seems to reporter, Ruth Fleisher, that this is the second time Fran has won this award.

Phoenix 99s were officially represented at the ground breaking ceremonies for the 120 million dollar expansion of Phoenix Sky Harbor Airport. Virginia Hash was recently named to the airport advisory board of the Phoenix Airports.

Phoenix 99 Janis Gillis recently reported for basic training at Lackland AFB in Texas. Janis hopes to eventually be stationed back in Phoenix at Williams AFB to rejoin her Air Force jet pilot husband, John, and enroll in the new women's jet pilot training offered for the first time in the U.S. at Williams.



(L-R) FAA APS Tiner Lapsley, Cathy Ways, Lou Marquess, Judy Cobb, Jerry Melton and Dallas GADO Chief Dub Harms.

## 5 New APC's for Big "D"

BY Judy Cobb

On February 26th the Dallas Chapter 99s and Mountainview College sponsored an all day pilot seminar on "Your Body in Flight" in cooperation with the FAA Accident Prevention Program. A team from the Civil Aeromedical Institute covered such items as physics of the atmosphere, respiration and circulation, hypoxia, hyperventilation, decompression sickness, scuba diving and flying, and many other areas of prime importance to the pilot and his passengers. About 200 pilots from the Dallas Area were in attendance and more than half of them are going on to attend Phase II, an "Altitude Chamber Flight" at Carswell Air Force Base in March and April. This is the second time we have been able to work with Tiner Lapsley, our friendly Accident Prevention Specialist, and we look forward to working with him many more times in the future.

At the beginning of the seminar five members of the Dallas Chapter 99s were introduced as newly appointed Accident Prevention Counselors in the Southwest Region.

**Jerry Melton** . . . Presently South Central Section Governor, joined the 99s eight years ago. Jerry holds Commercial, Instrument, and Multi-Engine Ratings. In addition to her work with the 99s she has operated her own construction business and is presently property manager at Addison Aeroplance. Jerry flew AWTAR last year and plans on doing it again this year.

**Pauline Winthrop** . . . Presently Dallas Chapter Chairman, learned to fly in the C.P.T. Program. She and husband Jack now live at Kitty Hawk, a local residential airport, and own a Waco UPF7 and two C172's. In addition they are in the process of rebuilding another Waco, a J-3 and a J-4. Pauline is also very active in the EAA, AA, and IAC.

**Mary "Cathy" Ways** . . . Presently Dallas Chapter Co-Chairman, learned to fly and joined the 99s around 1970. Cathy and husband Art own a C210 which they use in his business covering an area all across the Southwest. Cathy is presently working on her Instrument Rating.

**Louise Marquess** . . . Lou is past Dallas Chapter Chairman. Lou started an annual event in which she took her 3rd Graders up for an airplane ride. This has now blossomed into the 3rd and 4th Grades and any parents interested in going along. Lou and Rod have a daughter 18 months old, and last summer Lou received her Ph.D. in Education. They are expecting another child in April and are planning on building a home shortly at Air Park, another local residential airport.

**Judith Cobb** . . . Judy learned to fly and joined the 99s in 69/70. She has held various chapter offices as well as offices in the EAA and is quite active in both groups. Judy and husband, Keith, have a home at Air Park where he is building a Thorp T-18 and she is building an RV-3.

The Dallas Chapter now has seven active Accident Prevention Counselors. The other two are:

**Dorothy Warren** . . . Past South Central Section Governor and recipient of the Jimmie Kolp Award. Dorothy has been involved with aviation ever since she was married. As a matter of fact, her father didn't even know she was flying until the Powder Puff Derby went through her hometown and he read about her in the paper. Dorothy and Chuck have been the first FBO at several airports and instrumental in the establishment of others. Dorothy holds ratings including Commercial, Multi, Instrument and All Ground School Instructor. She has flown 6 AWTARS and is planning on doing it again this year.

**Gloria La Roche** . . . Gloria learned to fly and joined the 99s five years ago. She is presently operating the Piper Dealership School at Love Field. Gloria says she gets her love for flying from an ancestor, Madame LaRoche, and she now holds ratings including ATP, Multi, Instrument, Instructor, Instrument Instructor and Flight Engineer and hopes someday to work with a major airline.



