

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN'S PILOTS

JULY-AUGUST 1977



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*NIFA SAFECON — page 9*  
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*AE Memorabilia Collection to be on  
display at SFO Convention  
Related story . . . page 6*



## THE NINETY-NINES, INCORPORATED

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JULY-AUGUST 1977

# LOOKING UP WITH LOIS



Each month, as I read my copy of the *Ninety-Nine News*, I find that so many of our members have accomplished many things, such as new ratings, special appointments, or recipients of awards. It gives me great pleasure to congratulate these members on these achievements. At this time, though, I would like to take this opportunity to write an open letter of congratulations to ALL Ninety-Nines, both individually and collectively, and, I write it with pride.

Many people are not familiar with all of our accomplishments as an organization, and are surprised to learn of them. The Ninety-Nines:

- Have sponsored most of the FAA Safety Seminars.
- Were asked by the FAA to develop the new Accident Prevention programs.
- Were asked to co-sponsor the Flight Instructor and Mechanic Awards of the Year Program, and were asked to help re-write the application form for these awards, and to help in the judging.
- Were asked by the FAA to investigate and possibly take on a national program of airport wire airmarking.
- Were asked by G.A.M.A. to help promote their new "TakeOff" Sweepstakes program.
- Helped at the three day FAA Aviation Education Workshop in Indianapolis.
- Help wherever needed in any phase of aviation.

A remark by our Treasurer, Hazel Jones, gave rise to this overdue letter of congratulations. "I have never in my life been so proud to be a Ninety-Nine, and of the Ninety-Nines, than at the recent National Intercollegiate Flying Association Meet in Stillwater." Hazel was a judge on the field for several events during this competition. For each event, she was assigned people to act as assistants and spotters. On two successive mornings, at 6 o'clock, whether through oversight or confusion, her helpers failed to show up. She made a quick call to the dozen or so Ninety-Nines attending this event, and within thirty minutes, they were all on hand at the airport to assist or help and make the holding of these events possible. Were you surprised, Hazel? Not really, since every Ninety-Nine will come to help any time, any place, anywhere, if needed. Just give a call.

I extend my deepest appreciation to every Ninety-Nine for your continued dedication and for allowing me to feel . . . . .

*"HAPPINESS IS BEING A NINETY-NINE"*

## ON THE COVER

### Ready for Oshkosh

Rita Eaves, Oklahoma 99, stands beside "Skeeter", the homebuilt in which she and husband Leonard will soon be flying to Oshkosh for the EAA Convention.

Rita, one of the instigators of "Women's Activities" at the EAA Convention, will be looking for you at Oshkosh - as will 99 President Lois Feigenbaum and Women's Activities Coordinator Jayne Schleck. Fulfillment comes from working together. If you're in Oshkosh, why not stop by the Women's Tent and see what you can do to help?



## 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.

## SKYSCAPES

in oil

## AIRPLANES

painted on commission

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(617) 631-7487

## MOVING?

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

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

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

## Joan Kerwin

Langhorne Bond, former Secretary of Illinois Department of Transportation, has been sworn in as new F.A.A. Administrator. Quentin Taylor was sworn in as Deputy Administrator.

\*\*\*\*\*

A.D.A.P. allocations totaling \$135.7 million were approved by F.A.A. during the second quarter of fiscal 1977. F.A.A. approved 65 general aviation airport projects worth \$20.9 million and 102 air carrier projects worth \$90.5 million. (Is that our "fair share" — one-third?)

\*\*\*\*\*

D.O.T. Secretary Brock Adams is calling for full cost recovery via user charges - for barge operators. No reason to think he will feel differently about aviation.

\*\*\*\*\*

Administrator Bond hasn't decided whether or not to fill the post of Assistant Administrator for General Aviation Affairs. John Baker, who at one time held that position, and who is now AOPA president, feels an effective general aviation office could be an asset, but adds, "It now has no operational function and no power to influence." Others, including former campaign pilot, Tom Peterson, feel the office should be eliminated completely. "As it's now structured, it's not very effective," he said.

**COMMENT:** *Sounds like the position of Assistant Administrator for General Aviation Affairs is merely an honorary position. (Or to use the vernacular, a hush puppy, thrown out to the general aviation community to make them think they really have someone in the administration representing them, when in reality it's a cheap ploy to keep them quiet and contented. Why can't the position be restructured and given some influence? If general aviation really constitutes the largest number of airplanes and pilots in the aviation system in the United States, why is it that we do not have the commensurate amount of influence? General aviation needs a strong advocate in the Administrator's office to represent us. Write On.*

\*\*\*\*\*

The NTSB has recommended that the FAA amend Part 91 to specify alcohol levels at which pilots may be considered intoxicated. Pilots would then have to agree to submit to blood alcohol tests as a condition of obtaining their licenses. Many states have adopted "implied consent" regulations for motorists.

