

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN'S PILOTS

JUNE 1977



OFF TO THE RACES

Angel Derby Results p. 12

PPD . . . Milestone of Flight July 1-4

Air Race Classic July 16-19

One Family's Airport.

George J. Priester is a

railroad engineer who in 1928 also became a pilot. In 1953, he bought a Chicago-area field with sand and gravel runways which he has since developed into Pal-Waukee Airport, one of the nation's finest. 5 paved and lighted runways. 400 based aircraft. 70 T-hangars, 5 acres of roofed hangar space. Jet charter operation. Tower, ILS, restaurant—you name it, he's got it. A professional business operation resulting from a sophisticated management approach. □ Son Charlie joined George at age 14. Holder of both an ATP and a degree in Business Administration, he is currently Pal-Waukee's general manager. Sisters Sheila and Sharon are commercial pilots. Several of Charlie's children now work at the airport part-time. It must be in the blood. □ Looking back over the past twenty-odd years, George commented, "It's been a battle all the way. Law suits. Noise complaints. Tornados. And being privately-owned, the most we get from any level of government is crippling tax bills." □ "One bright spot," said Charlie, "is we're insured with USAIG. We would have been out of business if USAIG had not had the capacity to provide adequate limits, engineering and claim services." □ The Priester family and USAIG . . . sturdy aviation pioneers providing continuity of leadership in a rugged world of change.

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Special Articles and Features

Angel Derby Results	12
Board of Directors Meeting	6
Candidates for International Office	4
Lindbergh Stamp	16
99 Gives up \$18,000 / year job	21
Safety Education Committee	8
SFO is the Place to Go	13
TakeOff	6
WASPs Feel String	17
Women's Activity Program, EAA Convention	20
Women's World Records in Aviation	10

Regular Features

Activities	4
Aviation Law	5
AWTAR Update	9
Calendar	5
Chapter News	24
Forest of Friendship	16
News Notes from the Sections	22

Advertising

Cessna	4th cover
Classified	35
Piper	18-19
Sporty's	7
United States Aircraft Insurance Group	2
Wings of Hope	7

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LOOKING UP WITH LOIS



At our recent Board of Directors meeting, Thon Griffith, International Vice-President and Convention Liaison, gave a most interesting and exciting report on Convention 1977. If you have not yet looked over your convention literature, let me tantalize you with all of the wonderful plans.

This will be a Convention for everyone; men, women and children, with many firsts. How clever it was of our Convention Committee to have Industry Display Booths. You will want to visit these booths many times and each time you do you will receive more and more information. There will be an extra Hospitality Room planned for the men to hangar fly and solve all of the world problems. Since San Francisco is one of the many places people dream of visiting, now is your chance. Do not expect Rest and Relaxation as your days will be filled from early morn til the wee hours of the night.

I did not realize it, but this is "Wine Country", so the committee has planned a tour of the beautiful vineyards followed by a dinner for those who come early, and, also a tour of this fascinating city for the early birds. You'll have to run fast to squeeze in Registration. We are very proud to have a program given by Jeppesen and sponsored by Phillips Petroleum Company on Charts in the Airspace System. This is the place to find out all you want to know about our Airspace System, and don't be afraid to ask your questions. We have had this program on request for two years and now we finally have it scheduled.

Oh, yes, we'll still have our regulars; the Governor's Breakfast, Chairman's Coffee, A.E. Luncheon and business meeting. The round table discussions were such a success last year that they will be back for a repeat performance. In fact, several Sections have delayed making decisions in different areas until after the Round Table discussions. While the Ninety-Nines are busy having "fun and games" at the business meeting, the men have a choice of hearing Mr. Diblin talk about the Lycoming engine, or taking a luncheon yacht tour. Don't be jealous girls, we all may elect to take a dinner Bay Cruise. There are two other excellent programs offered, one on Preventative Maintenance and another on Family Awareness to Accident Behavior.

There will be those who either want to see H.J. in tennis shorts, or, want to make certain that H.J. keeps an honest score. Then, some will want to see those giant redwood trees that we all read about, a few years ago, while we were in school. Can you imagine a tree so large that a person can stand inside its trunk? You'll just have to see it to believe it and, of course, don't forget the famous Fisherman's Wharf with the sour dough bread or a visit through Chinatown.

I could write a book about the wonderful programs planned for 1977. You'll either have to come early or stay late to see it all, or else collapse when you return home.

I certainly hope everyone had as much fun planning this International Convention as we are going to have attending it. Don't forget SFO-THE PLACE TO GO— August 17-21, 1977.

ACTIVITIES

By Pat Mlady, Chairman

The International Board of Directors has asked me to be your Activities Chairman. Unfortunately, this was necessitated because Margo Smith, due to personal reasons, was unable to continue with these responsibilities. We are all sorry that she had to relinquish her chairmanship since she is so capable and knowledgeable. I'm very happy to take on these responsibilities although at the moment I feel a little overwhelmed by the scope of the job — a real babe in the woods.

As you are aware, "Activities" encompasses many facets of our activities. Not only does it cover our flying activities, but also most of the others that keep us interested and active in our organization. "Activities" covers the areas of proficiency and training, air races and flying contests (poker runs, treasure hunts, spot landing contests, etc.) awards, seminars, service projects, airport beautification and safety, and our "just for fun" flying.

In order for me to be able to serve you in the most effective way, I definitely will need your help. Please keep me informed about your activities. If you have a new type of contest or some different activity or service project, tell me about it so I can pass it on to other sections and chapters for their use. Be sure to send me a suggested operating procedure for all new events. If you need information on how to hold a contest or other activity, please feel free to contact me. If the information is not immediately available, I'll try to find the source for it.

One of my first tasks will be to prepare a report for International Convention. Will all governors and/or section activities chairmen send me a report on your activities no later than June 15. I'd be happy to hear from individual chapters also. Let me know what you've been doing!

Also, along these lines, please put my name on your mailing list for chapter newsletters. This would be one effective way to let me know what's going on out there in "99 Land".

Here's hoping my mailbox at 1250 Amelia, Wichita, Kansas, 67209, will soon be running over with mail concerning your activities. I know you are all doing lots of interesting things — please share them.

CANDIDATES

for International Board of Directors

Your International Nominating Committee would like to present the following Candidates for International Board of Directors. This will be for a term of two years and members are required to attend all meetings. Chapter Chairman are urged to discuss this slate of candidates with their members and instruct your Delegates to Convention as to the Chapters wishes. Two Candidates will be elected to a two year term.

Ilovene N. Potter, Chairman

Candidates

Abbreviations: Ch., Chapter, chm., Chairman, Scs., Section or Sectional, (Classification), Offh., Offices held, Occ., Occupation, Trj., Training for job sought, Conv., Convention

Chanda Sawant Budhabhatti: India Scs., 99 since 66, (Active), Offh: Scs. Gov., Public relations for 99s outside USA, Occ: Public Relations for Gammon Ltd. of India for 15 yrs. resigned to work on CFI in USA. Trj: see above. Attended 4 International Conv. and no Scs. (Chanda intends to be in this country for one yr.)

Ruth S. Dobrescu: Long Island Ch., New York-New Jersey Scs., 99 since 65, (Active), All Ch. and Sec., Vice Gov. and Gov., numerous Scs. and Ch. Committees including Membership and DRF., International Com. Chm. for 69 Conv. prizes and favors, is 79 Ways and Means Chm. Trj: 10 yrs. as Executive Secretary, now a housewife. Has attended 8 International Conv. and 18 Scs.

Judy Hall: Deep So. Ch., Southeast Scs., 99 since 71, (Active), Offh: Ch. Chm. and V. Chm., Secretary for Scs., International Airmarking Chm. Occ: Secretary for Bellevue Baptist Church, Macon, Ga. Attended 5 International Conv. and 11 Scs.

Janice R. Kuechenmeister: All-Ohio Ch., No. Central Scs., member since 53, (Active), Offh: All Ch. and Scs. offices and worked on all Committees for Ch. and on International Conv. in 64 also Scs. twice. Trj: Offices held at Scs. and Ch. level as well as professional experience. Occ: Public Accountant. Attended 16 International Conv. and 44 Sectionals.

Esther "Esme" Williams: Caribbean Scs., 99 since 66, (Active), Offh: Ch. Chm. and Sec. and worked on most Committees at Ch. level. Gov., Sec. and most Committees at Scs. level, International Membership Chm., current Board member and served a previous term of 2 yrs. on the Board, Trj: Business Administration and Secretary. Attended 8 International Conv. and 24 Scs.



New Picture of
AMELIA EARHART
Presented to 99 Headquarters

Board Member and Governor of the Caribbean Section, **Esme Williams** recently presented Headquarters with a new addition to our collection of pictures of AE. The lovely picture she presented during the recent Board Meeting is beautifully framed and will soon be displayed for your inspection on your next visit to 99 Headquarters.

AVIATION LAW

Sylvia Paoli

On March 20, 1969, a chartered DC-3 crashed while attempting to land at Moisant Field in New Orleans, Louisiana, in weather reported as "sky partially obscured, visibility one-sixteenth, fog and smoke, runway 10 visual range less than 600 feet. Sixteen of the twenty-seven persons on board were killed, including the pilot and co-pilot. The lawsuit which followed, and which was only finally settled in June of 1975, was brought by the estates or survivors of nine of the deceased passengers, against the United States for alleged negligence of the Federal Aviation Agency controllers — the United States having the "deeper pocket" amongst possible defendants.

In light of weather of that kind, it seems difficult to imagine what kind of a case the plaintiffs could present for controller negligence, and the Court in fact did find for the United States, citing "gross negligence and reckless conduct" of the pilot as the proximate cause of the crash.

However, the controllers were not entirely error-free. At one point, the pilot asked the controller if he would be legal to make a pass over the airport and look at the weather. The controller answered that he could clear the plane for such a "low pass". The pilot then asked: "Well, if we can get contact with the ground will we be legal to land if that's six hundred feet?" The controller's reply indicated that if the pilot got the runway or approach lights in sight by his decision height, he could land. To the extent that the controller stated from memory what the requirements were for landing, the Court concluded that he was negligent, but such negligence didn't cause the crash. Further, there was much made at the trial of the failure of approach control to advise the local controller of the arrival of the DC-3 by use of the "red light" procedure as set forth in the Moisant Facility Operations Manual. The Court also decided this failure was negligence, but not the cause of the accident. (The procedure was simply for the purpose of advising the tower of the sequence of approaching aircraft.)

The pilot, on the other hand, violated a number of regulations. He was ATP rated,

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
- 11 Poker Run, Michigan Chapter
(Raindate, 12th) Terminus-Price's
Airport, Linden, Mich.
- 19 Poker Run, WV Mountaineers
(Raindate, 26th) Terminus —
Parkersburg, WV.

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.
- 16-17 Detroit City Air Show
- 16-19 Air Race Classic, Inc.
Sonoma County, CA. —
Toldeo, 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.
- 27-28 Apuepuelele, Aloha Chapter

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

- 1 AMPAR (All Men's Palomar Air
Race)
Palomar 99s, Carlsbad, CA.
- 7-0 Michigan SMALL RACE
- 8 Kachina Doll Derby and Road-
runner Rally
- 7-9 South Central Section Meeting
Flagship Hotel
Galeveston, TX
- 15-17 New York-New Jersey Section
Meeting
Gov. Morris Inn
Morristown, NJ

and type-rated for DC-3s, but was not current at the time of the flight, having not made five takeoffs and landings to a full stop within the preceding ninety days. When he filed his IFR flight plan, with minimums in New Orleans forecast to be about what they actually were at his arrival, he did not file for an alternate airport, as required. Then, although "cleared for the approach", the pilot was never cleared to land. According to testimony, after the first bounce on his attempted landing, with the plane at a 25° angle to the runway, the pilot should have initiated a go-round and followed the missed approach procedures instead of attempting to keep the plane on the ground.

The Court minced no words in its criticism of the pilot and crew, and those who hired them, saying that "the patent recklessness of the pilot and crew of N142D superseded the negligence of the United States . . ." Further, the Court stated that it not only found "that those in charge of selecting the pilot and co-pilot and all persons on the airplane who took part in flying it were guilty of such reckless and wanton conduct, but that it would have been appropriate for criminal sanctions to have been imposed.

Perhaps the moral of cases such as this is to check the qualifications of charter pilots and crew, and of the chartering company, if you're going to be the passenger!

NEW HORIZONS

Gail Lane
Bay Cities Chapter

"On to New Horizons" took on a new meaning to Bay Cities members with the death of Gail Lane on board the Pan Am plane in the Canary Islands. Fielding Lane's sensitive eulogy to Gail, given at the memorial services, was a truly beautiful tribute to his wife. Fielding, Margaret Gerhardt and Gail's nephew, flown by Roy Jones, scattered her ashes over the ocean in sight of Mt. Tamalpais. Fielding was right — Gail was a friend to all mankind — and we will miss her.

Gale Lane was a member of the Bay Cities Chapter since 1955. She was the Chapter Treasurer in 1957-58 and the Chapter Chairman in 1958-59.

Betty Lambert
San Diego Chapter

Betty Lambert, San Diego Chapter, lost a battle with cancer on April 23.

Betty had a B/S degree in Biology and Chemistry, a Masters in Bacteriology; COM SMEL IFR, CFII with a Citation type rating, CFII. For a time she was Chief Ground Instructor for Friedkin School of Aeronautics, the forerunner of Pacific Southwest Air Lines. She was Instructor and Chief Pilot at the Cajon Flying Service for 20 years. She set up their flight training program and wrote books on meteorology and navigation. She was FAA Designee for PVT/COM/MEL/IFR ratings. She instructed at AOPA clinics throughout the country. Two years ago she went to Marquette, Michigan and Exec-Air to set up their flight training program and serve as Chief Pilot. Last year she obtained her ATR in a Citation.

Unlike many, Betty Lambert didn't collect ratings. Some 30 of her students are now with the Airlines including her son Robbin who she trained beginning with his Private license.

Betty was incredibly brave. She never complained in all her pain. She remained interested and concerned about others.

Aside from all Betty's accomplishments her claim to fame has to be her undying love, dedication, and enthusiasm for flying and her encouragement of others. She was a great champion of the Amelia Earhart Scholarship Fund and those in her chapter join her husband Art in requesting that if you want to remember Betty, she would be pleased with a donation to the Fund. Friends in the San Diego area will also sponsor a stone in Memory Lane in her honor.

Irene Rogers, El Cajon Valley Center
Betty Wharton, San Diego Chapter

Board of Directors Meeting Oklahoma City — April 20 - 22

by
Gene Nora Jessen

The officers and directors of The Ninety-Nines, Inc. met for their annual spring meeting in Oklahoma City. Much business was accomplished for the corporation, dramatic new programs undertaken and rainfall generated upon our parched headquarters landscaping. Not all the above was accomplished from the same source.

Toughest and first — the budget. Figures were agonized over, shuffled and finalized. Quotes were reviewed for such things as additional "Let's Go Flying" books, employee benefits and an alarm system for the Headquarters Building. Donations of \$100 each were allocated for the American Society of Aerospace Education, Instructor of the Year Award and Mechanic of the Year Award.

Air Age Education Chairman Linda Hooker offered plans for a leadership workshop for Governors and Air Age Education Chairmen. She will pursue setting it up at the University of Oklahoma for 3-5 days within the next year to acquaint our leadership with our growing educational programs. This will be a project for the sections and chapters to plan ahead for and help provide transportation for their leadership.

Karen Coyle of the General Aviation Manufacturer's Association presented GAMA's "Take-Off" program. The Ninety-Nines is committed to supporting this program in our own communities, making fixed base operators aware of the program and its advantages to them. Information will be found in the NEWS and at Section meetings.

NY-NJ Governor Doris Miller and 1979 Convention Chairman Betty Elliott presented exciting plans for the organization's 50th Anniversary Convention in Albany, N.Y. Other convention matters were discussed including a review with Governor Jerry Melton of South Central Section's plans for 1980. Yes, we do have to plan that far ahead. It was recognized that our organization has grown to the point that we now place a terrific burden on hostess sections planning annual meetings for a group our size. At another place in this issue of the NEWS you will find an ad for a professional convention coordinator for the 99s. In the future, the hostess section will still be in charge of "hostess" type things such as planning the educational and fun activities, menus, decorations, hospitality, etc. The professional convention coordinator will be responsible for dealing with hotels and transportation. The Board feels this will be a better

financial arrangement for all concerned.

But more immediate matters, the 1977 and 1978 annual meetings. As you read this, you have already received the San Francisco mailing and it is doubtful that many will be able to find this one resistable. The hostess section has done an unbelievable job financially, offering only token costs in a city where the norm for a single dinner tab runs \$25. The Board and membership applaud and appreciate their fund raising and penny pinching on our behalf and here's one prediction we'll show up in record numbers.

Sam Prince, Accident Prevention Specialist Coordinator for the FAA's Southwest Region presented a proposal that the 99s undertake the promotion of wire marking. This was enthusiastically endorsed by the Board and you will be hearing more on the hazards of wires and how we can live with them.