# New Ratings

## CANADIAN

Lenora Shaw - First Canadian - ME

## MIDDLE EAST

Shelly Katz - Eastern Penna. - Comm

## NEW YORK - NEW JERSEY

George Ann Garms - Finger Lakes - IFR

Sally Hershberg - Finger Lakes, IFR

## NORTH CENTRAL

Martha Winnard - Greater Detroit Area - A&P

## NORTHWEST

Vonne Bourgois - North Dakota - IFR

All Sharp - Willamette Valley - Comm

Maureen Wirkutty - Willamette Valley - Glider

## SOUTH CENTRAL

Joyce Canavan - El Paso - Comm

Donna Castor - Golden Triangle - CFI

Susie Evans - Lubbock CFI-H

Birdie Ward - San Antonio - CFI

Barbara Pearson - Spanish Peaks - IFR

## SOUTHEAST

Trudy Oppenheim - New Orleans - Comm

## SOUTHWEST

Sue Clark - El Cajon Valley - ATP

Doris Minter - Santa Monica Bay - IFR

Maureen Motola - Santa Monica Bay - IFR

## 99 CATALOG of Items for Sale

The 99 NEWS will again include a Catalog of Items for Sale by 99 Chapters in the September Issue. Articles listed previously have included jewelry, apparel, stationery, aviation supplies, luggage, books, souvenirs, etc.

**Free Listings** will be given (up to four lines long, 70 characters/line) for one item per chapter. Additional lines and listings for chapters with more than one item will be available at the nominal cost of \$1 per line. We will be happy to print pictures of any item for a mere \$2 if you provide the picture. (We have last year's pictures on file at HQ)

Plan ahead. Forms on which to list items will be sent from Headquarters to Chapter Chairmen this month. **The deadline for listing items is July 1st.**

## 99 NEWS Survey Results

### Surveys Received: 143

Liked format Yes - 52% No - 48%

Wanted Changes Yes - 56% No - 12%

Information from International - wanted

More - 22% Same - 47% Less - 28%

Features & Articles - want

More - 58% Same - 28% Less - 14%

### Chapter Reports

Keep as is - 40%

Report under one Chapter Heading - 34% (60%\*)

\*Combined Response - 27% (Indicated wanted all chapter news under one heading but also selected categories to keep)

Categories	Keep	Delete
Meetings	51%	49%
Projects	88%	12%
Flying Activities	90%	10%
Gone Flying	55%	45%
Bread & Butter	55%	45%
Woman & Machine	52%	48%
New Members	69%	31%

(Not all respondents answered every question. Percent figures represent the percent of the total number responding to that question.)

### Discussion

We'd like to thank those of you who returned the survey forms from the Jan-Feb issue of the 99 NEWS and the many others who took the time to write expressing your views and offering suggestions.

From the figures above, you can see that a slim majority of our respondents favor the new format. From the many additional letters and from comments on your survey forms, it seems that many of you are finding that you like the format more and more as it becomes familiar to you. Nevertheless, almost half indicated that you would like to see some changes. There was, of course, a great deal of variability in the types of things members wanted changed, but some trends do emerge.

The features and articles turned out to be the heavy favorite. We are carrying more of this type of material than in the past, and most of you indicated that you want us to continue carrying as much if not more. From your comments we learned what kind of things you enjoy reading about. Many mentioned having especially enjoyed "Island Pilot - Jane Kelley" and Dr. June Mills' recent article on her course in Farnborough, England. We also appreciate the many suggestions for possible topics for future articles and features.

The most controversial area in the magazine remains the treatment of chapter news. Forty percent indicated they want to keep the form as-is, using the various categories. Thirty-four percent want to see all the chapter news reported under one chapter heading. An additional 27% indicated they also wanted chapter news under a single chapter heading, but went on to select various categories to keep as well. Reading between the lines, we think you are trying to tell us that you prefer news

about individual chapters more grouped but want to emphasize certain kinds of information or feel that certain kinds of things are important enough to stand on their own.