**COMMENT:** *While I certainly don't ob-*

*ject to this, I do wonder at what point the blood alcohol tests would be conducted. If it would be before a flight, how would they know that the pilot was intoxicated unless they had stopped him for "careless or reckless", for which they could suspend or revoke his license anyway. If it was after an accident, they could still invoke "careless and reckless", with the same results. It would be impossible to check everyone out before each flight and might even be unconstitutional to do so if there was merely a suspicion that he might be intoxicated. Would this be an enforceable regulation? If not, it would be foolish to add another to the already long list of well meaning but unenforceable rules.*

## ACTIVITIES

Pat Mlady, Chairman

Did you realize there was only one woman contestant at the U.S. Precision Flight Team Championship last May? (That contestant was Carolyn Pilaar of the Blue Ridge Chapter.) We really should be better represented at these events since we have so many really good pilots in the Ninety-Nines. We all should begin aiming some effort toward the next championship which takes place in two years. Although as individuals we all aren't interested in this type of thing, every chapter has members who might be. Let's find out who those individuals are and encourage them to prepare for the next Championship. Two years from now let's at least have one woman on the U.S. Team. There are also other competitions, large and small, at which we should be represented. As time goes by I'll keep you advised about the dates and other information for the 1979 U.S. Precision Flight Team Regional and National Championships.

Wouldn't it be fun to have chapter spot landing and navigation contests? These contests can be a part of any regular fly-in or a special event. All it takes is a little planning. Lots of chapters do this regularly already. It's not only fun, but it would be a good opportunity to see who might be good prospects for the larger contests. In addition to that, it would help keep us all a little sharper.

I've been reading reports submitted to me by the sections on the year's activities. It's amazing how many different important, fascinating, and interesting things we do. By the way, Section Governors and Activities Chairmen, even if you missed the deadline established in the report request, please send me the information anyway. Let me know what's going on out there!



## 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 —  
Toledo, OH
- 21-24 Northwest Sectional  
Anchorage, AK
- 30-Aug 6 EAA, Oshkosh

## 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

- 1 Deadline for 99 NEWS  
September 99 Renewals due
- 3 Lake Erie Chapter  
Proficiency Race
- 23-25 Southeast Section Meeting  
Pickwick Landing Inn  
Pickwick Dam, TN
- 23-24 North Central Section Meeting  
Cleveland, OH
- 27-29 FAA Flight Instructor Revalidation  
Clinic. Airport Marina Hotel, LA  
Sponsored by LA Chapter

## OCTOBER

- 1 Deadline for 99 NEWS  
October 99 Renewals Due
- 1 AMPAR ( All Men's Palomar Air  
Race)  
Palomar 99s, Carlsbad, CA.
- 7-9 Michigan SMALL Race

Sylvia Paoli

One of the ever-increasing problems, both in the field of aviation and in general, is the power of regulatory agencies of the government and the often nearly impossible task of obtaining redress from such an agency for a wrong inflicted on an individual. The U.S. Supreme Court considered the scope of a legislative act allowing the C.A.B. to issue a "cease and desist" order to an airline for "deceptive practices" in relation to the "overbooking" practices of the airline. The case was one in which Allegheny Airlines had oversold one of their flights and had the unfortunate bad luck to "bump" Ralph Nader from that flight.

Mr. Nader was on his way from Washington, D.C. to Hartford, Connecticut to make two speeches. He was to arrive in Hartford at 11:15 a.m., with his first speech scheduled for noon. When he arrived at the airport five minutes before scheduled take-off, he was informed that all seats on the flight were occupied and he could not be accommodated. Explaining the urgency of his taking that particular flight, Mr. Nader asked the agent to determine if a standby passenger might have boarded by mistake, or, in the alternative, if a seated passenger would voluntarily give up his seat. The agent refused both requests, and in accordance with the airline's standard practice, offered Mr. Nader either alternative transportation or "denied boarding compensation". The alternative transportation was by air taxi to Philadelphia, to connect with another Allegheny flight scheduled to arrive in Hartford at 12:15 p.m. With only ten minutes between planes in Philadelphia, Mr. Nader was afraid the connection was too close, and chose to fly to Boston, where he was met by a member of the sponsoring group and driven to the speech

location.