This report seems to be full of "exciting new" projects — but I don't know what other adjectives to use; they are exciting and they are new. Another of the same mold is a coffee-table type picture book of the history of the Ninety-Nines and current members and activities. The book will be compiled in cooperation with the Taylor Publishing Company (at no financial risk to us) to coincide with our 50th Anniversary.

For those who have been gifting 99 NEWS subscriptions (and those who are planning to), a newly aligned annual price of \$7 was announced . . . Have you considered willing your aviation library to the 99s? . . . Would you be intrigued by 99 group travel tours such as those of AOPA?

The next Board of Directors meeting will be August 15th in conjunction with the organization's annual meeting in San Francisco. If you, your chapter or section have business needing attention, get it to President Lois Feigenbaum by the middle of July for inclusion in the agenda.

HEADQUARTERS
THANKS YOU
MARY ADAMS
Colorado Chapter

for your recent donation of the Minolta Camera and flash attachment. We've been snapping everything in sight and hope you'll all benefit by increased pictures of Headquarters and 99s activities in the 99 NEWS.

TakeOff

Ninety-Nines Tower . . . GAMA, flight 37, ready for TakeOff!

Get ready for 300,000 new fledgling pilots in the next three years, as the entire membership of the General Aviation Manufacturers Association launches the greatest flight training promotion ever undertaken by the combined forces of the general aviation industry.

Why? According to statistics compiled by GAMA and other organizations the pilot resources of the nation will face a shortage within the next ten years. Forecasting 17,000 retirements from the airlines alone, combined with a marked decrease in military flying, a static situation in the number of student pilot starts, and the outlook becomes obvious. General Aviation will become more heavily depended upon for the pilots of the near future. At present, student pilot starts have plateaued at 130,000 per year, with 6 out of 10 students leaving the industry before completion of private pilots flight training. While 74,000 licensed pilots leave the industry every year, only 54,000 are entering.

To insure the healthy growth of the aviation industry and to create a solid market base for the products of the industry, GAMA has developed the TakeOff program.

Designed to increase the number of student pilot starts to 200,000 per year and increase the completion rate from student to private pilot to 50 percent TakeOff should net out 300,000 new private pilots by 1980. Every flight school and instructor in the United States and Canada has been invited to participate in the program. Through the purchase of a promotional kit, flight schools are listed on a toll free 800 number, designed to relay flight school location information to non-pilots. The number is advertised nationally through GAMA and its member companies, inviting the non-flying public to call for flight training information. Within a week after the call, a personalized letter is sent to the caller, restating the flight schools name and encouraging the initiation of flight training. The referred flight school receives the callers name and address on a mail back card for followup.

TakeOff is motivation and feedback and the largest airplane sweepstakes in the world. Every six months for the next three years, some lucky new private pilot will receive a \$50,000 aircraft produced by a GAMA member company. Eligibility in the Sweepstakes requires completion of private pilot training between January 1, 1977 and December 31, 1977. The winner's flight instructor will receive a \$3000 holiday vacation allowance and the winner's flight school will receive a \$3000 ATC simulator.

TakeOff needs promotion. Currently advertising is being run in many national magazines, trade and non-trade. But it takes more than a glossy ad to generate complete response. TakeOff needs talking about, it needs exposure at the grass roots level — the flight school. You can help. Talk about the program with your local flight school. Encourage your students to participate by submitting entry blanks. Mention TakeOff in your community activities. Encourage your non-flying friends to contact the 800 number. Take a friend flying!



URGENT NEED!! YOUR AIRCRAFT

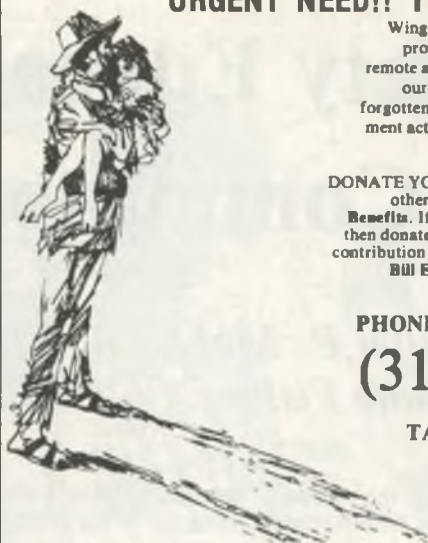
Wings of Hope is your humanitarian, aviation program assisting the needy and suffering in remote areas of our world. Become a vital part of our lifesaving, medical-rescue services to the forgotten people! Help us support sound development activities. Together we will bring health and hope to the hopeless.

DONATE YOUR AIRCRAFT, engines, avionics, and other equipment of value. Enjoy valuable Tax Benefits. If you can't contribute your entire aircraft then donate part of it. Otherwise we invite your cash contribution in any amount for Membership. Contact **Bill Edwards** for further details and assistance

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Excerpt from an address delivered November 12, 1943 in Oklahoma City by the late Gill Robb Wilson, Aviation Consultant, and Past President of the National Aeronautic Association.

I believe in God and in man. I believe in the destiny of the human race and in the particular destiny of my own nation. I believe aviation is a tool by which this world can be shrunk to manageable proportions. I believe that as the airplane has made the earth an indivisible entity, so it can make man to be one brotherhood. I believe that if we miss the significance of the air age for spiritual progress, we shall ultimately perish as unworthy to handle such a sword. I believe that if we utilize constructively the modern forces entrusted to us, we shall leave to our children a chain of evolutionary processes which will bring them standards of life and peace and pride far beyond the golden age of Pericles. And I further believe that my privilege of working with and for aviation, and of working with and for my confreres in aviation, is a privilege which I would not exchange for the wealth of Midas. And I still further believe that these things every American airman believes." (Gill Robb Wilson)



**MAIL THIS
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- ☐ ENCLOSED IS MY DONATION (Includes Membership)
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Address _____

City _____ State _____ Zip _____

Phone _____

*If you only knew what the sound of our aircraft means to them . . .

Safety Education Committee

Marilyn P. McLaren, Chairman
Diane Fisher, Co-Chairman

Lest we forget — in the process of promoting Safety Education to the pilot population, how are we, as Ninety-Nines holding up to the principles in which we believe and promote? Have we remembered to work on our own personal improvement of proficiency in the skill of flying? Have we all been cognizant of the fact that the best "preacher" is the one who practices her preachings on a continuing basis? I hope so. The recognition the FAA has given our organization for our Safety Education efforts is an honor; and so, we must devote ourselves more than ever to improve ourselves. In doing so, we can continue to be sincere promoters of Safety Education.

We realize not all of you can complete the Pilot Safety Maintenance Program. But, if you can't, at least select some of the items on the program's listing as goals you will pursue for yourself. Last year we published a compilation of statistics on Women Pilots' Accidents vs. Men's. It pointed out, interestingly, that many of the men's accidents were attributable to poor pilot judgment in decision-making situations related to weather, etc. On the other hand, women pilots seemed to indicate a high level of their accidents in the skill areas, i.e., take-offs and landings. Bear this in mind in setting up a program of improvement for yourself. You may accomplish several long flights in a given period of time, but many of them only involve one take-off and one landing.

And while we are working to improve ourselves, let us also encourage others in our Chapters to do likewise — give them some stimulus. We are happy to see that many chapters have instituted "mini-quizzes" of a Safety Education nature that they utilize at each of their monthly chapter meetings. They devote anywhere from 20 minutes to 45 minutes on such quizzes that they make up themselves, in an effort to make the members see "how quickly we forget" many things we once knew or had to know, and for each of them to see their own shortcomings in certain areas so that they can improve on them. Some of the topics quizzes can cover are: ELT use, operation, manner of testing and when you can; the four "C's" for lost or other emergencies; DF steers; emergency landing procedures; in-flight fires, on-ground fires and other emergency situations; unusual engine and operational noises and indications— what they mean to the pilot and how to handle each; winter procedures; summer procedures; back to the basics of flight planning and computations; fuel management, and many other topics oriented to safety.

Normally, if a chapter has a safety program at a chapter meeting (such as a speaker from the FAA, etc.), they claim 5 points for the program. Interestingly, the chapters having these "mini-quizzes" realize the effort involved and time allocated for them is less than a regular evening's "safety program"; and hence, they are submitting claims for 1 and 2 points per quiz (based on their evaluation of each quiz's value when compared to the value and time allocated to a regular safety meeting). We are delighted with this innovation of the chapters involved and hope it will encourage more of you to pick up the ball and keep it rolling.

As we have stated in the past, we will consider points being awarded for ANY endeavor you believe to be in the interests of Safety Education. The activity does not have to be on the Points Listing to qualify for points. Congratulations to those chapters who acted on this suggestion and developed Safety Education "mini-quizzes" for their monthly meetings. What could be healthier than a constant awareness of Safety Education's importance each time you walk into the meeting room for your monthly chapter meeting?

As our President aptly stated it in a recent issue of the NEWS — " . . . EDUCATION IS THE HUB IN THE WHEEL OF ACCIDENT PREVENTION . . . " Each of us is a spoke in that wheel — it takes all of us working at best ability consistently to keep the whole wheel turning without failure!

Point Standing

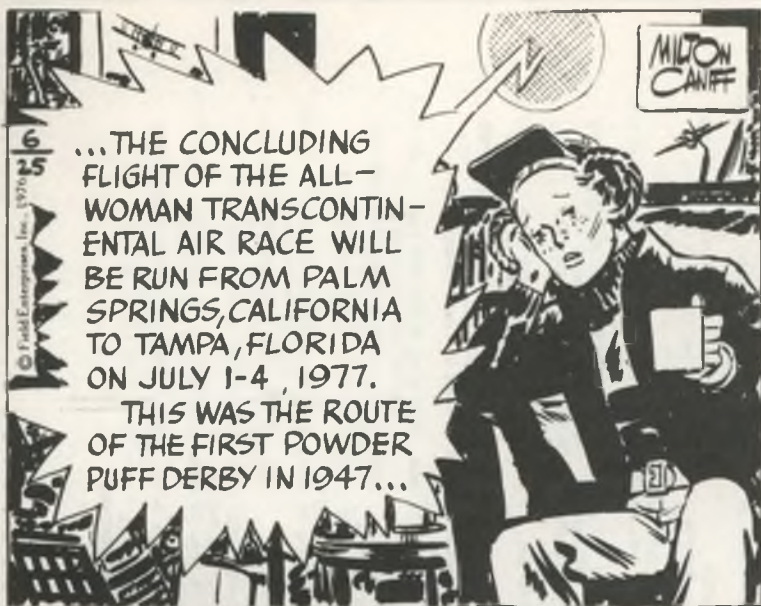
The following "Point Standing" Listing is by Section and reflects points claimed, approved and processed THROUGH MARCH 31ST, 1977 ONLY:

Caribbean	(not participating)
East Canada	10.00
Middle East	35.99
New England	58.41
New York-New Jersey	15.00
(1.5 of which to be verified further)	
North Central	7.52
Northwest	6.12
South Central	5.20
Southeast	8.43
Southwest	1.32
Western Canada	5.00
(limited participation only)	

Please note that we cannot allow points for members in paid FAA or similar positions; inasmuch as work under this system is to be something done voluntarily without anyone's personal remuneration. On the other hand, appointed FAA Safety Counselor positions are voluntary and without compensation and, therefore, receive point credits.

Some people have inquired about points to be earned by speaking engagements. Our position is this — if it is an engagement to speak on aviation IN GENERAL (not specifically on SAFETY) and/or if it is an engagement to speak to a non-pilot group vs a pilot group for purposes OTHER THAN THE SPECIFIC TOPIC OF SAFETY, then we consider it to be more under the scope of "Aerospace Education" instead of "Safety Education" and will not allow points for same. However, if you have had a speaking engagement to a pilot or non-pilot group SPECIFICALLY ORIENTED TO THE TOPIC OF SAFETY, submit a point claim form for same, completely describing the content of the speaking engagement. We will review same; and if we feel "Safety Education" was truly accomplished, we will assign the claim a point value, process it and return it approved and recorded. This individual evaluation of each speaking engagement is necessary; inasmuch as we have found there to be a fine line of distinction between whether the speech is in the category of "Aerospace Education" or "Safety Education".

The above "Point Standing" Listing is the only one that will be released PRIOR TO each chapter's and section's point claiming submission deadlines of June 30th, 1977 (postmark date). We urge all of you to make certain that you get your submissions up to date and postmarked to us NO LATER THAN JUNE 30TH, to have them included in this fiscal year's point tally and selection of winners for the three awards to be presented at Convention this Summer.



AWTAR Update

by Wanda Cummings

Ninety-Nines!!!! If you want to go, and don't have the 13 cents, enter the BITSY BEEKMAN LOOK-ALIKE CONTEST. Plans are to give the winner expenses comparable to Round Trip Air Fare, present her at the Take-Off Banquet JUNE 30, and she will fly with the Powder Puff Derby Commemorative group.

SEND YOUR LOOK-ALIKE-BITSY PHOTO to AWTAR Headquarters, Box 23203, San Diego, CA 92123. All pictures must be IN OUR OFFICE BY JUNE 22 for judging.

Milton Caniff's syndicate will give the Look-Alike Contest a "proper International blast" and the "Steve Canyon"-client newspapers will use it for promotion along the route. It's short notice, we know, but get your freckles on film and shoot it to us. Polaroids are OK if close-up and clear. Contestants are also eligible . . . Some fly-girl will win . . . we hope she is a 99!

This all started at the First Day Drawing, where Mr. Caniff and our 1969 Bitsy, Joan Steinberger, finally met. Because of the amazing number of entries to be drawn that day, the limit of aircraft was jogged up to our normal 150. To comfortably accommodate all those involved, START HEADQUARTERS HAS BEEN MOVED to the RIVIERA HOTEL, 1600 Indian

Ave., Palm Springs, CA, 92262. TAKE OFF WILL BE ONE DAY EARLIER THAN ANNOUNCED, JULY ONE. Awards banquet in Tampa is STILL July 6.

The full quota of 150 are an exciting combination of interesting people and planes, the makings of a cross-country air show. They'll all nest in El Paso the first night (July 1) and take "Gus the Bus" to Juarez for dinner and shopping. July 2, everyone RON's again at Dallas, where tours of the American Airlines Academy have been arranged by retired Captain AL K. HALL, JR. (Auleen's 49½)

Everyone is looking forward to the fun and games . . . If you can't fly it, join us at Start, Terminus, or along the way.

"Powder Puff for Joan" and the 1972 Powder Puff Derby film are available for showing your local Kiwanis or whatever. Send request and check for \$15.00 to Helen Shropshire, Box 534, Pacific Grove, CA 93950.

See you soon, Bitsys . . .

P.S. Marian Banks and I will be #17 in the Air Race Classic. We thought it would be nifty to leave the driving to other folks and RACE again . . .

Off to the Races

Many of you have written to let us know of your chapter's entry into the Commemorative PPD, the Angel Derby and the Air Race Classic. If you want to head for a race stop to see your friends fly

POWDER PUFF DERBY COMMEMORATIVE ALBUM UP-DATE

will be sent for \$5.00 Book Rate, \$6.50 First Class. Your photo in the up-date, \$3.50. Send to:

Kay Brick
820 Blanch
Norwood, NJ 07648

by, here's who's going.

Bonnie Plowman, WV, and Joan Mace, All-Ohio, were Angel #30. Members of both chapters were in Columbus, OH to assist with the race and to bid them good luck on take-off day — May 8th.

Three Wisconsin aircraft will carry numbers in the PPD. Pat Weir and Katie Conkling are teaming up in #17; Joan McArthur is in #4 and Peggy Mayo and Cindy Schofield will be #67. In addition, Lois Truchinski and Caroline Morey were Angel #36.

Golden Triangle reports that three of their chapter members will be flying this event. Jo McCarrell and Linda Hooker will be teaming up in 99JL and Alverna Williams will be flying solo in an Ercoupe. Chapter members all plan to be at the Dallas stop, not only to help work but also to share in the excitement.

Lubbock's Susie Evans and Cheryl Shaw have entered both the Angel and the ARC. Cheryl was the pilot in the Angel and Susie will be in the ARC.

Oklahoma's Norma Vandergriff will be
Continued on p. 16

MILESTONE of FLIGHT Cachet Covers

Available at PPD Terminus or may be ordered by mail. Send \$1.25 each and self-addressed #10 enveloped to:

Milestone of Flight
National Air & Space
Museum

Smithsonian Institution
Washington, DC 20560

Checks should be made payable to the Smithsonian.