Of the categories, both **Projects** and **Flying Activities** turned out to be heavy favorites. From your comments, you seem to feel it's important to feature 99 activities involving flying and want to share information about the many kinds of things 99s are doing for general aviation. Some of the less popular categories were **Meetings**, **Gone Flying**, and **Women & Machines**.

As far as **Meetings** go, the fact that a chapter has a meeting was not felt to be significant, since nearly every chapter meets once a month. Most felt it does not bear mentioning unless you do something really significant - "like having Orville and Wilbur as your speakers". The same kind of comments kept appearing regarding **Gone Flying**. Since we are all pilots, most of us "go flying" from time to time and just the fact that you've gone somewhere does not make interesting reading. If there was an angle to the report - like an in-depth report on a flying trip to some spectacular location, or highlighting particular flying experiences as a result of unusual circumstances such as weather or special persons on board - then your experiences could be worth sharing.

Those who liked the new format commented on the more professional appearance of the magazine, the appeal of the new emphasis on features and articles, and the significance of material carried in the chapter reports area. They reported they were pleased to be done with the "almonds in the chicken salad at our last meeting" type of reports. Writers also indicated that the new category-type organization helped them select important chapter activities to mention in their own reports to the NEWS.

Those who wanted the reports from each chapter under one heading indicated that they were mainly looking for news of their own chapters and certain others in their section or where they had friends, and did not like to be bothered looking throughout the whole magazine. Some felt that chapter news was too chopped up and many pointed out that combining a chapter's news under a single section and chapter heading would itself be a space-saving accomplishment.

Several comments were received in regard to the switch in printing and paper. On the whole, most writers seemed to think that the move toward economy was desirable and approved of the end result. The biggest criticism was directed toward the cover. (You will note in comments elsewhere that this issue's cover is an unusual occurrence and not a change in our current cover policy.) We are exploring cost figures for having covers of a more intermediate quality printed, but no new decision has been reached on our cover policy at this time.



# Gone Flying

## MIDDLE EAST

**Eastern Pennsylvania's Deedie Bullit** loaded their Cherokee Six with family and friends and flew to Rutland, VT recently for a ski weekend. They enjoyed the best of all skiing — cross country. Very exhilarating. **Kate Macario** and 49½er Tom flew a Cessna 182 to Lakeland, FL to attend the 3rd annual Sun 'N Fun EAA Fly-in. Not much sun (very cold & windy) but lots of fun seeing old friends and airplanes.

**Maryland 99s** have also been on the move. **Ruth Benedict** and family flew their Cherokee 235 to the Bahamas, while **Kay Bays** and **Rene Birch**, with husbands, took the Bays' Twin Commanche to Mexico.

## NEW YORK — NEW JERSEY

Many **Finger Lakes** members have been traveling throughout a busy March. **Evelyn Gann** just got back from her umpteenth flight to Florida where **Justine Matthews** has also been busy co-piloting for 49½er Bob as well as in Key West and the Carolinas. **Carol** and **Mike Mohandiss** rented a plane in Hawaii and flew around the islands, a favorite activity of mainlanders visiting there. **Sally Hershberg** has just returned from Phoenix.

## NORTH CENTRAL

**Jean McLaughlin**, **Central Illinois 99**, made another successful trip across the Gulf in a Cessna 310, but she said, "Guess I'll never really completely relax — that's a BIG pond."

**Central Illinois' Deed Holcomb** celebrated Ground Hog Day with a trip East. A stop at Allegheny County Airport turned into a 3 hour wait while she got a new right mag. (It really pays to watch that needle on runup, gals). With a bright moon and smooth air she plugged away and found Barnes Airport after the VOR went from TO to FROM. Called the tower and said she was on a high final for 'Two-zero' over the pond. SOME POND!

From **Greater St. Louis**, Jack and **Amy Laws** 182ed to So. Florida in January trying to find the warm! No luck, so they came home and caught a "Tenholder" to Hawaii. Ah - WARM! Jack rented a plane over there so they could do their own Island hopping and they had a ball.