The "denied boarding compensation" was an amount equal to the value of the passenger's ticket. Mr. Nader rejected this offer, too, and elected to file a common-law suit for damages instead. His lawsuit sought damages based on: (1) fraudulent misrepresentation arising from Allegheny's alleged failure to inform him in advance of its deliberate overbooking practices, and (2) on a statutory action under a U.S. law for alleged failure of Allegheny to afford him the boarding priority specified in the law for the holder of a valid, confirmed reservation.

The lower court found for Mr. Nader, awarding him \$10 in compensatory (actual) damages, and \$25,000 in punitive ("punishing") damages. However, the Court of Appeals reversed the judgment. They denied the punitive damages altogether on the statutory claim, on the grounds that the airline's conduct showed "no elements of intentional wrongdoing or conscious disregard for petitioner's rights" as to denying him boarding priority. (This was in spite of testimony showing that in this particular year, Allegheny had oversold 6.3 seats per 10,000 enplanements. Although there is only one chance in 2,000 that any particular passenger would be "bumped" on a given flight, the total number of confirmed ticket holders denied seats is quite substantial, numbering over 82,000 passengers in 1972.)

Secondly, the Court of Appeals held that federal law required all court proceedings to be stayed (postponed) pending a decision by the C.A.B. as to whether the airline's overbooking practices were "deceptive" under U.S. law, and could be made the subject of a "cease and desist" order by the C.A.B. According to the court, should the C.A.B. find the practice was NOT deceptive, such a determination would preclude any court action by Mr. Nader on the misrepresentation theory.

Although that second point is seemingly a very minute one, it is the very center of the theory, called the "doctrine of primary jurisdiction", that defeats so many recoveries when an administrative agency is involved. If Mr. Nader could not bring his misrepresentation action, his only alternative, in the face of an adverse ruling by the C.A.B., would be to appeal that ruling. However, on appeal, the appellate court would consider whether or not the C.A.B. ruling was properly within that

*Continued on page 7*

- 8 Kachina Doll Derby and Road-  
runner Rally
- 7-9 South Central Section Meeting  
Flagship Hotel  
Galveston, TX
- 15-17 New York-New Jersey Section  
Meeting  
Gov. Morris Inn  
Morristown, NJ
- 29 HIS & HERS Air Race  
Salinas, CA Municipal Airport  
Sponsored by Monterey Bay 99s.



## Sacramento Ninety-Nines Acquire Collection



Sacramento 99s and friends with Amelia Earhart Memorabilia collector, Mr. Ancil Michael.

## Amelia Earhart Memorabilia

by Mary Ben McClave

On January 16, 1977, the Sacramento Valley Chapter scheduled a fly-in to Mariposa, California, to purchase a collection of Amelia Earhart memorabilia from Mr. Ancil R. Michael.

It was a bright, sunny day in Mariposa even though the valley was shrouded in fog and Sacramento was below IFR minimums which caused many of us to drive. The Sacramento Ninety-Nines were joined by members of Mt. Diablo, Bay Cities, and Santa Clara chapters and Verna West, Governor of the Southwest Section.

Mr. Michael, an ex-pilot, became interested in collecting Amelia Earhart memorabilia while working for Lockheed. (Amelia test hopped the P-38.) Over a five year period, he bought the bulk of the collection from Miss Betty Bowers, who had taken care of Amelia's aging mother, and displayed it in his Mariposa store, Michael Furniture Store and Swap Shop.

I flew back to Mariposa in April to talk with Mr. Michael and acquired some interesting anecdotes regarding some of the pieces in the collection. There are eighty-seven items in total, but I will mention only a few outstanding ones in this article.

A citation brevetting Amelia as an "Aviator Pilot" of the Federation Aeronautique Internationale, dated 1934, was purchased from a man living near the desert town of Lancaster, California. He agreed to sell it only if Mr. Michael also bought

the stacks upon stacks of old phonograph records about his trailer. In addition, a copy of Amelia's pilot's license was given him by Joe Garvis, author of *Amelia Earhart Lives*.

Amelia was given an Oath of Office to carry the U.S. Mail so she could fly a small issue of Mexican commemorative stamps from Mexico to the United States on a goodwill flight. Seven hundred eighty stamps were overprinted with "Amelia Earhart, Vuelo de buena voluntad, Mexico, 1935." Consequently, the stamp in our possession is a valuable collector's item.

A citation from President Franklin Delano Roosevelt is in the collection. Amelia was a guest in the White House many times, and she gave Mrs. Roosevelt flying lessons.