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
12/31/76

FEMININE RECORDS

Speed Over a Recognized Course

ONE WAY

9/4-6/69	LONDON/NAIROBI Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 47 Hrs. 18 Mins. 38 Secs.	U.K.	142.64 KPH	88.63 MPH
4/22/62	LONDON/PARIS Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 00 Hrs. 23 Mins. 06.3 Secs.	USA	887.58 KPH	551.52 MPH
5/18/66	LONDON/ROME Miss Sheila Scott Piper 260-D Comanche (1) Lycoming IO-720 Engine	U.K.	258.127 KPH	160.39 MPH
7/6/67	LONDON/TRIPOLI Miss Sheila Scott Piper 260-B Comanche (1) Lycoming IO-720 Engine	U.K.	251.806 KPH	156.46 MPH
4/15/70	LOS ANGELES/MTAM Judy Wagner Beechcraft B33C, N775JV (1) Continental IO-520B Engine Elapsed Time: 10 Hrs. 20 Mins. 58 Secs.	USA	362.74 KPH	225.35 MPH
11/20/67	MADRID/LONDON Miss Sheila Scott Piper 260-B Comanche	U.K.	244.253 KPH	151.77 MPH
8/1/67	MALTA/LONDON Miss Sheila Scott Piper 260-B Comanche (1) Lycoming IO-720 Engine	U.K.	241.312 KPH	149.94 MPH
9/29/71	MELBOURNE/BRISBANE Mrs. R. L. Hodges Cessna 210J, V3-318 (1) Continental IO-520-J Elapsed Time: 4 Hrs. 26 Mins. 30 Secs.	AUSTL.	312.18 KPH	193.97 MPH
9/18-19/69	NAIROBI/CAPE TOWN Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 18 Hrs. 30 Mins. 57 Secs.	U.K.	221.79 KPH	137.81 MPH

FEMININE RECORDS

-2-
SPEED OVER A RECOGNIZED COURSE (Continued)

10/3-4/69	NAIROBI/LONDON Miss Sheila Scott Piper Comanche 260, 3-ATOY (1) Lycoming IO-540 Engine Elapsed Time: 34 Hrs. 24 Mins. 05 Secs.	U.K.	196.17 KPH	121.89 MPH
11/18/67	NATAL/DAKAR Miss Sheila Scott Piper 260-B Comanche	U.K.	272.994 KPH	169.629 MPH
4/22/62	NEW ORLEANS/BOIN Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Engines Elapsed Time: 13 Hrs. 10 Mins. 31 Secs.	USA	603.69 KPH	375.12 MPH
4/22/62	NEW ORLEANS/BOSTON Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Engines Elapsed Time: 02 Hrs. 54 Mins. 33.6 Secs.	USA	752.01 KPH	467.28 MPH
4/22/62	NEW ORLEANS/HANDER Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 04 Hrs. 42 Mins. 52.9 Secs.	USA	776.34 KPH	482.40 MPH
4/22/62	NEW ORLEANS/LONDON Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 12 Hrs. 20 Mins. 14.9 Secs.	USA	603.69 KPH	375.12 MPH
4/22/62	NEW ORLEANS/NEW YORK Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 02 Hrs. 31 Mins. 08.5 Secs.	USA	748.53 KPH	465.12 MPH
4/22/62	NEW ORLEANS/PARIS Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 12 Hrs. 42 Mins. 03.9 Secs.	USA	607.75 KPH	377.64 MPH
4/22/62	NEW ORLEANS/SHANNON Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines Elapsed Time: 11 Hrs. 08 Mins. 08.7 Secs.	USA	614.12 KPH	381.60 MPH
4/22/62	NEW ORLEANS/WASHINGTON, D. C. Miss Jacqueline Cochran Lockheed Jet Star, N172L (4) P & V JTL2A-6 Jet Engines	USA	746.22 KPH	463.68 MPH

FEDERATION AERONAUTIQUE INTERNATIONALE

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

-3-

FEMININE RECORDS

SPEED OVER A RECOGNIZED COURSE (Continued)

4/22/62	NEW YORK/BORN	USA	570.09 KPH	354.24 MPH
	Miss Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 10 Hrs. 39 Mins. 12.5 Secs.			
4/22/62	NEW YORK/BOSTON	USA	780.98 KPH	485.28 MPH
	Miss Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 00 Hrs. 23 Mins. 16.0 Secs.			
5/22-24/69	NEW YORK/COPENHAGEN	U.K.	186.583 KPH	115.93 MPH
	Miss Sheila Scott Piper Comanche 260, J-ATON (1) Lycoming IO-540 Engine Elapsed Time: 45 Hrs. 01 Min. 46 Secs.			
4/22/62	NEW YORK/MADRID	USA	809.95 KPH	503.28 MPH
	Miss Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 02 Hrs. 11 Mins. 33.2 Secs.			
5/22/69	NEW YORK/BOOSE BAY, LABRADOR	U.K.	289.802 KPH	180.07 MPH
	Miss Sheila Scott Piper Comanche 260-J-ATON (1) Lycoming IO-540 Engine Elapsed Time: 6 Hrs. 00 Mins. 56 Secs.			
4/22/62	NEW YORK/LONDON	USA	567.19 KPH	352.44 MPH
	Miss Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 09 Hrs. 49 Mins. 11.1 Secs.			
4/22/62	NEW YORK/PARIS	USA	572.99 KPH	356.04 MPH
	Miss Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 10 Hrs. 10 Mins. 57.4 Secs.			
4/22/62	NEW YORK/SHANNON	USA	575.30 KPH	357.48 MPH
	Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 08 Hrs. 36 Mins. 57.5 Secs.			
10/20/69	OAKLAND, CALIF./HONOLULU	USA	246.68 KPH	153.28 MPH
	Jeraldine L. Mock Cessna P 206, N155JM (1) Continental IO-520 Engine Elapsed Time: 15 Hrs. 43 Mins.			

FEMININE RECORDS

SPEED OVER A RECOGNIZED COURSE (Continued)

10/20-30/69	OAKLAND, CALIF./RABAU, NEW BRIT.	USA	41.36 KPH	25.7 MPH
	Jeraldine L. Mock Cessna P 206, N155JM (1) Continental IO-520 Engine Elapsed Time: 9 Days 23 Hrs. 47 Mins. 04 Secs.			
4/22/62	PARIS/BORN	USA	926.98 KPH	576.00 MPH
	Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engines Elapsed Time: 00 Hrs. 26 Mins. 05.5 Secs.			
5/19/65	PARIS/LONDON	U.K.	324.106 KPH	201.38 MPH
	Miss Sheila Scott Piper Comanche 400 (1) Lycoming IO-720 Engine Elapsed Time: 01 Hrs. 03 Mins. 22.2 Secs.			
12/19-23/37	PARIS/SATOON	FRANCE	109.316 KPH	67.92 MPH
	Maryse Hiles Caudron Simoun (1) Renault Engine, 180 HP Elapsed Time: 92 Hrs. 36 Mins. 15 Secs.			
9/28/67	PRESTWICK, SCOTLAND/COPENHAGEN	USA	286.44 KPH	177.99 MPH
	Miss Susan Oliver Aero Commander 200, N296OT (1) Continental IO-520-A Engine Elapsed Time: 03 Hrs. 46 Mins. 48 Secs.			
9/27/67	REYKJAVIK/PRESTWICK, SCOTLAND	USA	229.57 KPH	142.65 MPH
	Miss Susan Oliver Aero Commander 200, N296OT (1) Continental IO-520-A Engine Elapsed Time: 05 Hrs. 59 Mins. 20 Secs.			
5/21/73	SAN DIEGO/ALBUQUERQUE	USA	325.79 KPH	202.44 MPH
	Mrs. Marion E. Banks Piper PA-24, N113MB (1) Lycoming Engine Elapsed Time: 3 Hrs. 5 Mins. 7.2 Secs.			
6/24-25/67	SAN JUAN/COLUMBUS	USA	177.55 KPH	110.33 MPH
	Jeraldine L. Mock Cessna P-206, N155JM (1) Continental IO-520 Engine Elapsed Time: 16 Hrs. 16 Mins. 30.0 Secs.			
4/22/62	SHANNON/BORN	USA	685.96 KPH	426.24 MPH
	Jacqueline Cochran Lockheed Jet Star, M172L (4) P & W JT12A-6 Jet Engine Elapsed Time: 01 Hr. 38 Mins. 15.8 Secs.			



Arrival in Columbus, OH for the 1977 Angel Derby Start proved to be a wet and difficult affair for many race teams. Inspection Chairman Jeane Wolcott took the showers in stride as she donned her rain clothes and whizzed from plane to plane.



Gleaming with polish, 55 planes stood ready and waiting in the impound area.

Several were especially decorated for the occasion. A bouquet of flowers garnished one plane's tail and slogans appeared here and there. Flower cutouts dotting the fuselage feminized Shirley Winn's Cessna.



Half the fun of competing is the friendships formed with other race pilots. Here gals meet and mix with their friends over cocktails before the takeoff banquet. The beat of the calypso band in the background spoke of treats to come when racers arrive at the terminus in Freeport, Bahamas.



6:30 a.m. Spirits are not so lively at the takeoff breakfast. Pre-race jitters abound as teams wait for the weather briefing.



Arriving at the airport (after a few broken busses), racers were greeted by a ceremoniously-garbed Bahamian policewoman who directed their planes to the starting line.



Gear up and full speed ahead into the bright and sunny skies.

ANGEL DERBY Results

Place	Name	Aircraft	Ground Speed	Score
1	Pauline Mallary Bonnie Quenzler	Beech C23 Musketeer	150.78	+ 27.78
2	Judy Wagner	Beech E33C	210.75	+ 27.75
3	Marion Jayne Pat Keefer	PA-24-400	223.46	+ 26.46
4	Pat Friedman Pat Gatlin	Beech A-36	205.89	+ 25.89
5	Esther Bennett	PA-28-181	155.10	+ 25.10
6	Esther Wright Judy Hall	Cessna 182	167.74	+ 24.74
7	Doris Fuller Marion Brown	Beech A-36	204.68	+ 24.68
8	Bernice Barris Angela Barris	Grumman AA5-B	167.61	+ 24.61
9	Judy Graham Ruth Ruggles	PA-28-180	154.56	+ 24.56
10	Patricia Judges	Cessna 310-F	227.56	+ 23.56

SFO is the Place to Go



by Jeanne Abramson

Opportunity knocks! Convention '77 committee is pleased to offer the chance of winning a free double room at the HYATT REGENCY SAN FRANCISCO from August 17-21! Additionally, the winner and guest will be allowed the early \$40 registration fee even if confirming late, as the prize drawing will not be held until August 6.

Consider a 1000% return on a \$2 investment — what a budget-stretcher! Not planning to attend the conclave? The "Big Bonanza" may change your mind, and, too, the prize IS transferable.

Fill out, clip, rush and mail the coupon printed on page 15, together with your remittance TODAY, to Joyce Wells, 21 La Rosa Way, Larkspur, CA 94939. Your cancelled check is your receipt. Numbered tickets are being sold at Sectionals and upcoming air races; however, if you are not at one of these events, you may still take advantage of the bargain rate of three for \$5 by writing Joyce. She will retain the stubs for drawing and send you your numbered coupons.

Mentioning such an address as La Rosa (the rose) reminds us that Spanish lesson *numero uno* may just be in order, as you often will be confronted with names relating to California's Hispanic heritage during your visit.

Mt. Diablo (Devil Mountain) looms as a prominent VFR landmark as you navigate into any Bay Area airport. Alameda is "promenade" and also gives its name to the marching of the fleas (. . . de las Pulgas), a thoroughfare stretching southward from San Mateo (St. Matthew) to Palo Alto (high log or post), home of Stanford University and the Linear Accelerator which you may visit on August 20. Hopefully, your bus will bring you back to The City via Highway 280, the beautiful Junipero Serra freeway named for the founder of the California mission chain. ("J's" are "H's", by the way.)

Sixth in order of the founding of these establishments was San Francisco de Asis (Mission Dolores, popularly derived from a onetime nearby lake called Laguna de Nuestra Senora de los Angeles), on June 29, 1776. Construction on the next series of buildings in the settlement commenced shortly thereafter, on August 18, in an encampment called the Presidio (fortification) overlooking the Golden Gate through which the ship *San Carlos* with Juan Manuel de Ayala at the helm had been the first to enter one year earlier. Anchoring the expansive wings of the present-day Officers' Club is the original adobe structure! Here, too, is the only airport within the city limits of San Francisco, but Crissy Field belongs strictly to Sixth Army HQs.

Many of the street names you will hear on the city tour offered on August 17 will be those of the first explorers, settlers, and officials. A main drive across Twin Peaks is called Portola, for Don Gaspar de . . . , who led the first expedition from Mexico. It was his Sergeant Jose Ortega who crested a ridge in San Mateo County and sighted

Continued on p. 15

Last Chance

to sign up for

TOURS

All Tours are Non-Profit

A DAY IN THE WINE COUNTRY 8/16 3:30-9:30

A beautiful drive through River Road. See new plantings that are the result of the "Wine Revolution" — the investor's dream or folly — only time will tell. The Chardonnay grape — highest price paid for a California grape — grow in this area. Tour the Asti Winery where tradition has been handed down since 1881. Tasting and dinner under the stars. Bus, guided tour, tasting, dinner — \$22.00, Maximum 200.

COSMOPOLITAN CITY TOUR 8/17 9:00-1:00

Beautiful drive to Ocean Beach, Cliff House, Sea Cliff residential area to the crookedest street in the world, Lombard Street . . . Union Street, The Cannery, Ghiradelli Square, Fisherman's Wharf to see the Balclutha sailing ship . . . the "Wall Street of the West" with the Transamerica Pyramid . . . California Street and the cable cars . . . Nob Hill with breathtaking views . . . Grant Avenue, China Town, Golden Gate Park, where lush plantings replace the sand dunes . . . to Fort Point, where our history began. Bus, guided tour — \$7.00.

SPECIAL FOR MEN-YACHT TOUR/LUNCH

8/18 9:00-1:30

By special arrangement a tour of three to five magnificent, privately owned yachts . . . luxurious cabins and galleys, teak and brass, most advanced nautical equipment. A rare experience. Bus, guided tour, lunch — \$15.50, Minimum 125.

BAY CRUISE AND DINNER 8/18 6:00-10:30

Cruise San Francisco Bay, past infamous Alcatraz Island, view the Golden Gate Bridge and possibly the fog rolling in. Arrive in the village of Tiburon for dinner at a dockside restaurant. Shuttle, cruise, dinner — \$21.50

MUIR WOODS AND SAUSALITO 8/19 3:00-6:00

Drive the spectacular route to the giant Redwood trees . . . walk thru the quiet of the forest . . . return to tour and shop in Sausalito . . . see the colorful houseboats. Bus, tour of Redwoods, Sausalito — \$8.00

STANFORD CAMPUS/LINEAR ACCELERATOR

8/20 1:00-5:00

"The Farm" turned campus on land donated by Leland Stanford, past Hoover Tower, the ranging campus to the Linear Accelerator . . . an absolutely straight two mile tube in which electrons are accelerated to extreme degrees of energy for theoretical and experimental research in energy physics. "One up on the atom smasher". Bus, guided tour — \$7.50

TOURS: Only if adequate response. Reservation by June 15th.

	Cost Per person	Number to Reserve	Amount Remitted
A Day in the Wine Country	\$22.00	_____	\$ _____
Cosmopolitan City Tour	7.00	_____	\$ _____
For Men—Yacht Tour Lunch	15.50	_____	\$ _____
Bay Cruise/Dinner	21.50	_____	\$ _____
Muir Woods/Sausalito	8.00	_____	\$ _____
Stanford/Linear Accelerator	7.50	_____	\$ _____
Round Robin Tournament limited to 20 entries. Limited to 99s.			
*Tennis Tournament (includes transportation)	\$ 5.00	_____	\$ _____

*Must have names of participants.

TIME AND DATES ON ABOVE SEE SCHEDULE OF EVENTS. (Above is non-profit) NO REFUNDS AFTER 7/17/77. You may arrange to sell your reservation.

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ CHAPTER _____

Clip and send to 21 La Rosa, Larkspur, CA 94939 with remittance. Check payable to 1977 International 99 Convention.
FOR ALL OF ABOVE.

DISNEYLAND, LION COUNTRY SAFARI, KNOTT'S BERRY FARM: Non-profit PRE or POST CONVENTION tour (one to three days) by ORANGE COUNTY 99s. For reservation send \$35 deposit (payable Orange County 99s). Reservations or additional information contact the following:
Marie Christensen, 1562 Loma Verde Lane, Santa Ana, CA 92705
Mary Ann Jamison, 27392 Tossamar, Mission Viejo, CA 92675

SFO is the Place to Go (Cont)

the grand expanse of San Francisco Bay on November 1, 1769. Ortega's name takes its alphabetical place in the cross-avenue Sunset district map, starting with Anza, Balboa, Cabrillo, and continuing through Rivera, Santiago, Taraval, Ulloa to Yorba, ending with Sloat!

This brings us to one of The City's many paradoxes — suddenly another era intrudes! The Bear Flag Republic also nominated its heroes, but the politicians, pioneers, and publishers of the Gold Rush prevailed as downtown built beyond Sutter, Kearny, Montgomery, Brannan, and Front onto Bay fill that was mostly abandoned sailing ships once jammed with Mother Lode hopefuls. And now we are back at The Embarcadero (wharf) fronted by the Hyatt Regency.