Where there's a will there's a way!!! **Claudette Parker** made it to the Iowa

**Chapter March meeting in a mail plane.** She left Monticello, Ind. in IFR conditions, but arrived at Waterloo in less than IFR, so went back to Dubuque, and "somehow" bummed a ride on the mail plane. Claudette, we always knew you were a "fast talker". We were delighted to have you.

## 99 Places in Bahamas Treasure Hunt

**Lois Broyles**, Chairman of the **Michigan Chapter**, flew with her husband, Marty, in their Comanche in the Eleventh Bahamas Flying Treasure Hunt. Stopping off in Fort Pierce, FL to obtain their papers and over water gear, they were treated to a Thanksgiving dinner, along with 10 other Hunt participants, by Mr. and Mrs. Dan Darling, owners of Fort Pierce Flying Service.

Lois placed 19th in the Hunt, winning a Huer Montecarlo stop-watch for the plane, a ceramic shark from the "Park" store in Nassau, and an all-expense-paid three-day weekend at the Princess Hotel in Freeport. She highly recommends entering the Bahamas Treasure Hunt. The flying is beautiful and offers one a chance to use your piloting skills, have loads of fun and meet many interesting people such as Gordon Baxter ("Bax Seat" Gordon of Flying magazine fame) and his two lovely daughters.

Lois was off again to the Bahamas late in March. This time the Broyles were taking their son, Ron, and his wife, Carol, on a delayed (while he finished college) honeymoon and were to be gone for ten days, flying the beautiful skies of the Bahamas.

Flying takes one to unusual places and you never can tell what you'll find when you get there. **Dorothy** and **David Blander**, from **Minnesota**, saw a lioness walking down a golf course cart path after flying to Las Vegas in N633K.

## SOUTH CENTRAL

Many **Arkansas 99s** also belong to the **Arkansas Aero Club** and are planning on joining that group on a planned flight to the Bahamas coming up soon.

**Spanish Peak's Joan Alyea** and **Shannon Crouse**, along with 66s Shirley Marcen and Helen Spencer, participated in the Thunderbird Senior Squadron CAP's quarterly flight proficiency competition in February. The competition was a cross-country flight from Pueblo to Flagler, CO with minimum altitude requirements and compulsory

ETA — all to be done by pilotage.

**Joan** and **Dale Alyea** spent a weekend in Las Vegas flying a CAP Super Cub on a search for a missing plane in March, while **Barbara Pearson** participated in a later search. Later, Joan, Shannon and their 49½ers joined other CAP members in repairing that same Super Cub. Ninety-mph winds tore the tail loose from its moorings, nosing it over and necessitating ironing out some nose dents.

## SOUTHEAST

**Fran Sargent**, **Helen Mennitto**, **Joyce Pittman**, **Katherine Albury** and **Ruth Fleisher** of **Florida Goldcoast** flew to Venice, FL for a day on the beach with picnic, shelling and looking for shark teeth.

**Meriam** and **Hub Davis** are back from a jaunt to India. **Lois** and **Saul Eig** and **Katherine** and **Bob Albury** flew to Savannah to the First Annual S.E. Section meet of the International Comanche Society.

## SOUTHWEST

**Connie Davis** and **Helen McGee** of **El Cajon Valley** Mooneyed to Edwards Air Force base for a meeting of the Wheel Chair Pilots Assn. The thrill of the day-landing at that famous airport and viewing the space shuttle.

Some of the Southwest gals have been checking out in new kinds of flying machines lately. **Thelma Mickelson** from **Orange County Chapter** spent 3½ hours in a Lake Amphibian going for her seaplane rating. **Fran Gauger**, **Redwood Empire Chapter**, has been up in a Czechoslovakian Zlin.

**Redwood Empire's Susan Lea** is happy with her new trophy — Pilot of the Year. She and 49½er Michael have just returned from a trip to Hawaii and Wyoming. They rented a plane from **Aloha** member **Marguerite Wood** and flew the chain to the Island of Hawaii, landing at Maui. In Wyoming there was enough snow to ski.