As you go inside, mull over the fact that the largest Oriental settlement outside China in the Western world claims not one single Chinese street name and is centered on Grant Avenue. This might be a good time to stretch your credulity further and try The Vertigon Experience, one of the many stimulating exhibits awaiting your attention as a convention bonus. Sponsored through the generosity of Sierra Academy of Aeronautics, the unique chair in a simulator booth will be brought from Oklahoma City by the FAA and will enable you to learn all you never wanted to know about vertigo!

For another of the interesting tours you will "embark" from a wharf (Fisherman's) on August 18 for an absolutely delightful sunset cruise of the Bay. Even in the fog it can be fun, as a ghostly Alcatraz (pelican) Island glides by and scenes from "The Sea Wolf" come to mind. Dinner in Tiburon (shark) will most likely be seafood, but not the town's namesake! Dockside and on the water, the exhilaration of the sea breezes can only be exceeded by the magnificent spectacle that is The City's skyline at night. Don't miss it.

Don't miss us — take a chance! May Lady Luck ride your tailfeathers in August!
SFO IS THE PLACE TO GO!



San Francisco Bay, rarely without white sails, is blanketed with them on fine weekends. The year's most colorful nautical spectacle, the opening day yachting parade, occurs on the first Sunday in May and is followed by numerous regattas. The bridge is the Golden Gate.

FREE ROOM AT HYATT HOUSE

For a \$2 donation to the 1977 International Convention, you will have a chance on a drawing for a free room at the Convention Hotel, Also, 3 for \$5.

Send stub and money to :
21 La Rosa
Larkspur, CA 94939

Name _____
Address _____
Telephone _____
\$2.00 TAX DEDUCTIBLE DONATION
Free room at the HYATT REGENCY SAN FRANCISCO
August 17 — 20, 1977



FREE ROOM

at

HYATT REGENCY

SAN FRANCISCO

August 17-20, 1977

Drawing — August 6

\$2.00 TAX DEDUCTIBLE DONATION

Sponsored by *Ninety-Nines, Inc.*
International Organization of Women Pilots



NOTAM ON CONVENTION COSTS

Costs are high in SFO and your convention committee is doing everything in their power to keep the cost of attending this convention down to a bare minimum. The \$40 Convention Package fee exactly covers the costs of the banquet and the AE luncheon. Everything else included — the transportation, welcome party, hospitality, etc. — are being paid for by funds raised by the hard-working convention committee in a number of fund-raising projects held throughout the last year.

Separate or additional tickets will be:

Banquet — \$35

AE Luncheon — \$25

The Convention Committee urges all of you to register for the bargain Convention Package and to participate in the entire realm of exciting convention activities they have planned for you.

International Forest of Friendship



Bob Hope's Show MUST GO ON.

The 99s have deferred our prime time for the International Forest of Friendship ceremony May 20-21, in Atchison, Kansas in honor of one of the greatest flying salesmen of all times — Bob Hope.

Bob Hope will be guest speaker at the commencement exercises at St. Benedictine College on May 20. Bob Hope's appearance is a once in a life time event. The International Forest of Friendship is forever.

Our ceremony has been postponed until the spring of 1978, at which time we hope to dedicate the Administration Building.

To date we have 19 more honorees for Memory Lane:

Charles A. Lindbergh
Senator Pat McCarran
Louise M. Thaden
Bobbi Trout
Eileen Vene Redy Vollick
Margaret McCloskey Rough
Margaret Thomas Warren
Helen McCloskey Rough
Jean Davis Hoyt
William A. Ong
Alberta Hunt Nicholson
Senator Jennings Randolph
William Jackson
Dorothy Ann Tuller
Katherine C. Miller
Lois Feigenbaum
Geraldine W. Mickelson
Louise Smith
Ruth Rueckert



Picture taken at Stamp's Unveiling on March 28, 1977. In the front are Ruth and Charles Dobrescu, Directors of the Lindbergh Commemorative Stamp Committee. In the left rear is George Dade, General Chrm. of the Lindbergh Celebration, and right rear is Robert McCutcheon, Asst. Postmaster General.

Stamp Commemorates 50th Anniversary of Lindbergh Flight

The picture above was taken by the US Postal Service at the unveiling of the new stamp commemorating the 50th Anniversary of the Solo Transatlantic Flight made by Charles A. Lindbergh on May 20/21, 1927. The unveiling took place on the Anniversary (50) of the day that Lindbergh received permission from the National Aeronautic Association to compete for the \$25,000 prize sponsored by Raymond Orteg for the first non-stop flight between France and New York. The unveiling was held at Smithsonian's National Air & Space Museum alongside the suspended "Spirit of St. Louis".

This unveiling culminated Charles and Ruth Doberscu's long, hard fight to commemorate this historic solo flight. During the ceremonies, The Friends of the Nassau County Museum, Air & Space Committee — was designated as the sponsoring organization. Ceremonies were to be held at Eisenhower Park (adjoining Roosevelt Field) on May 20, 1977. Roosevelt Field was declared the First Day of Issue City.

Ruth has had many inquiries about mail orders for the First Day Covers with cancelled stamps. They are priced at \$1.25 each or \$5 for a limited edition set of three covers each in a different color of red, black and blue.

Mail orders with remittance, payable to Friends of the Nassau County Museum, should be sent along with a stamped, self-addressed (#10 size) envelope, to Lindbergh Covers, Friends of the Nassau County Museum, Muttontown Road, Syosset, NY 11791.

Off to the Races, continued

TAR #61 with Co-Pilot Carolyn Page, and your Ed. is teaming up with Nancy Smith in TAR #78 with sandbaggers Gwen Crawford and Nema Masonhall in the back seat to point out sights of interest.

We know that Pam Vander Linden is flying in the ARC, right? Her son-in-law, Charles Schultz pulled her name out of the hat for number one take-off position in that race.

Sandy Plante was pilot of Angel #34 with FL Spaceports Juanita Blumberg as co-pilot.

And last but not least, as soon as they kiss the last Powder Puffer goodbye, Marion Banks and Wanda Cummings are shedding their administrative robes and rushing back to the cockpit to enter the ARC.



WASPs feel sting

Our nation's WASPs — just who were they?

They were the 1,074 WOMEN AIR FORCE SERVICE PILOTS who were graduated from Army Air Force Training schools in WWII and who flew every type of combat aircraft manufactured for WWII — including the B-29 Superfortress and the first U. S. jet, the P-59.

They were the young women who took a military oath to defend their country; who were subject to military discipline and courtesy; who wore special military uniforms; who were on male-sized duty 24 hours a day and who handled all and any AAF non-combat flight missions during the years 1942 - 1944.

They were the young women who towed targets for live anti-aircraft and fighter gunnery training or flew searchlight and smoke-laying missions in support of troop training.

And some of them died. Thirty-eight WASPs were lost on active duty but none was accorded any of the final benefits. There was no insurance and families or friends assumed the expenses of burials.

But they were the young women who believed they would be militarized because this had been promised if they proved they could free male pilots for combat — which they did quickly and brilliantly in the uncertain early days of WWII.

The WASP organization was formed by General "Hap" Arnold with the help of Jacqueline Cochran to see if women could fly as well as men. It was soon learned they could. In 1944, following a 2 year debate as to why the WASPs should not be taken into the WACS, a bill was introduced before the Congress to grant WASPs militarization. At that time, nearly 1100 women pilots were involved although AAF planners were considering an expansion of the WASP program to 5000 female pilots.

Several things contributed to the narrow defeat of the 1944 bill. One of these was the preoccupation of high military and civilian officials with the events of D-Day thus eliminating their ability at the time to lend their personal support of the pending WASP legislation. Their inability to appear in support of the militarization they had recommended was, in itself, a significant setback.

Still another reason, as the war wound down, was the shift in emphasis from air to infantry man-count. In the AAF, for example, some 4000 flying cadets, who had been involuntarily transferred to the ground forces in 1944, were belaboring the Congress with complaints regarding their new and unwanted status.

At the same time, the Congress was on the receiving end of a well-organized lobby effort by civilian pilot instructors who feared an expansion of the WASP program would end their contract flying status with the AAF thus making them eligible for the draft and possible combat. Their lobby, in 1944, is still considered one



The WASP Officers and Board of Directors with Col. Bruce Arnold, son of Gen. "Hap" Arnold at their reunion last October. (L-R) Bee Haydu, Pres.; Col. Arnold; Leoti Deaton, Bd. mem. (Standing:) Sara Hayden, V.P. Marty Wyall, Bd. Mem.; Betty Nicholas, Sec/Treas. All except Col. Arnold and Mrs. Deaton are 99s.

of the main reasons the WASP militarization bill — although strongly backed by the War Department — went down to defeat by 19 votes.

Since that time, repeated efforts have been made to introduce legislation granting the WASPs official recognition and veteran's status for their brilliant wartime record of achievement. Led by Colonel Bruce Arnold USAF (ret), son of General "Hap" Arnold, the WASP mini-lobbies since 1972 have met with frustration, apathy and strange legislative maneuvers.

In almost all instances, bills introduced on their behalf have never been granted hearings or allowed out of the various committees empowered to review their well-documented case. They are mystified particularly by the events which took place during the last session of Congress when H.R. 71 — a bill recognizing the Czech and Polish nationals serving with the Allied Forces in WWII — was passed while the WASP case, which was included in the same bill, was deleted by amendment before the final House vote. The rea-

son given was that the WASP portion of H.R. 71 had not been subjected to committee hearings. This was true but the WASPs were quick to point out that the same was true for the Czechs and the Poles.

Another cause for frustration is the repeated allegation that recognition of the WASPs will open the floodgates for a bevy of other groups to petition for similar recognition thus creating a monstrous problem for the Veterans Administration and greatly increase the taxpayer's burden. The WASPs deny this on the basis that their service was unique and clearly definable as active duty military in all ways in addition to the fact that their militarization was guaranteed officially as early as 1943 when their program proved successful. As for costs, they cite a government study projection which places the annual cost at 90 thousand dollars if and when they become veterans and they can exercise such rights as VA hospital care, home loans and the like.

The President of the WASPs (known also as Order of Fifinella), Bee Haydu, states there are about 800 to 850 graduates still living today. Having recently returned from a trip to Washington, D.C. where Col. Arnold, she and other WASPs met with Senators and Congressmen, she reports they are awaiting hearings on:

Senate Bill 247, introduced by Sen. Barry Goldwater

House of Representatives Bill 3277 introduced by Congressman James Quillen

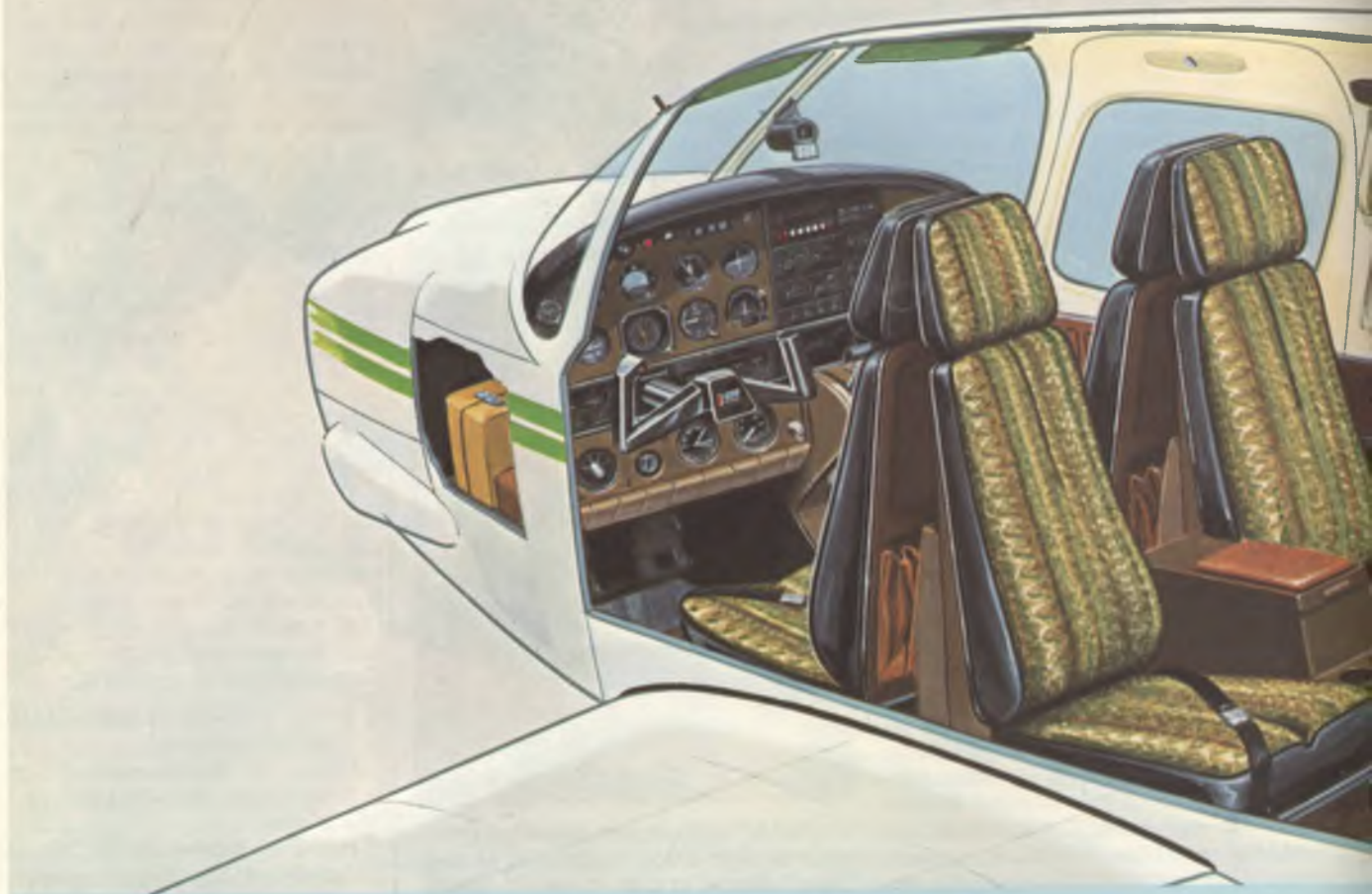
House of Representatives Bill 3321 introduced by Congresswoman Lindy Boggs

These Bills will be heard in the Senate before the Veterans Affairs Committee and in the House before the Subcommittee on Compensation, Pensions and Insurance which is a Veterans Affairs Subcommittee.

Since the WASP group is such a small one and, therefore, carries a small voting block, they must rely on the help of others to get their point across. It would be greatly appreciated if you would write the Chairmen of the Veterans Affairs Committees, members of these committees in your district, as well as your Senator and Congressman, urging passage of the Bills mentioned. Ray Roberts is the Chairman of the Veterans Affairs Committee for the House of Representatives. G. V. (Sonny) Montgomery is Chairman of the Subcommittee on Compensation, Pensions and Insurance. Their address is House of Representatives, Washington, D.C. 20515. In the U.S. Senate, Washington, D.C. 20510, Allan Cranston is the Chairman of the Veterans Affairs Committee. "Grass Roots" help is needed desperately.

The WASP organization is always searching the whereabouts of WASPs and WASP Trainees. If you know of any, please have them contact Bee Haydu, President, R. D. 2, Box 519, Newton, N.J. 07860.

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Cherokee Lance

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Powerplant	Lycoming-260 hp	Lycoming-300 hp	Lycoming-300 hp	(2) Continental 200 hp @ sea level 215 hp @ 12,000
Useful load	1616 lbs.	1544 lbs.	1620 lbs.	1747 lbs.
Cruise speed	133 kts.*	146 kts.*	158 kts.	190 kts.
Range w/reserve	510/790 nm	574/744 nm	656/864 nm	536/882 nm
No. of seats	6/7	6/7	6/7	6/7
*with wheel speed fairings				



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Cherokee Six 300



Cherokee Six 260

Women's Activity Program — EAA Convention Oshkosh, Wisconsin ★ July 30 — August 6

by Jayne Schiek

Are there pilots who don't know what goes on in the small Wisconsin town of Oshkosh along about the first part of August? If there are, you shall be ignorant no longer. Oshkosh is the world's biggest aviation event . . . with wall to wall airplanes. For the week of the convention, Wittman Field is the world's busiest airport, by quite a bit. Often more than 10,000 operations are clocked in a day. It is a mixture of the fast and the slow . . . the radio and non-radio equipped aircraft! And they all do well!

If you look skyward, you will see objects in the air that you didn't know existed . . . and they didn't until very recently when they came out of someone's dreams who said, "I wonder what would happen if . . ." and then set out to find out. Oshkosh is experimental aircraft . . . homebuilt aircraft, custom built aircraft — whatever term you would like to use. But more than that Oshkosh has become the Mecca of The War Birds (the "toys" of men who like to relive the War Days) and of the classics (airplanes over 20 years old) and the antiques (the real oldies), and rotocraft, and gliders, and even hang gliders. Anything that will sustain itself on a cushion of air will be found at Oshkosh.

Attracted by this spectacle come thousands of people and their families each year. They overflow the motels . . . stay in University dormitories, spill into the neighboring towns. The great majority camp out in the E.A.A. Campgrounds or under wings of airplanes. Oshkosh is spotless! It prides itself upon being the cleanest convention of its type. You soon learn that

to toss a cigarette — or candy wrapper is very much frowned upon. Not only that, but some camper will be right behind you picking it up if you do! Soon everyone learns to pocket trash until he comes to a container.

Oshkosh is education . . . air education. Forums are going on all day . . . every day . . . in huge tents . . . three or four of them . . . one after the other . . . There are workshops where you can try your hand at welding or airplane covering, or engines, or woodworking, and learn whatever you wish. Of course, there are displays . . . buildings and tents full of everything that has anything to do with airplanes.

Attending the E.A.A. Convention are a lot of women who are not all that interested in flying! They come along because it's a family vacation (the Experimental Aircraft Association prides itself on being a family organization) or they come because they don't want to stay at home alone. It is because of these women that during the past few years the Women's Activity Program has grown.

Several years ago a "FORUM FOR WOMEN OF E.A.A." was conducted by 99s Rita Eaves and Ramona Huebner. It was just a short hour meeting on one day of the week. After a few years, Ann Pellegrino, who had made the Amelia Earhart Commemorative Flight around the world, was asked to moderate the forum. Each year attendance grew a little. I think I was told that only about 15 people attended the first forum. About 4 years ago, Ann asked me if I would help moderate the forum. We became co-chairmen (all of us), and asked for a longer forum . . . in fact we said we would like to have two forums during the week of the convention. At the first of these forums we asked the women what they wanted to see happen at Oshkosh. The implementation of the answers to that innocent question has resulted in the very varied Activities for Women which happened at Oshkosh last year, and will continue to happen in 1977.

Women's Activities now occupy a huge tent in the northern part of the Exhibit area. We "part-time" occupy — and overflow another huge tent — the A.O.P.A. tent where the basic ground school portion of the Pinch Hitter Course is given three times during the convention. A large trailer in the area is headquarters for OPERATION THIRST . . . in which sandwiches are made with beverages taken

out to the volunteers who are working on the flight line. In a brown building adjacent to the Women's Activity Tent, Don Albanese and a crew of volunteer instructors help those who have taken the Pinch Hitter Course and Basic Instrument Course (also offered by the A.O.P.A.) gingerly try their hands at flying an A.T.C. Simulator . . . and finding out just what those controls do.

Inside the Women's Activity Tent all sorts of things happen: Get-Acquainted Sessions . . . Pilots Meetings . . . Crafts . . . Free Facials . . . Special Speakers . . . Discussion Groups . . . and anything else that women say they would like to do. We still have the "Women of E.A.A. Forum" (Thursday Morning at 10:30), back to one and one-half hours and chock full of really special speakers who come to talk "just to the women" (but we find lots of husbands attending) about their experiences in aviation.

How does all of this come about? Through VOLUNTEERS. NO ONE gets paid a cent! Everyone has to pay their own way to get into the convention. As one person said, "If anyone would have told me that I would have paid a week's convention fee to come to a place like this to work my fool head off . . . I wouldn't believe it, but I am having a ball!" The people who have the most fun at Oshkosh are those who become a real part of the workings of the Convention through active participation.

The objective of the activities for women at the E.A.A. Convention is to subtly (or not so subtly) lead them into aviation oriented activities. We hope that through knowledge, they will become less fearful of airplanes, and become more

Continued on p. 12

Men and Women Instructors Needed at Oshkosh

We are looking for volunteer ground or flight instructors who would be willing to give a few hours of their time to help instruct students on the A.T.C. Simulators. These students will have taken the A.O.P.A. Basic Instrument or Pinch Hitter Courses. If you are going to be at Oshkosh and are willing to help; please write:

Jayne Schiek
1341 Parkview Drive
Macomb, Ill. 61455

State the days you will be attending Oshkosh and the amount of time you are willing to help.

Volunteers Needed for Operation Thirst at Oshkosh

We need 8 women each morning from 8:30 to 9:30 to help make sandwiches for Operation Thirst. Please sign up at the Women's Activity Tent as SOON as you get to Oshkosh . . . or show up at about that time. We also need volunteers (men and women . . . and teenagers) to ride the Operation Thirst Truck during the day. (Driver and four others each trip)



Sharon Fall

99 gives up \$18,000/year job to enter aviation program.

By Shawnee Culbertson

Oshkosh continued

interested in the world of aviation and its many facets — not just piloting. We have found we have been very successful. Each year we have women return proudly showing their brand new pilot's license. One woman didn't get to Oshkosh until the last day last year because "I wasn't going to come back till I got my license — and I passed yesterday!" Her beaming husband standing beside her couldn't have been prouder. Others tell us that before the advent of the Women's Activity Program, they sat in the campgrounds — didn't meet anyone — and were bored to death.

This year the 99s are going to join in helping the Women's Activities. Although many who have taken a leadership role in the Women's Activity program have been 99s, at this convention we are there as members of E.A.A. — as we should be. But since the purposes of the 99s and those of the Women's Activity Program are so very close together, it has been felt that the 99s should take a more visible role as an organization. President Lois Feigenbaum is planning to be at Oshkosh all week. The Wisconsin Chapter of the 99s has been planning how they can help out for months, and I have just received their long list of volunteers from that Chapter. Other 99s volunteered their help last year, and we expect them to be on hand again this year. And we invite all of you to become a part of the action. There will be a 99s gathering spot in the Women's Activity Tent . . . but we warn you . . . we have a purpose! We want to get more of you involved in helping us. We want you to act as hostesses . . . to help take food on the flight line. Instructors, we need you to help with the simulators, and talk with those who may be interested in learning a bit more about flying. If you know something about engines, we want you to help "Carrot Top" Aiksnoras (99 from Florida) explain the intricacies of engines to women. We need those who can teach a special craft (bring your supplies with you). We need those who have interesting tales and experiences to share. Whatever your talents, we can use you at Oshkosh to help in whatever way you feel you can.

If you have never been to Oshkosh, come and have the aviation time of your life. If you have been, I don't need to sell you on it . . . but do stop in and say "Hello" at the Women's Activity Tent.

Sharon Fall is big on aviation.

Although she didn't fly for nearly five years after receiving her private pilot license in 1970, a scant seven months, she received her commercial, instrument, instructor and multi-engine ratings. Now she's the first woman enrolled in the aviation program at Cincinnati Technical Institute.

Even more amazing, but indicative of her love for the sky — she gave up a \$18,000 a year job at Shell Oil to spend all her time in aviation.

Trim, confident and competitive, Sharon is divorced and the mother of two children. She now lives in Cincinnati but was reared in Middletown where her parents still reside.

After receiving her private pilot's license in 1970, Sharon didn't fly again until the summer of 1975. With two children, she felt her first financial obligation was to acquire a home. After providing her children with a home of their own, she talked it over with them, gave up her job, and went back into aviation — this time full time.

She didn't waste any time, and there's not much to spare in her "plan of attack." Not only does she want to acquire the ratings and expertise to earn a living in the aviation field, but she wants to enter air races as well.

Last summer she participated in her first race, the Powder Puff Derby, running from the west coast to the east coast. Although she didn't fare too well, she really didn't expect to. Experience, the best of equipment and plenty of skill are needed to place in that race, according to Sharon. The Derby, since discontinued, whetted her appetite for racing.

Another recent accomplishment is her qualification to fly air charter and air taxi for Hamilton Aviation, Inc.

At Cincinnati Technical she is enrolled in a two-year associate degree program, but will eliminate many of the required courses and focus on aviation-related classes. She hopes to finish in a year with sufficient training to qualify her to take the federal examination for airframe and powerplant license which would enable her to work on airplanes.

"I don't expect to work as a mechanic, but I really like racing. If you know enough about the mechanics of an airplane, you can do a lot of the maintenance work on your own airplane.

"What I would really like to do is fly corporate. It would be ideal. It would really be fun to fly an airplane for a corporation and be able to maintain it.

"I'm going to start working here (Hamilton Aviation) on weekends, flying charter and air taxi. And I'd really like to instruct.

"Next year I want to get my ground instructor ratings — basic, advanced and instrument; and my instrument and multi-engine instructor ratings. She also plans to acquire her commercial and instructor ratings in gliders and seaplanes.

"I'd really like to participate in the Air Race Classic and the Angel Derby this year, but the only way I can do it is if I get a sponsor."

Racing, says Sharon, can become expensive.

Sponsors provide cash, sometimes an airplane, and sometimes both.

The airplane rental — she doesn't own a plane — and the entry fee is the most expensive part of racing, she says. And of course, the time — participants are usually required to be where the race begins five days prior to the race starts for airplane impound and inspection. The race itself takes about four days, and there is usually a two-day impound for aircraft when the race ends.

Sharon belongs to the All-Ohio Chapter of the Ninety-Nines.

Editors Note: Shawnee Culbertson sends an update on Sharon's progress. Since this story was written, she has obtained her single-engine seaplane, basic ground instructor and instrument instructor. Additionally, she has accepted a job instructing at Hogan's Air Service Center in Hamilton, Ohio.

New Members of the Month

New Eastern Ontario member **Monique Fournier** and her husband each have a J-3 Cub which they fly out of Grimes, a small grass field. Monique is working on her commercial license.

Two new members to the **Indiana Dunes Chapter** are **Mary Morris** and **Donna Hruska**. Mary is a TWA stewardess who just completed her Flight Engineer training in a 747. Mary and her husband, an airline pilot, live on a private airport at Hampshire, IL. They own the only American Eaglette that is flying today. Donna, a mother of six, is an insurance broker and also an officer in the Civil Air Patrol.

New **Top of Texas Chapter** welcomes **Cindy Melancon**. Cindy became the first member of her family to take up flying but not the last. She edged out her husband by one month.

Newest **Palomar member**, **Marcia Schofield** and her brother entered the Riverside Air Race in a Citabria and came in first in the speed division with a personal trophy for each plus the perpetual trophy. Though this was Marcia's first, her brother happened to capture first place last September in Palomar Chapter's All Men's Air Race.

Where are They Now?

Barb Brotherton, former **East Canada Section Governor**, has recently moved from Ontario to Des Moines and is now a member of the **Iowa Chapter**.

Whatever happened to women's lib?

The **Western NY Chapter** bids a sad farewell to **Jane Sharp** who is moving to Mariposa, CA. Her son is flying their 210 west for them, while **Jim** (husband) flies his Stinson. Underneath Jane will be driving their truck loaded with a spare engine for the Stinson, and towing a Volkswagen.

Florida Goldcoast Chapter has lost **Cecile Hatfield Drudge** to WDC, and **Bev Powell** to Phoenix and **Lee Averman** to

Tucson . . . Cut it out Arizona! Sorry to lose them all.

There's a lot of activity happening within the membership of the **Los Angeles Chapter**. **Jean Ferrell** has transferred from the **Colorado Chapter** and will be commuting to meetings via United DC-10. **Wally Funk**, a FAA Safety Investigator, has transferred her membership from **Long Beach** to **Los Angeles**. **Constance Luehman** has moved to Potomac, Md., and has transferred membership to the **Washington, D.C. Chapter**. **Lynn Opper** has moved to San Jacinto, CA., where she and 49½er **Bob** have bought a ranch to raise thoroughbred race horses. **Lynn's** pride is **Kay-Far-Lynn**, a 2-year-old who is their first to have "gone to the track".

NEWS NOTES

British Section Report April 1977

MEETINGS

Our annual party was held in November at the Royal Air Force Club, Piccadilly, attended by over 100 Ninety-Nines and guests. Retiring Governor **Sheila Scott** officially handed over the Governor's gavel to new Governor **Barbara Cannon**; three new Ninety-Nines, **Una Allman**, **Naomi Christy** and **Jean Philp** were introduced, and six 49½ers were "sworn in" with due solemnity, and much unseemly hilarity!



Retiring Governor **Sheila Scott** (L) hands over ceremonial gavel to new Governor **Barbara Cannon**.



Newly sworn-in 49½ers seem unimpressed with the solemnity of the occasion.

The British Section visited the London Air Traffic Control Centre in February. After an excellent briefing describing the basic layout of the Airways, the positioning of the radar heads in the United Kingdom and the Sector responsibilities of the Air Traffic Control network, we were taken in groups to the Operations Room, where we had the opportunity to listen to London inbound, outbound and overflying traffic, identifying the aircraft as they were asked to "squawk ident". and following them, with their call signs and levels displayed on the radar screen, as they moved along the Airways. We also visited the Royal Air Force Search and Rescue Co-ordination Centre, where we were encouraged to request "practice fixes" — for their benefit too, they said!

HOSPITALITY FOR NINETY-NINES VISITING ENGLAND

With the approach of Summer we look forward to seeing many visiting American 99s — that's what the International 99s is all about, isn't it? Our Hospitality Chairman is **Connie Fricker**, who is always delighted to receive letters or phone calls from visitors or intending visitors. Her address is "Friars Mead", Paddocks Way, Ashted, Surrey, KT21 2QY, and her telephone number (printed incorrectly in the current Roster), is Ashted 72373.

NEW MEMBERS

New British Section member, **Simona Yammine**, comes from Beirut and is the leading woman pilot in the Lebanon, but due to the rather turbulent situation in that country she has settled in London where she is engaged in setting up her own aviation sales and finance company. She holds a commercial license for a variety of types up to and including Boeing 707, and we are delighted to have her in our Section.

from *The Sections*

Mrs. Kyungo Kim our Korean 99

by Fran Bryant

This March, my husband and I took a long planned trip through the Orient which included a one week stay in Seoul Korea. Thanks to my husband's advance planning, I was able to spend time with Korea's only two women pilots.

Ken, a Captain for NWA arranged for me to meet Ms Hahn a NWA agent in Seoul. She had managed the impossible — learned to fly at the National Aeronautical School which supplies the military. There are no civil flying schools in Korea and a scant few light planes of any sort. Ms. Hahn was working at the airport the day we arrived in Korea and we met and chatted briefly while we awaited inspection by customs. She gave us an excellent supply of tourist information on the country and got us started in the right direction with four days of exploring on our own. Thursday was her next day off and we arranged to spend the day together.

Meanwhile, a luncheon date had been set for Wednesday with Korea's only 99 Mrs. **Kyungo Kim**. What a delight it was to meet her! She will celebrate her 25th year as a pilot on May 12th and she has accumulated an amazing 4718 hours of flight time. She joined the Korean military in 1949 just in time for the war effort. After completing flight training she flew L-19's as a liaison. It was during this time that she met Mrs. Sook JA Chung, who joined us that day for lunch. Mrs. Chung married a childhood sweetheart who is now the #2 man in the Korean CIA. These two ladies now devote a great deal of their time and energy to promoting the knowledge of aviation to the peoples of their

country. Ms. Kim holds the titles of Vice President Korean Aeronautic Association, President Korean Women's Aeronautic Association and also Director Korean National Council of Women. In these capacities she gives frequent lectures, TV appearances, and authors stories for books and papers in Korea. Ms. Chung works diligently in this effort although she did not learn to fly. These two are the only women to have advanced in the Korean military and are now members of an elite retired Military club.

In 1968 Ms. Kim owned her own plane, a Piper Colt which she gave to her govern-

(it turned out to be the same plane Ms. Hahn learned to fly in when she attended the school and I understand it is still in service there). The school has since added 6 small planes acquired from Japan.

Ms. Kim's opportunity to become a 99 arose during 1957-1963 when she was in the US attending North Carolina University studying English and Aeronautical engineering. Since that time she has attended 17 International Conventions! She is, I think, a most remarkable woman. She is finding time to do so much work in the advancement of Aviation while raising two girls (ages 11 and 9) and somehow manages to stay current by flying twice a week in a Cessna owned by KAL.

The following day we made our date with Ms. Hahn who took us through the very beautiful National Museum, one of the cities most impressive palaces and out to lunch for some real Korean food. I asked her what her chances were of going to work as a pilot for KAL. Her answer, "none". The President of the airlines won't let a woman pilot in his office. What flying can she do now? Almost none. For a year after she completed her training at the Aeronautical School she remained on the staff as an associate professor giving her access to the few available planes. Now that she's employed elsewhere, she's on the outside looking in — with envy.

Ms. Kim reports that few 99s have traveled as far as Korea although she fondly remembers a visit from our President, Lois. To any who get the chance — a stop in Korea is worthwhile.