**Reno** member **Sharon Tueller** says that since her family has grown too large for the family 182, they rent an extra plane for family trips, and fly "almost formation". They recently flew in this way to Idaho, Southern Utah - Bullhead and Bear Lake, AZ.

**San Gabriel Valley** is on the move — **Ilse** and **Jack Cook** took a daughter and son on a long planned trip to Mexico and Guatemala in a Cherokee Lance. **Betty Sanford** and her husband **Sandy** took a helicopter trip to the 12,500 foot level of Mt. Everest during their trip around the world. **Marion** and **Bob Marriott** were the only ones to make the **San Gabriel Valley Chapter** fly-in to Tombstone, Arizona and found snow at their destination.



# MEETINGS

Continued from Page 29

## SOUTHEAST

### Get Acquainted Party Preceeds Safety Clinic

The Florida Goldcoast March meeting was held at the Miami Dade Community College (South Campus) where we sponsored a safety clinic in conjunction with the FL Dept. of Transportation and the FAA. About 200 pilots attended the Stall & Spin session where all enjoyed slides, film, and discussion. Previous to the Clinic the chapter welcomed several guests and prospective 99s at a punch "Get-acquainted" party.

## SOUTHWEST

Guest speakers Cmdr. John Faron and Nolan Tucker enlightened Hi Desert 99s on procedures for flying in the local specialized airspace during their chapter meeting in Inyokern.

### Adventures on the Alaskan Ice Flows Spice Meeting of Phoenix 99s

The Phoenix 99s were delighted to have their regular meeting spiced with the showing of slides of the many adventures of Ruby Sheldon and Mary Lou Brown in their work with the U.S. Geological Survey on ice flows off Pt. Barrow in Alaska. Both ladies experienced difficult flying conditions during their 4 month stay on the shifting ice flows. Ruby, because of the type of helicopter flying she did there, is now one of the few instrument-helicopter rated pilots in the country.

### 99s Write to Legislators

In answer to a plea from our Southwest Legislative Chairman, Vesta Malby, the Mt. Shasta Chapter spent a part of their March meeting writing letters to Senator ALFRED E. ALQUIST and to our other California State Representatives, protesting SENATE BILL 105 and SENATE BILL 113. If passed, these bills would abolish our State Aeronautical Board, and put aviation under the control of the Department of Transportation. It could be a disaster for General Aviation in California.

### Redwood Empire 99s Review Ground Signals and Survival Gear

Fran Gauger, Redwood Empire Safety Chairman, tested the group on ground control signals. At her direction, we also practiced start-up procedures. We found we have a great deal of talent in the sound effect department. The procedures reviewed were good reminders about conditions we can become too complacent

about. After identifying, pricing and packaging rummage for the 1977 Convention at the March meeting, Fran discussed emergency survival packs. Members Jeanne Gibson and Esther Harri showed their suggested items for inclusion.

### Movie Star at LA Meeting

Movie star Lloyd Haynes (remember "Room 222"?) was a special guest at a recent meeting of the Los Angeles Chapter. Lloyd is deeply involved in the Civil Air Patrol cadet program.

## LAKE TAHOE TO BE SITE OF FALL SECTIONAL



Getting together at Tahoe to plan the Sectional were Lois Brown, Linda Seymour, Bonnie Seymour, Lois Erickson, Shirley Kammeyer and Governor Verna West.

Lake Tahoe 99s had their first planning meeting for the 1977 Southwest Fall Sectional to be held at Lake Tahoe. Southwest Section Governor Verna West with Lois Erickson and Shirley Kammeyer of Sacramento Valley Chapter travelled (by car, sigh!) to Tahoe to share in the planning.

Sacramento Valley Chapter members and Mt. Shasta Chapter members have offered to assist the Lake Tahoe Chapter because of the small size of their chapter and limited budget. The Reno Area Chapter has also been invited to assist. After all, working with other 99s is part of the fun of membership.

The initial planning session touched on the various aspects and needs of Sectionals - educational, informative, friendship, business, and fun 'n games.