(L-R) Fran Bryant, Greater Seattle; Mrs. Kyungo Kim, Korea; Mrs. Sook JA Chung.

ment for use in the Aeronautical School. At that time the school had NO airplanes

Notes from India

What a pleasure it was to receive in Bombay so many of our good friends, old and new, on the Air India Tour through the **Indian Section** of Ninety-Nines. Looking back we feel that we did not do enough, made lots of mistakes, but also we learned a lot for next time.

As **Betty McNabb** wrote up the details for the 99 NEWS, I shall just end by registering our thanks to the people who came, and regretful apologies for those who wanted to come but could not be accommodated due to lack of space on the

tour. If there is enough response for next year, we will organize another similar tour in February '78. Those who are interested in a preliminary inquiry should please drop a line to Betty McNabb. Tour response will help to compute the type and duration of the tour, and also if we could get the same sort of low-rate deal from Air India as this year. The details from our side will be forthcoming only in the fall.

A word about the carved tables bought by some of the group while in India. They should arrive in the United States in the

middle to end of May. Don't lose your patience yet.

There is some lovely news. **Mohini Shroff** and **Saudamini Deshmukh** of the Indian Section have both been invited by a group of Ninety-Nines to visit the United States next fall and enhance their ratings. **Margaret Callaway** will give them instruction and keep them with her. **Norma Futterman** has promised to lend her aircraft and **Wally Funk** will also give them instructions. Are't they lucky?

Chanda Sawant India Section, passed her Basic Ground Instructors Rating exam in the United States on an AWTAR scholarship under the guidance of **Edna Gardner Whyte** in Texas. We are duly proud of her.



Barbara Goetz

"Woman in Aviation"

University and received a B.S. Degree in Aeronautical Maintenance Engineering. Barbara desperately tried to get a job in this field, but in 1959 it was an unheard of occupation for a woman. She was finally hired as an engineering aide for Aerojet General Corporation. Later she discovered she was hired as a "whim" of her boss just to see how long she would last. She lasted five years and was promptly elevated to a full development engineer working on the Polaris Program.

Barbara left Aerojet to go back to school for a General Secondary Teacher's Credentials which she received in 1964. She has since worked for the San Juan Unified School District as a math and science teacher. She has also been involved in the operation of her husband's two businesses.

After a couple of false starts, Barbara earned her pilot's license and has flown steadily since. She has been a member of the Sacramento Valley Chapter 99s since September 1970. A truly active 99, she has attended five International Conventions and all Sectionals but one since becoming a member. The current Sacramento Valley Chapter Chairman, she has served in many other chapter capacities including co-chairman of the '76 PPD Start — a most successful and well run event. As an indication of the kind of organization this gal has, after working endless hours coordinating Start activities and making every racer feel at home in Sacramento, Barbara went out to the airport and climbed into her Comanche 260B and became a contestant. Barbara also flew in 3 other AWTARs, one Angel Derby and several Palms to Pines and PARs.

A recipient of the 1974 Amelia Earhart Memorial Scholarship, Barbara used her

award to obtain her CFI rating, granted on May 4, 1976.

In addition to the 99s and the CAP, Barbara is also an active spokeswoman for general aviation in her area. She is an active member and officer of the Fair Oaks Pilots and Aircraft Owners Association helping to save Fair Oaks Airport. She is actively involved in Sacramento Airport Users Alliance and the Sacramento Executive Airport Advisory Committee.

To each aviation related task, Barbara brings her talent for organization and her enthusiasm for flying. We applaud the efforts of this most active Ninety-Nine.

Her interest in aviation goes back to Junior High School. Her counselor asked her what she wanted to be when she grew up, and when Barbara Goetz said an airplane pilot, her mother was horrified. She was then forbidden to fly until she was 18. On her 18th birthday she went up in an airplane she had helped to build with a former 99 pilot.

Barbara joined the Civil Air Patrol at age 13 and was the only cadet with a non-flying status. When others went by air, she went by train. She has been a CAP member since 1950 and currently belongs to the Mather Senior Squadron as Executive Officer and holds a mission pilot rating. She has flown over 200 hours on Search & Rescue operations.

During her years in CAP she has been assigned to every Headquarters level and has been the recipient of many awards and honors including the Air Youth award in 1955 and the CAP Woman of the Year.

Barbara attended Sacramento City College enrolled in the Aeronautics Program. This program is an airframe powerplant mechanics course. She graduated in 1956 with an A&P license and worked as an A&P in summer-type jobs.

She went on to enroll in San Jose State

Air Race Classic, Ltd.



Air Race Classic Board of Directors. Back row (L-R) Esther Wright, Director; Helen McGee, Treasurer; Mary Pearson, V. President; Pauline Glasson, Director. Front: Marion Jayne, Director; Velda King Mapelli, President; Harriett Booth, Secretary.

New Ratings

INDIAN

Chanda Sawant — Indian — BGI

EAST CANADA

Doris Zuberbuhler — Eastern Ontario — Comm

NEW ENGLAND

Nina Hetmanenko — Connecticut — IFR

NEW YORK—NEW JERSEY

Chris Hohensee — Western NY — CFI

NORTH CENTRAL

Sandy Bowden — All-Ohio — Comm

Margaret Bryant — All-Ohio — Comm

Bonnie McSwain — All-Ohio — CFI

NORTHWEST

Kathy Christensen — Alaska — CFI, ME

SOUTH CENTRAL

Amy Pilkinton — Shreveport — BGI, AGI

Joanne Hodges — Top of Texas — MEL

Jeanne Neel — Top of Texas — IFR

SOUTHEAST

Belle Hutchins — Florida Goldcoast — Comm

Peg Smith — Florida Spaceport — IFR

SOUTHWEST

Jane Kelley — Aloha — SES

Pat Davis — Aloha — CFI

Mary Fulke — Bakersfield — Comm, CFI

Carolyn Zapata — Golden West — CFI

Julie Ames — Golden West — ME

Beth Raphael — Golden West — IFR

Stephanie Wells — Hi-Desert — Comm, Glid

Kaye Aslesen — Palomar — MEL

Shirley Winn — Sacramento Valley — SES

Ninety-Nines

PROJECTS

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

MIDDLE EAST

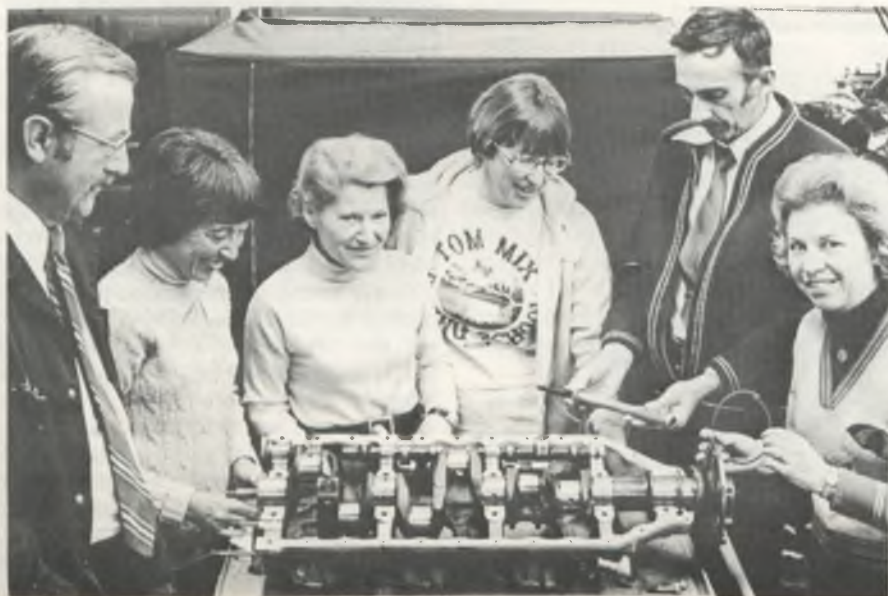
On April 19, 1977, the Shenandoah Valley 99s co-sponsored a Safety Meeting entitled "Something Old, Something New". The speaker was Mr. Paul French, FAA Accident Prevention Specialist.

West Virginia Mountaineer 99s are sponsoring a Poker Run covering a five airport area on Sunday, June 19th (Rain-date, June 26) terminating in Parkersburg, WV. Food and refreshments will be available in Parkersburg. First prize will be \$50 cash. All neighboring chapters are invited to participate.

NEW ENGLAND

The Connecticut Chapter is selling disposable flashlights for \$1.75 each, \$2.25 ppd. Each flashlight has an airplane seal on it.

Instructors Mr. Shelby and Al Longarini help Greater NY Chapter members (L-R) Pat Blum, Nina Claremont, Penelope Amabile, and Ruth Dobrescu examine crankshaft parts and functions at the "Mechanics for Pilots" workshop.



NEW YORK-NEW JERSEY

Mechanics for Pilots Workshop
Co-chairmen Penny Amabile and Pat Blum, with "army volunteer" husbands, Frank and Roger in tow, sat in on the Mechanics for Pilots workshop, sponsored by the Greater NY Chapter of the 99s, and given by the LaGuardia Academy of Aeronautics on two successive Saturdays, March 26, 1977 and April 2, 1977. The course was highly informative and presented with great enthusiasm by five members of the Academy's fine teaching staff. The emphasis was on narrowing the gap in communications and knowledge between mechanics and pilots by teaching the pilots much of the vocabulary along with the rudiments of the various systems that result in the complete air-worthy aircraft. Inspection and troubleshooting were highlighted.

Hudson Valley Vice Chairman June

Simpson and members Mary Matthews and Joan Schneller also attended.

NORTH CENTRAL

Chicago Area's Chapter Safety Chairman, Lois Case, has arranged pre-meeting Safety Seminars for the Chicago Chapter. Each month, one hour prior to the regular meeting, members are able to participate in instruction and review of Safety procedures directed by various CGIs, CFIs, and Accident Prevention Specialists.

Charlene Falkenberg reported to the Indiana Dunes Chapter on Career Day presentations given to fifth and sixth graders at Lincoln Elementary School in Hammond, IN, and to Pierce Junior High in Merrillville, IN. Barbara Jennings, Valparaiso, and Lee Zeller, Kankakee, IL, will be giving a Career Day presentation on April 21 in Portage, IN. Other presentations are planned for Grissom Middle School in May.

Classroom gets help from Lake Michigan 99

Along with three FBOs, Lake Michigan 99 Fran Johnson will co-sponsor an "Introduction to Aviation" for 75 Milford High School Students on May 23. This will be part of a Student Curriculum Day and will provide ground school lecture and rides at minimum cost.

Beverly Price, Michigan Chapter, has been appointed Safety Counselor for the chapter to coordinate with the FAA on Safety Clinics. The chapter recently sponsored a Safety Educational Clinic with the FAA in Flint, Michigan.

99 Display at Quad City Airport

An exhibit on the Ninety-Nines telling what the organization is and what Ninety-Nines are doing was to be put on display around the 1st of May. The exhibit is very well done and many thanks go to chapter

Continued on p. 26

More Ninety-Nines Projects

member **Lilli Soomre** for her hard work and to the Airport Authority for making it possible.

A No-Paint Airmarking

April 16 was a beautiful day for an air-marking. **Quad-City** had a good turnout of workers with five members, two 66s, two prospective 99s and 3 harried helpers. The layout was all done for the roof and everybody was ready to go — until we opened the paint. It turned out to be un-useable so. . . .

Aviation "Mini Course"

Quad City's Mary Schrum is teaching a very successful "Mini Course" in flying. The students meet for 28 minutes twice a week. They get the fundamentals of flying, learn to read sectionals, learn idents of airports, view FAA films and get to top it off with an airplane ride.

Wisconsin 99s to Help at Oshkosh

The work roster for the EAA show in Oshkosh, July 31st to August 7th has been listed and shows many Wisconsin 99s volunteering time and talents in the Women's Activity Center. Our International President **Lois Feigenbaum** will man a small booth there, and Wisconsin 99s will also be assisting her and greeting visiting 99s from all points.

Kentucky-Blue Grass Chapter Raffles Quilt

Members of the **Kentucky-Blue Grass Chapter** voted at the April meeting to raffle off a quilt at the North Central Sectional meeting set for May 13-15 in Lexington, Ky. The quilt is hand-made and

was made available through Appalachian Fireside Crafts, developed by the Save the Children Federation. Shown are, standing, from left: **Betty DeArk**, prospective member from Louisville; **Diane Stafford**, Utica; **"Dee" McCollum**, Frankfort, and **Dorothy Shearard**, Berea. Seated, from left, are **Pauline Barrier**, Monticello; **Eva "Skip" Gumbert**, Lexington, and **Brooks Richards** of Louisville.

NORTHWEST

Alaska Chapter sponsors an in-chapter scholarship. Interested members submit their application and a drawing is held if there is more than one qualified applicant. This year's recipient is **Edy Miller**.

Crash Survival stressed at Safety Meeting

The **Far West 99s** and friends were guests of Capt. Carl Swickley at the Coast Guard Air Station on Ediz Hook, off Port Angeles, to hear a lecture by Lt. Charles Brown and P.O. Larry Burns on the topic "Surviving a Crash". Exhibits were studied of safety gear and survival equipment in use by the Coast Guard and generally available to the private pilot. A film on hypothermia was shown and followed by a discussion emphasizing preparedness, information, and attitude as essentials to survival.

Safety Pamphlets distributed to FBOs

The FAA supplied **Far West Safety** Chairman **Joanne Rice** with excellent pamphlets which encourage safe flying practices and which will be put on display at our fixed base operators and made

available to the flying public courtesy of the **Far West Chapter**.

Ninety-Nines Attend National Congress of Aerospace Education in Nashville, Tennessee

Ninety-Nines from all over congregated in Nashville in April for the National Congress on Aerospace Education. Our 99 Aerospace Education Chairman **Linda Hooker** reports that she gained a wealth of new ideas at the meeting, and she will be sharing many of them with you through the **NEWS** in the future. Linda went on to note that she is always surprised to see how many non-pilots are involved with aerospace education activities in the classroom. There are so many ways that we, as 99s, could broaden their scope by sharing our experiences with them in their classes.

Past 99s President **Betty McNabb**, who has worked so tirelessly over the years in the field of aerospace education and with CAP groups was honored by induction into the National Aerospace Education Association Hall of Fame. Betty is one of the few women in the Hall of Fame (see 99s in the News).

Even the non-conference affairs were stimulating. Four hundred of the conference attendees managed to squeeze in an evening at The Grand Ole Opry. And the 99s attending managed to meet one day for lunch. Chapters represented were **Golden Triangle**, **Cape Girardeau**, **Mid-Tennessee**, **Santa Clara Valley**, **Nebraska**, **Redwood Empire**, **Florida Goldcoast**, **Alameda**, **Carolinas**, **Chicago Area**, **Dallas**, **Florida Suncoast**, **Golden West**, and **Puget Sound**.

SOUTH CENTRAL

Air Marking is alive and living in Travis County, Texas!

On April 23, after having been daunted by several continuous weekends of flood-producing rains, the newly formed **Austin Chapter** got their feet wet (so to speak!) by airmarking a local airport at **Windemere Resort**. Familiar to area pilots as **Windemere Gliderport**, the facility is best known for its soaring school which is the largest and most well-organized instructional base of its type in Central Texas. Proprietors **Beverly Howard** and **Chris Howard** were pleased to have the 3,000-foot asphalt strip clearly designated for runways 17 and 35. In addition to marking runway numbers, the Ninety-Nines repainted the **Windemere Unicom** frequency, 123.3, in the middle of the strip. This is a beautiful little airport to visit if you are ever in the Central Texas area and interested in glider flying, but a word of caution: due to the glider activity at the location, all motorized traffic is instructed to enter the pattern from the east; glider traffic enters the pattern from the west, regardless of which runway is being used.

Kentucky Blue Grass Chapter members with quilt.



There were five Ninety-Nines present including Jo Payne, Marty Thompson, Irene Glass, Kathy Griffis and Rose Marie Burkett with members of their families. Four prospective members and their families also joined in the work and fun. The entire group will return to Windemere Saturday and Sunday, May 7 and 8, when they will sponsor a concession stand during a soaring competition scheduled for that weekend. Over one hundred people are expected to attend. This chapter of the Ninety-Nines is small in number but great in enthusiasm — a flying phenomenon for Central Texas!

Chaparral Chapter is delighted to report that they now have a monthly newsletter. The first issue came out in April with Libby Pruett as editor, and judging from that issue the publication will go over big with the chapter.

Rene Hirth of Chaparral Chapter continues with her fine work with the Aviation Explorer Scout program she organized in Deming, New Mexico. She brought two planes and a van carrying Scouts to the April Safety Seminar at Las Cruces. And that is a 120 mile round trip for a night meeting.

Colorado 99 presents program **Ann Luce** and her husband Peter provided the program for the Colorado Pilots Association in March. It was thoroughly enjoyed by those attending and Ann will present the program — on flying in Mexico — to the 99s at a future date.

Flying High!
The **El Paso 99s** maintained a booth Flying High at the invitation of the Girl Scouts who displayed their summer adventures of "things to do".

Airmarking Nets Big Rewards
Golden Triangle members airmarked one runway in Palestine, TX in March and in gratitude for having done so, one of the leading business men in Palestine invited our chapter back April 2nd for a weekend of solid entertainment. We were treated to a hayride through the Dogwood trails, catered barbeque dinner and band at his home along with 150 other guests (all involved in some way with aviation) and a ride on the Texas State Train between Palestine & Rusk on Sunday. This past Saturday, we all returned to finish our job by airmarking their other runway and were asked to return once again to airmark his private heliport when it is completed.

Safety Seminars Sponsored by SCS 99s
Golden Triangle co-sponsored a safety seminar with the FAA and the Arlington Pilots Association at the University of Texas in Arlington. **Lubbock Chapter** also co-hosted an Aviation Safety Clinic with the FAA in April.

Inventory Taken at 99 Headquarters
Oklahoma members Skip Carter, Ruth Jones and Beth Smith just completed a picture and written inventory of the 99 Headquarters treasures. Many of them are irreplaceable.

Compass Rose on Airport . . .
Kit to be Made Available
Shreveport has just finished repainting the beautiful blue and white compass rose at Downtown airport. They are developing a kit for this project and hope to have it for sale to interested chapters at the International Convention in San Francisco.

SOUTHEAST

Blue Ridge 99s Aid in Safety & Education
Blue Ridge 99s aided and abetted the South Carolina Aeronautics Commission in setting up their Safety Seminar to be held in Greenville, SC, April 23 and 24.

Blue Ridge 99 Hilda Goley, who believes in starting them young, recently took her first graders to Spartanburg Airport for a tour of the facility and plane rides — prospective pilots all!

Spaceport Sets Record for Airmarking?
Is this a record? **Spaceport Chapter** reports they met in Palatka in March for an airmarking and completed the whole job in 45 minutes!

Dottie Parsons of **Spaceport Chapter** furnished the plane which brought **Carolyn Pilaar** the #2 spot at the U.S. Precision Flight Team regional competition. She will vouch for the fact that due to heavy fog, delivery of the plane from Kissimmee to Melbourne was late and Carolyn only had time to verify that it was indeed a plane. About the performance charts she declared "No way, no way" and proceeded on to her briefing.

"High Flight" won by Linda Hooker
Winner of the beautifully framed "High Flight" which was raffled off by **Memphis Chapter** in Montgomery was International's Air Age Education Chairman, **Linda Hooker**. It seems as if Linda delivered a supply of the coloring books to **Carolyn Sullivan** prior to the Southeast Sectional and Carolyn "prevailed" on Linda to "make a donation". The item is proving to be quite popular. Carolyn still has coloring books for Southeast Section chapters, so contact her for them.

Memphis Chapter also announces that the winner of the Martha Tobey Award in Aerospace Education is 10th grader John Dries. His plaque, savings bond and book to the school will be presented next month. John's science exhibit in the Memphis-Shelby County Science Fair earned him the award.

SOUTHWEST

Aloha Chapter Sets Up HELP Award
Aloha Chapter members have voted to make our former AWTAR donation available to a deserving Chapter member in the form of an annual HELP award to enable a local woman pilot to remain current or upgrade her ratings or licenses. Part of our fund raising activities will go to this cause. Braniff Airways had donated a trophy for our annual Recognition Award to a local 99 who has made an outstanding contribution to aviation and/or the cause of women in aviation.

Fund Raising Saga or Rummage Rap-up

What does your Chapter do to raise money? Fund raising always seems to be a problem for many chapters, and becomes even more so when large amounts of money are required as when your chapter is sponsoring a race stop or a chapter or section is putting on a convention.

Some ideas turn out to be colossal successes . . . lots of profit for small amount of time and money invested. Others turn out to be a lot of work for little or no profit. Let's use the NEWS to share ideas. Let us know of both your success and your failures. We can all benefit from sharing information about our win and loss records.

The **Southwest Section 99s** have been working diligently to raise money to support the SFO International Convention for almost two years, and have fattened the kitty considerably. Some projects have fared considerably better than others, however, and we share with you the words of **Rose Sharp, Bay Cities**, on the Rummage Sale project.

"I keep my ear to the door and my eyes pressed to the window quietly waiting for the troops to come and drum me out of the corps but so far . . . silence . . . thanks Troops!

"It would be wonderful to fill these pages with happy words of success but, unfortunately, the Sale was not a smashing success. It was a colossal FLOP. As far as cooperation, effort, and education by all members of the involved chapters to the project it was overwhelmingly delightful. One evening, **Redwood Empire** held a marking party in addition to their regular meeting. The whole Chapter converged on the scene and boy, did we whip through that project . . . marvelous!

"However, if the buyers don't turn out then we can't sell them anything. We had paid ads in 5 Bay Area papers, and "newsy notes" in 10 more as well as spot announcements on 35 radio & T.V. stations. We have made this a financial success . . . so sorry . . . better luck on whatever our next project may be.

Thanks again, Troops."

Continued on p. 28

Shreveport 99 - only woman APS

Shreveport is bragging. They are the only chapter in the country to have an Accident Prevention Specialist as a member, and you can bet they're proud.

Pat Osborn began flying in January of 1965. By August of that same year, she had accumulated her Private, Commercial and CFI ratings. Since then she has accumulated 3500 hours of flying time along

with all ground instructor ratings, CFII, ASMEL and ATP.

She began her professional career in aviation in December of 1965 — the same year that she took up flying. For the next two years she worked as a flight instructor in the Big Springs and Midland, Texas areas.

In 1967 she joined the Midland Flight Service Station as a Flight Service Specialist. She remained with the FAA for two years and then went back out in the field as a Chief Flight Instructor and Charter Pilot for several firms in Texas, Colorado and New Mexico. During this period, she obtained many advanced ratings, including her ATP.

In 1974, Pat returned to the FAA, this time as a tower operator and radar controller in Albuquerque, NM. A year later she was transferred to Albuquerque GADO as an Operations Inspector.

In June of last year, Pat was transferred to Shreveport, LA where she is the Accident Prevention Specialist in the



Pat Osborn

Shreveport GADO. To the best of our knowledge, she is the only female APS in the US.

Pat has been in the rather unique position of giving her own flight instructor dual instruction. Keith Dekan, who now flies a Falcon 10, taught her to fly and took her through all her ratings. She got her ATP before he did, however, and gave him the dual for his ATP.

Pat's husband, Richard, is also a pilot and holds a Commercial ASMEL Certificate and CFI SEL. They have owned several airplanes in the past but are currently busy with a 4 wheel drive Blazer and their ski boat.

Betty McNabb in NAEA Hall of Fame



At the National Aerospace Education Association Conference held recently in Nashville, Tennessee, former Ninety-Nine President **Betty McNabb** was inducted into the NAEA Hall of Fame. The presentation is made annually; honorees are selected from educators across the nation who have made significant contributions to public and teacher education in the aerospace field.

Betty has directed and taught at many aerospace workshops over a 23 year period. She has had a long and active association with the Civil Air Patrol where she has worked with CAP Cadets giving them orientation rides in addition to performing in Search and Rescue missions and serving in officer capacities.

Betty is an active pilot with a 25 year personal flying safety record. She also serves as an FAA Accident Prevention Counselor. She does a great deal of aviation writing including her contributions to the 99 NEWS and her regular column in the **Florida Aviation Journal** called "Aviation Spoken Here".

Betty was the International President of the Ninety-Nines from 1970-72. Not one to drop an organization after she has served as it's highest officer, Betty is still a very active member of the **Deep South Chapter** and is busy even today trying to organize a new chapter in her area.



Mary Dorr, Executive Director of the Religion in Media Association which produces and distributes over 450 programs monthly and represents a 50 million dollar annual expenditure in public service time programming on radio & television, was recently named the 1977 California State "Mother of the Year". She is now a candidate for "American Mother of the Year".

Mary, the mother of four children aged 19 through 31, has been the winner of international, national and community awards in the communications field. She was the National President of American Women in Radio and Television in 1968-69.

Mary Dorr's entry in this contest was sponsored by AWARE, an Association for

Los Angeles 99 Named California

Mother of the Year

Women's Active Return to Education, of which she was the founder and also served as International President, 1969-70.

A widowed mother of four children, Mary resides in Santa Monica, CA. Hers was the 1963 "Family of the Year" selected by the Chamber of Commerce of Malibu.

Mary's husband, John, an IBM executive, died of a heart attack while piloting the family plane on a fishing expedition in primitive Canada. Their eldest son, John Jr., then 21, was not a pilot at the time but managed to safely land the airplane.

Daughter Diana is a marketing representative for IBM and an active pilot. She holds ASMEL and hot air balloon and helicopter licenses. Mary's twin sons, Donald and Kenneth are both college students and are also pilots.

In addition to her duties as Executive Director for the Religion in Media Association, Mary is a lecturer, professional book reviewer and media instructor in colleges. She is a winner of the Robert Eastman Award for "Most Outstanding Woman in Broadcasting in Western United States". She is an ordained Ruling Elder of the Malibu Presbyterian Church and a pulpit speaker throughout the United States and abroad.

Mary is a member of the Los Angeles Chapter of the 99s.

Ninety Nines in the News

Another 99 Joins Airlines

Rosella Bjornson, Eastern Ontario Chapter, is one of the first women to be hired as a full time flight crew member on a Canadian Airline. She is first officer with Transair, flying on F28 out of Winnipeg.



Rosella Bjornson

99 One of "Ottawa's Busiest People"

In a series in the *Ottawa Citizen* called "Ottawa's Busiest People", a full page was recently devoted to **Eastern Ontario 99 Judith Oyen**. Judy is a lawyer.

Another busy Canadian 99, **Dr. Anne Stevens** was recently interviewed on TV about earthquakes and tremors.

The 99s have added another Accident Prevention Counselor to their ranks. Newest 99 to be so designated is **Shenandoah Valley's Anne Adams**. New FAA Safety Counselors from **Chicago Area Chapter** are **Barbara Silagi** and **Pamela Stowell**.

West Virginia 99s certainly seem to have their share of secretaries . . . **Natalie Stafford** was elected Secretary of the Central WV Pilots Assn., and **Jean Pickering** was chosen Secretary of the Mid-Ohio Valley Aviation Assn. **Bonnie Plowman** is serving as editor of the *Tailspinner* for the Mid-Ohio Valley Aviation Assn.

99 Wins Spot Landing Contest

Blue Ridge Chapter Chairman Carol McKinney won second place in the State Spot landing Contest held in Spartanburg, SC. At the Banquet climaxing the State Aeronautics Commission's clinic for the general aviation pilot, eleven Blue Ridge Chapter members were recognized. **Carolyn Pilaar** was presented with SC's "Instructor of the Year" award.

The *Moline Dispatch* newspaper interviewed several **Quad City Area 99s** in preparation for a feature article appearing in the May 1 Sunday edition. Hope all this great newspaper coverage is being shared with our scrapbook chairman.

Honorable Mention

Martha Thompson (Marty), Vice-Chairman of the **Austin Chapter** and one of the few female CFIs in the area, is a newly elected council member in Westlake Hills, a suburban community immediately west of Austin in the hill country. The community is very conscientious about their civic responsibilities, and Council member Thompson is already busily studying various aspects of the city's government. She was elected on Saturday, April 2, from a field of six at-large candidates running for three council positions. Marty received the second highest number of votes cast and was inaugurated with other council members for their two-year term on April 6.



New Austin Chapter officers. Back: (L-R) June Barnes, Treas. and Kathy Griffiths, Membership and PR. Front: Jo Payne, Chairman; Irene Glass, Sec.; and Marty Thompson, V. Chrm.

Byliners Award

Velma Woodward, **Oklahoma Chapter**, was selected by OK Women in Communication as one of 7 women in the state to receive their annual "Byliners Award". Velma, a pioneer woman in aviation, has been flying for almost four decades. She has been active in the Civil Air Patrol and the Ninety-Nines in addition to many civic and community projects.

Marian Carter, **Willamette Valley Chapter**, is the first female member of the Airport Commission in Roseburg, OR. Marian was also selected "Pilot of the Year" for the Radian Tucker Memorial Award.

Employee in the Spotlight

Recently chosen as the "Employee in the Spotlight" in the *ROCKETEER*, publication of the China Lake Naval Weapons Center, was **Hi-Desert 99 Bertha Ryan**.

Bertha, who became enamored with aircraft at first sight around the age of three is presently working in boundary layer transition studies for the Naval Air Systems Command at China Lake. She is primarily concerned with boundary layers in relation to missiles but notes that any body that has air or a fluid moving over it has a boundary layer. Boundary layers can change from smooth to turbulent as they travel over a surface and can, in some cases, even cause structural damage.

Bertha, who earned her Master's in aerodynamics from MIT, learned to fly as a high school student in 1945. Her main hobby is still flying, particularly soaring. She built her sailplane, a Schweitzer 1-26A, from a kit. She also flies a Cherokee 140.

An active 99, Bertha is currently the APT Chairman for the **Hi-Desert 99s**.

Judy Neuffer

Navy's First Woman Plane Commander

Lt. Judith A. Neuffer has become the Navy's first woman to be designated as an Aircraft/Mission Commander in the RP-3 Orion type aircraft. During the ceremonies on December 10, Lt. Neuffer was lauded for her ability as a naval pilot and congratulated on her history making designation.

Lt. Neuffer, a graduate of Ohio State University, joined the Navy originally as a computer programmer. She became one of the Navy's first female pilots when they opened their flight program to women in 1973. She was selected for the trial program of training and one year later was designated a naval pilot. She subsequently completed a tour of duty with Weather Reconnaissance Squadron Four in Jacksonville, FL.

Now assigned to Oceanographic Development Squadron Eight (VXN-8) at Naval Air Station, Patauxent River, Lt. Neuffer has passed her second milestone — command of a Naval aircraft. This is truly significant as VXN-8's unique mission entails the deployment of single plane detachments to virtually any military or civilian airbase in the world.

Judy is a member of the Southern Maryland Chapter of the 99s. Her father managed a small airport where she learned to fly at the age of 16. She reports that she signed up to become one of the Navy's first female aviators simply because "I love flying".

BREAD AND BUTTER AVIATION

Lorraine M. Jencik, Connecticut Chapter formerly CFI at Groton Airport is now corporate pilot for Xerox Corporation at Westchester Co. Airport in White Plains, New York. After training and working with the G-1 she moved on to a Sabre Jet and a faster pace.



Pat Donnelly

Pat Donnelly, Secretary, Greater New York Chapter, was instrumental in forming Unique Aerial Advertising, Inc. of Flushing, NY and Monmouth County Airport, Farmingdale, NJ and serves as Vice-President and Secretary of the new corporation. The new operation offers a com-

plete scope of aerial advertising from banner towing and aerial logo display to lighted night signs and skytyping. Good luck to one of our own in her exciting new venture.

All-Ohio 99, **Pat Fairbanks** has been piloting a Duke for a Canadian Corp. and just returned from a trip from Toronto to Ft. Lauderdale.

Esther Bennett of Lake Michigan Chapter has been busy chartering three trips to Florida and still time for two classes at Glen Oaks Community College.

Mt. Tahoma's Jody Wheeler is teaching a class in model rocketry two evenings a week in Puyallup, WA.

Lois Ziler, El Paso member, has renewed her flight instructor rating and started a flight school at Mile High Airport, Sierra Blanca, TX.

Shreveport's Evelyn Snow is teaching private and commercial students for Louisiana Tech University.

Mary Jane Law, Florida Spaceport has taken on a new profession — airplane brokerage in Ft. Lauderdale.

Mary Hirsch has been accepted for pilot training by Continental Airlines. The same for former Aloha 99 **Lennie Muttick**. **Coral Hansen Aloha Chapter** is back in the flight instructor's seat, teaching part time at Hawaii Country Club of the Air and serving as Chief Flight Instructor for Multi-Engine, Multi-Engine CFI and Multi-Engine ATP ratings.

Stephanie Wells of the Hi-Desert 99s, a full time weather officer at George AFB, CA, is now a part-time tow pilot at El Mirage Glider Field.

EAST CANADA

Eastern Ontario Chapter had a "WEATHER NIGHT" on March 23rd which was open to the aviation community. Mr. Frank Harvey of the Atmospheric Environment Services was the guest speaker. Those who attended found it most interesting and informative. We, in Eastern Ontario Chapter, feel that this sort of meeting is the type of contribution that we as 99s can make to the whole aviation community. We can cross club and school boundaries, so to speak, and help unify the aviation community and thus help aviation in general.

NEW YORK — NEW JERSEY

Helicopter Safety

A program on Helicopter Safety and Flying was presented by **Ernie Kittner** at **Hudson Valley's** April meeting at Channel Master Airport in Ellenville. Vice Chairman **June Simpson** arranged for the program and gave all attendees a "proficiency puzzle". The winner, **Mary Matthews**, won a helicopter lesson donated by Mr. Kittner.