Additionally, Lake Tahoe with its unique recreational facilities plans to offer a potpourri of flying for attendees. Tahoe area offers every kind of flying and special arrangements will be offered before, during, and following the Sectional. If you've ever wanted to try ballooning, gliding, or seaplaning watch for more information in the 99 NEWS, at the Spring Sectional, and the International Convention.

# BREAD AND BUTTER AVIATION

Nancy Meagher of First Canadian Chapter is now a Vice President with a new aviation company, Skycraft Air Transport, Inc., of Oshawa, Ontario. They provide international and domestic charter, ferry service and training facilities. We all wish Nancy the best in this new and demanding job.

### 99 Opens "Red Balloon"

Ann Lemon, Eastern Penna. 99 and former airport operator is trying her hand in a new business. She is opening a continental restaurant, called the "Red Balloon", located in Bryn Mawr. The building, originally a barn, then a gift shop, was converted into the restaurant. Ann's target date for opening was April 1st with an April Fool's Day party.

Jackie Klaus, Central Illinois 99, seems to have found the 'best of all possible worlds'. She is selling airplanes for Mt. Hawley in Peoria, and gets to do lots of flying demonstrating planes — at someone else's expense.

New Minnesota member, Kathleen Ann Berg, is the office manager at the New Ulm Airport.

Stillaguamish Chapter will miss Marge Thomas and 49½er Paul while they fulfill an eight month contract to fly charter seaplanes for Flair Air out of Craig, Alaska. Craig is a community of approximately 200 people and few roads on Prince of Wales Island west of Ketchikan. Since Marge has never traveled by ship, she and son Todd took the Alaska Highway ferry from Seattle on March 11. We wish Marge much joy in this new adventure as she does what she likes best — Flying.

Rene Wicks, Willamette Valley Chapter, is teaching flying at the Flight Technology Department of Lane Community College in Eugene, OR.

Space City's Patty Vick has moved on up again. She is now Chief Flight Instructor for Aero-Tech located at Hobby Field in Houston.

### Blondes in the Cockpit?

Florida Gulf Stream Chapter members Betty Dodds and Marilyn Burch have been busy for weeks flying Mackey Airlines charter flights to the Bahamas in Betty's twin Beech. They say, "You should have heard the comments about the two blondes in the cockpit".



## 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.

## A New Kind of Summer Workshop for Aviation/Aerospace Educators

Teachers at all grade levels will be attending one of the most unique teacher training programs ever offered during Summer 1977. Five of the nation's most scenic vacation spots have been selected to host a regional tri-level aerospace teacher training program with six semester hours or nine quarter hours of graduate or undergraduate credit offered by a major university. At each location, the three week course will have separate sections for elementary and junior high school teachers; high school teachers without aeronautical experience; and, secondary teachers with aeronautical background. The basic theme of the course at each location will be "Back to the Basics Through Aviation/Aerospace Education". With the selection of scenic vacation spots, teachers are urged to bring the whole family for a real study-learn-vacation package. Sites selected and host universities include:

Southern Oregon State College at Ashland, Oregon

Central Missouri State University at Point Lookout, Missouri

University of Northern Colorado at Steamboat Springs, Colorado

St. Cloud State College at Grand Rapids, Minnesota

Embry-Riddle Aeronautical University at Daytona Beach, Florida

Each program will include several hours of introductory, basic, or advanced flight instruction for participants. In addition to professional educators, 4-H rocketry instructors, Air Explorer Scout leaders, EAA tech reps, and CAP aerospace education officers will find these courses highly beneficial. For detailed information on this unique summer program, write to: Aerospace Teacher Programs, P. O. Box 351, Bennett, Colorado 80102.

## 99 CLASSIFIED

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

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

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

### AIRCRAFT FOR SALE

#### "THE BIRD" IS UP FOR SALE

Jerrie Cobb sadly announces she must replace The Bird with a newer single engine requiring less operating & maintenance expenses. The Bird is a 1962 Aero Commander 500A, N12JC. 2100TT; LE 750 SMOH, 1225TT; RE 32SFR. Rajay Turbo-chargers, Front door, Oxygen, Dual VHF, VOR, ADF, ILS/GS, MB, TX, HF, DUAL instrum., good paint, good interior. \$45,000. TO LOVING HOME ONLY. 2299 Riverside Drive, RR #2, Moore Haven, FL 33471.