New Book on AE to be Released

On April 22nd, the **Western New York Chapter** and the **Amherst Zonta Club** enjoyed as their luncheon speaker, **Dr. Paul Briand**, the author of **Daughter of the**

Joint East - West Canadian Sectional

The big news item from **Eastern Ontario Chapter** concerns the hostessing of the **East-West Canada Sectional** in Ottawa, April 15-17. The weather was absolutely beautiful as were the Chateau Laurier's surroundings. Chairman **Marilou Comerford** and registrar **Suzanne Frogley** especially deserve commendation for the way they kept things organized. **Carolyn Thomas** and **Virginia Cunningham** completed the core committee.

Madeline and **John Fielding's** home made an excellent setting for the welcoming cocktail reception, courtesy **Qantas Airlines** with a special visit from the **Koala bear**.

Governor **Jeanne McEachern** conducted the business Saturday morning with 50 in attendance. It was agreed to continue the joint east-west meetings every other year.

We were especially pleased to have International Board Member **Gene Nora Jessen** with us, who helped us discuss the Australian Convention in 1978.

About 75 attended the banquet on Sat-

urday when the editor of **Canadian Aviation** was the after-dinner speaker. He gave an interesting and factual account of the past, present and future of general aviation in Canada.

Three East Canada Governors were present. (L-R) **Hilda Devereux** (former), **Jeanne McEachern** (current) and **Jean MacDonald** (former).



MEETINGS

Sky. His fascinating talk prompted us to anxiously await his new book about Amelia Earhart to be published in July. His working title for the book is **The Final Days of Amelia Earhart**. In this book he plans to reveal all the documented evidence he has researched so diligently the past few years, which he proclaims will answer the question, "What ever happened to Amelia Earhart?"

NORTH CENTRAL

Chicago Area

Honors Member's Achievements

The **Chicago Area Chapter's** Achievement Awards Dinner was held on March 26th. Winners of the 1976-77 awards were as follows: Highest total points — **Barbara Silagi**, Chapter activities — **Joan Kerwin**, Ratings — **Pat Clark**, Flying time — **Gail LaPook**, Service Award — **Diane Cozzi**.

The Chapter Scholarship was awarded to our Junior Past Chairman, **Ellen O'Hara**. Ellen plans to use the scholarship for an instructor's rating.

Cropduster Comes to Indiana Dunes

Eighteen **Indiana Dunes** members flew in to the April meeting in Rochelle, IL. A most interesting program was presented by crop duster pilot, Wiley "Red" Bays. Mr. Bays started his career in crop dusting in 1947 in a 65 horsepower J-3 Cub. He now flies a 450 hp Stearman to do the crop dusting. He kept the audience enthralled with antidotes and experiences during the past 31 years. He has had three accidents during his career, all more than 25 years ago. He firmly disagrees with environmentalists that say crop dusting kills birds, and states that he has proof from his experiences to back up his beliefs.

Shopfronts from Stockyards

Iowa Chapter had a tour of the K-D Stockyards Station following their April meeting in Sioux City. The restoration of the old Swift packing plant into a shopping center is the realization of a dream for one man and his family. They are retaining the feel of the old plant, using many of the old artifacts in the construction of shop fronts, etc. The guide was a 35 year employee of Swift and could give a lot of the history of the plant along with the tour.

This idea has already met with great success in other parts of the country. Be sure to see the Cannery and Ghiradelli Square when you're in San Francisco for convention this summer.

Wisconsin Chapter elected new officers during their April meeting. Serving as Chairman for the next year will be **Helen Kelly**. V. Chairman will be **Elaine Strickland**, Secretary, **Gerri Kuehn** and Treasurer, **Gert Heintskill**.

NORTHWEST

Alaskans Discover Soaring

Alaska Chapter's April meeting featured a film on the "Joy of Soaring" and a presentation on gliding. **Jan and Gar Pessel** are anxiously awaiting the arrival of their newly purchased glider. The Pilatus will be equipped with oxygen to enable them to explore new horizons. In view of the up-coming Australian Convention, a slide presentation was given by **Marion Zaegel** to acquaint 99s with sights in New Zealand and Australia.

Mt. Tahoma learns ELT Search & Rescue

Bill Hamilton of the Washington State Aeronautics department spoke to **Mt. Tahoma Chapter** during April on search and rescue techniques and the ELT. The slides were very interesting but revealed another important topic — how to avoid these aircraft crashes.

An earlier meeting of **Mt. Tahoma Chapter** brought all the antique enthusiasts out with slides of antique and homebuilt planes from Oshkosh, the Dayton Air Museum, Arlington, WA and Evergreen, WA fly-ins. Now our chapter should be able to identify military warbirds and observation planes plus civilian aircraft from the twenties to the late forties. The slides were taken by **Janet Penner**, **Mt. Tahoma** member, and her brother **Paul Penner** who was visiting from Maryland.

A different aspect of aviation photography will be featured at our June potluck with a guest speaker who is a professional aerial photographer.

SOUTH CENTRAL

Controller's Inside Story

The April meeting of the **Top of Texas Chapter** was held in the Amarillo Club on the 31st floor of the American National Bank Building. Guest speaker was **Frances Mulkey** who is not only new but the first female controller in Amarillo. **Frances** gave an in-depth talk on how she became a controller and some of her thoughts while learning her new trade.

Joint Meeting of Kansas Chapters

The **Cimarron, Kansas and Topeka Chapters** joined each other for a get-acquainted luncheon at the Hutchinson, Kansas Airport on April 23. There were about 25 members from the various chapters as well as 7 prospectives. Some 49½ers also joined us. The **Topeka Chapter** furnished a decorated cake for dessert. Everyone really enjoyed themselves. Who knows? This may become an annual event.

SOUTHEAST

Florida Goldcoast's April Meeting was a pot-luck dinner held at **Mary Ann Zdunczyk's** home with emphasis on a Safety Clinic skit presented by chapter members, complete with outstanding talent and costumes. The skit was entitled 'Flight to Freeport, Bahamas' and for education and entertainment, it can't be beat! How not to preflight, fly, and get there was something! Many 'No-No's' occurred in the skit, and prizes were awarded members who identified the most 'No-No's' correctly.

Happy Birthday Memphis Chapter

Memphis Chapter celebrated its Fifteenth Anniversary with an impromptu luncheon. Dessert was in the form of a cake sporting the 99 emblem.

SOUTHWEST

WASP Story Told

Aloha Chairman Sue Young has prevailed upon **Vivian Fagan** to give the chapter the story of her life as a WASP during World War II at the May meeting.

The WASPs have fascinating stories to tell, and if your chapter has one in the area and has not yet invited her to visit about old times before your chapter, you are really missing out on an extra special program.

Accident calls FAA man from 99 Meeting

Chuck Johnson, from the Bay Area GADO office, spoke at a recent meeting of the **Golden West Chapter** on Weather Safety in flying. He also had the Vertigon Chair available, and new member **Donna Vasko** was treated to a ride. As **Chuck** was finishing his talk, he was suddenly called outside. Turned out, it was handy to have an FAA man around as someone had run their wing tip into the building. (NOT a female pilot, however!)

Gone Flying

Jean Pickering, W V Mountaineers, and Charlie took a week long trip to Florida in the family Cherokee in March. They report the highlight of their trip was a delightful trip to Vero Beach and a tour of the Piper factory. Did you get any building tips, Jean?

Evelyn Kropp, Connecticut, reported that her trip to India with the 99s was absolutely great. The Indian 99s did everything to make it unforgettable. The chapter will be viewing the slides of the trip at the next meeting. Hope all of you who went have many slides and insights to share with those of us who remained state-side.

Seems like most of the late winter and spring flying has had one over-riding purpose — to take 99s to warmer climates. Lots of folks headed for Florida. Going from Connecticut were Laurie Reeves and Vivian Utiko. Vivian and her husband learned a lot about the weather along the east coast in a very short time while on this trip in their Skyhawk. Chicago Area's, Gail Wenk and Mary Panczynsyn also

headed for Florida, and Gail's daughter Wendy, handled the instrument flight down and back. Marlene Logston, WV Mountaineer's went there too.

Quad City Area members have found different directions in which to head to find the sunshine. Fern Rathe took the Seneca and husband John to Guatemala and Carolyn Pobanz headed to Las Vegas. Also finding the sun was Bonnie Plowman and husband Bill, when they took the Queen Air to Cozumel, Mexico.

Several members have taken advantage of the offerings of Wichita and its several aircraft manufacturers. Mt. Thomas Chapter member Sally Bell recently returned from there after she had acquired 9 hours of dual in a Cessna 421. Pat and

Jerry Meyer, Memphis, spent three days in Wichita having maintenance on Peppermint Patty. They toured the Beech plant and saw many interesting items.

Aloha member Pat Kelley Shearer has gone SAILING off on a 3-month cruise with her parents and daughter, Estelle, while 49½er Jim takes the sailboat and cronies south and west across the Pacific to Palmyra, Tonga and Samoa and other way points, ending up in Australia where Pat will join him in time for the International Convention in 1978.

Evelyn Ashton, Palomar Chapter, joined an Audubon Tour of National Parks in Africa and due to difficulties in Tanzania, and Entebbe, ended up with 61 hours in the air! However, she reports a delightful tour including flights in a 310 within the continent and an unexpected glimpse of the Seychelles Reefs instead of the planned Tanzania.

WOMAN & MACHINE

Jeane Wolcott, All-Ohio, has acquired a J-3 Cub which she plans to restore to original condition. Another oldie but goodie is a Cessna 140 making its new home on the private farm strip of Hi-Desert 99 Shirley Beery.

This started out to be the month of Piper products. Iowa Chapter's Pat Borup and husband Roger are now flying a Cherokee 235, and All-Ohio's Rosalie Burchett received a 1962 Comanche 180 for her birthday. Jean Scheerer is another All-Ohio member with a newly acquired Comanche — a 1964 250. Another Piper, in the form of an Arrow 200, found a home with Thea and "Bill" Fleming, Lake Michigan. But then Alaska Chapter news arrived, and Cessna went on the upswing with three additions to the Alaskan fleet in the form of a 170B, a 182 and a 172. They belong to Anita Benson, Nita Wood and Laverne Feen respectively.

And just to keep the big two from completely dominating the scene, Chicago Area reports that Cheryl and H.O. Van Zandt are the proud new owners of a Mooney Mark 21.

99-O-GRAM IDAHO UPDATE

HOSTED RUSSIAN DELEGATION AT BACKYARD BAR-B-Q AS THEY TOURED U.S. VIEWING AVIATION IN AGRICULTURE STOP TOURED ANTIQUE AIRPLANE COLLECTION HIDING NEAR BOISE STOP RECEIVED BRIEFING ON HELICOPTER SQUADRON BASED AT BOISE ARMY NATIONAL GUARD CENTER STOP PUT BURNS, OREGON ON MAP WITH BROWNBAG FLY-IN SPORTING GREAT WEATHER AND FOCUSED ON 99S WITH PIX IN LOCAL PAPER STOP SOCIALIZED OUR WAY THRU CHRISTMAS DINNER PARTY AT BOISE MEMBER'S HOME STOP BEAT THE FOG TO ANTHONY LAKES SKI LODGE FOR MEETING AT BAKER, OREGON STOP ENJOYED REPEAT ENJOYED FAA'S NEWEST "MOUNTAIN FLYING" FILM PRESENTED BY BOISE GADO CHIEF STOP NOT RAIN, HAIL, SNOW, OR GALE PREVENTED OUR ASSISTANCE AT NIFA MEET IN EMMETT, IDAHO STOP SNATCHED CAPTAIN EMILY HOWELL WARNER OF DENVER'S FRONTIER AIRLINES FOR LUNCHEON RECEPTION AS SHE DEPLANED IN BOISE TO MC IDAHO SAFE PILOTS' AWARD BANQUET STOP LENT HELPING HANDS TO AOPA FLIGHT INSTRUCTOR'S CLINIC HELD IN BOISE AND REAPED REWARDS OF COMPLIMENTARY ADMISSIONS STOP HOSTED JUST-OFF-AIRPORT LUNCHEON FOR PROSPECTIVE MEMBERS AND PULLED SOME OUT OF THIN AIR AT ONTARIO, OREGON STOP INTEND FURTHER REPORTS TO BE MORE TIMELY STOP

Marion Hart Harmon Trophy Winner

The Harmon Trophy is awarded annually to honor pilots who make outstanding performances. National and international awards are made to both men and women. The first women's international award was made to Amelia Earhart in 1932.

Selected as the recipient of the Harmon Trophy this year was Marion Hart, a woman pilot in her mid-80's from Washington, DC.

Marion learned to fly in 1946 when she was 54. "Going somewhere" is the name of the game as far as aviation is concerned, and Marion has been burning up the globe ever since. She made her first Atlantic crossing in 1953, and her first solo crossing in 1966. She has been crossing the ocean in a single engine aircraft roughly

once every two years since that time.

On her trips, she may be gone for as long as 11 months at a time. "Apart from the big leap across the Atlantic her travels are made in a series of little hops more or less as the mood takes her." She sometimes takes little sidetrips in countries she has not visited before, and generally likes to sit around and read the local papers and visit with the people in the countries she visits. She does not like to be tied to a schedule as she moves about in her global wanderings.

Marion Hart was never out to be a record-setter. She feels the Pacific is too big and has never set out to make a round-the-world flight. Nevertheless, in her travels in her airplane she has covered most of the western and eastern hemisphere.

Information on Marion Hart came from article "At 81, She Flies", by Ida Kosciesza in the Washington Post, Sept. 6, 1973.

MOVING?

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

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

Affix old Label here	NAME	
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	CITY & STATE	

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 for sale were sent from Headquarters to Chapter Chairmen in May. The deadline for listing items is July 1st.

99CLASSIFIED

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 SALES

NEW-USED AIRCRAFT SALES

For the attention and personal service you expect and deserve when you buy or sell, call PAULINE GENUNG, AIRCRAFT SALES DEPT., SKY HARBOR, INC., FULL-LINE CESSNA DEALER, 7700 W. 38th St., Indianapolis, Indiana. Eagle Creek Airpark 317-293-4515/317-241-2523 eve. No obligation, of course.

AIRCRAFT WANTED

WANTED: MOONEY (out of service)

Robin Miller Dicks, known as the Sugar Bird Lady among the isolated Aborigine tribes in Australia, was a flying nurse and pilot with the Royal Flying Doctor Service. For many years she made mercy flights to remote mining camps, cattle stations, ports, missions and townships in Australia.

Following her death a year ago, a Trust was established to provide funds for scholarship aid for other young girls who would like to follow in her footsteps. In addition, permission has been received to mount a Mooney Aircraft on a 12 foot pole near the Royal Flying Doctor Service headquarters at Jandakot Airport as a memorial to her service.

The plane need not be flyable, and may be dismantled and cut apart for shipping. If you know of anyone who would be willing to donate such an aircraft, please contact Dr. Harold Dicks, 20 Kings Park Avenue, Crawley, Australia 6009

ARTICLES FOR SALE

AIRPLANE PORTRAITS painted in oil. Great Gift/Any size to 24" x 36". Background: land, clouds or both. J.C. Hooper, 70 Beacon St., Marblehead, MA 01945. (617) 631-7487.

CLEAN UP YOUR PLANE's INTERIOR

Ley NYLAC remove the coffee, tea and barf marks from your aircraft interior. Grease and dirt also. \$5.95 qt. plus post. Pat Wilcox, 255 Main St., Broomfield, CO 80020.

"I TAUGHT AMELIA TO FLY" by Neta Snook Southern, 15891 Shannon Rd., Los Gatos, CA 95030. Autographed \$7.20.

POWER PUFF DERBY T-SHIRTS

Blue or yellow. Ladies \$7.00 SML Men \$5.50 S M L XL Child \$3.50 XS S M L TAR# or name 50 cents each. Postage 50 cents each shirt. Hangar 17, PO Box 305, Huntington Beach, CA 92648, Calif. residents add 6% sales tax. Send 50 cents for catalog.

EMPLOYMENT

WORLDWIDE AVIATION EMPLOYMENT

OPPORTUNITIES. Details FREE. Aviation Employment Information Service, Box 240V, Northport, NY 11768.

99s CONVENTION COORDINATOR WANTED

The Board of Directors is seeking a 99 who is an owner or manager of a Travel Agency to act as International Convention Coordinator.

Please send resume of qualifications to International Headquarters, including experience in Convention work, numbers and size.

To be received at International Headquarters by JULY 15, 1977.

LOST

LOST AIR-INDIA BAG between hotel in Delhi and JFK. Contains new poncho, souvenirs, laundry, and three 2-piece Indian cotton dresses. If found please send to Helen Wetherill, 8102 E. Jefferson #409B, Detroit, MI 48214. Will reimburse all costs.

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

Here's your chance to open up a new world of flying. Where "no-go" situations become "go" situations. Where traffic is in constant touch with controllers. Where you fly more efficiently and effectively.

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

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