**AIRCRAFT SALES. CALL A 99** and aircraft owner for over 10 years for advice when you buy or sell your plane. I will give you the attention and personal service you expect and deserve for all new and used a.c. **PAULINE GENUNG, SKY HARBOR, INC., FULL LINE CESSNA DEALER, 7700 West 38th St., Indianapolis, Indiana. Eagle Creek Airport 317-293-4515. No obligation, of course.**

### ARTICLES FOR SALE

**LET'S GO FLYING**, aerospace educational coloring book designed by 99s. Informative, factual, and fun. Order single copies from Linda Hooker, P. O. Box 45021, Dallas, TX 75245. \$1.60 each ppd. Teachers Guides, 50¢ ppd.

Bulk orders available from 99 Headquarters, P. O. Box 59965, Oklahoma City, OK 73159.

Quantity	Price
25	\$ 40
100	150
500	700

**99 RING**, two square 9's overlaid on a small lattice-base. Very feminine, great for a pinkie ring, 10k gold, \$42.50 ppd. Golden Triangle Chapter, P. O. Box 243, Hurst, TX 76053.

### NEEDLEPOINT EYEGGLASS CASE KITS

Block 99 design, blue and white. Send \$5.00 to Mary Kohler, 278 Middle St., Amherst, MA 01002.

### FOR RENT

#### EXHIBIT HALL SPACE

It is still not too late to reserve a space in the Exhibit Hall for International Convention being held in San Francisco, Aug. 17-21. Open to the Public. Contact Sue Furham, 918 Lafayette, #4, Alameda, CA 94501. (415) 983-1182 or 521-4140. Only \$90 for all three days.

### SERVICES

**REAL ESTATE PROBLEMS?** Katherine Caraway can help in the South Texas Coastal area. Call (512) 293-2397 or 293-6662.

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

NAME \_\_\_\_\_

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

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

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

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





# For a lot of miles and a lot of weather, an Aztec F is just what the doctors ordered.



Dr. Sheldon Gold and Dr. Carroll Knauss

Dr. Carroll Knauss and Dr. Sheldon Gold, general surgeons in Pontiac, Mich., made a long list of the things they look for in the airplane they fly — then chose a Piper Turbocharged Aztec F with full de-icing, a full IFR panel and long range tanks.

Range, comfort, handling ease, economy of operation, and the ability to cope with a wide variety of weather conditions that beset lake-locked Michigan — these were prime considerations. By a country mile, the Turbo Aztec F was the only plane that satisfied them on all counts. "If you know Michigan weather, you know why," they say.

"We fly frequently to medical meetings and clinics, and occasionally make family trips. With our Aztec, we can get to Denver or Miami non-stop, and to loads of destinations in-between."

The two surgeons met in 1968 and have been flying together ever since. Two years ago they moved from a single-engine plane to a Piper Seneca II. Each took about 15 hours of dual to obtain multi-engine ratings. They found the Seneca very easy to fly, used it extensively, and especially appreciated the

peace-of-mind factor of that second engine.

They moved up to the Turbo Aztec F to take advantage of the extra 20 knots of cruising speed and the 1000-plus nautical mile range of the Aztec equipped with 40 extra gallons of fuel.

Both Dr. Knauss and Dr. Gold are also FAA medical examiners, and their offices are located next to Oakland-Pontiac Airport.

Getting into the left seat of the Aztec F gave both men new incentive to complete the work they'd already done toward their instrument ratings. "We've just about doubled the usefulness of our airplane. And whatever business we're on, flying our Aztec is pure pleasure."

For information and a flight demonstration of the Piper Aztec F, see your Piper Sales Center listed in the Yellow Pages, or write Piper Aircraft Corporation, Dept. NN5, Lock Haven, PA 17745.



Engineered for excellence,  
built for value.