Amelia was an instructor and a test pilot at Purdue University. All the latest navigational equipment for the Electra was supplied by Purdue through government grants. In the collection is a fuel load diagram designed by Paul Mantz, famed stunt flier, and a picture of her taking off from Honolulu on her around-the-world flight.

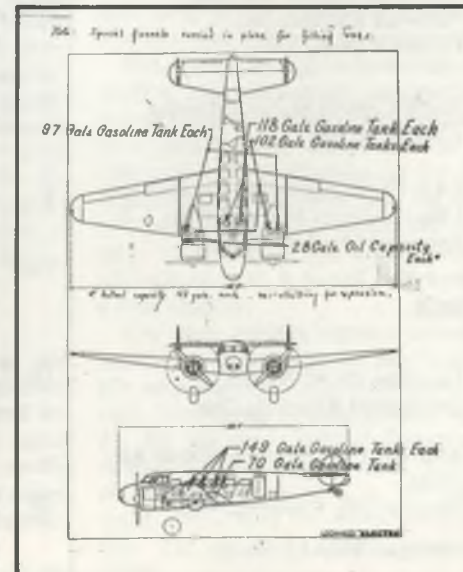
A very significant item to all of us is her diamond set Ninety-Nines president's pin. There are several pair of goggles, gloves, and photographs to mention some of the other personal items.

See the collection in its entirety at the Hyatt Regency in San Francisco during our international convention this August. The Sacramento chapter will present it to Ninety-Nines, Inc. at that time.

Copy of Amelia's Certificate from NAA.



Fuel load diagram designed by Paul Mantz.





## Aviation Law (Con't)

agency's "discretion" to make--that is, if the C.A.B. had the power and authority to make that type of decision. If they did, then the court would affirm their decision without considering the actual facts behind the decision, and the case would be closed.

The Supreme Court, in analyzing carefully the "cease and desist" law giving the C.A.B. the power to make such an order, found that it did NOT preclude bringing another action in the courts, regardless of the C.A.B.'s ruling. Rather, the two remedies were co-existent, and the injured party, Mr. Nader, could bring an action under either theory. Thus, the high court allowed him to proceed with his misrepresentation lawsuit, regardless of whether or not the C.A.B. found the practice deceptive. The reasoning is important. The Supreme Court found that this case required no special or expert knowledge on a technical subject held more properly to be within the expertise of the administrative agency, the C.A.B. If it had, as is so often the case, the court would have deferred to the ruling of that agency.

The result from the Supreme Court, then, was to overturn the reversal of the Court of Appeals. This meant that it was not necessary to get a C.A.B. ruling before allowing the court action to proceed to trial, and the trial court judgment for Nader was allowed as to the compensatory damages. However, the case was sent back to the trial court to ascertain if Mr. Nader had presented sufficient evidence to support his punitive damages award on the misrepresentation theory.

### Want to Visit 99 HEADQUARTERS On a Weekend?

Headquarters is normally open during regular working hours (except lunch) on weekdays, but we will be happy to make special arrangements for you to visit on a weekend if your path happens to cross OKC. Why not make a visit to Headquarters a chapter flying activity this spring or summer? If you would like to set up a special weekend visit for yourself or your chapter, contact Nancy Smith, Hostess Chairman (front of roster) three weeks in advance and she will make plans to meet you and give you the grand tour.

#### Safety-tip

A timely and well executed go-around is the best landing accident prevention technique that will ever be invented!

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# GREAT OLD BIRD

by Wendy Fowler

It was time to part. The Stinson is a great old bird, stable, roomy, a 1947 Cadillac of the air, but it had its limitations. When the new radio was installed, it proved to be a drain on the battery. Always had good clear communications and VOR reception at the beginning of the flight, but half an hour later it would deteriorate to hissings and rumblings and needle gyrations — eventually nothing. The compass developed inconsistent leaks (never permanently cured); the first time it happened, she bored her way solidly from Toronto to Philadelphia — via Chicago. The hands that guided her swore and argued at each other (as only husband and wife in small plane can do). Then there was that trip from the East Coast back to Ottawa over countryside unmarked by any distinguishing feature in barely legal haze, compass lolling to one side, DG inoperative, radio already silent — the artificial horizon gave up. But she always came to roost safely and her engine never faltered.

What to do? Money could be spent replacing radio for a new transistorized one, compass and other offending instruments could be replaced or refurbished. But she still would never be an instrument airplane and the owners increasingly talked of instrument flying.

They flew her up to Stanhope one day. Left her there for three days while they went fishing on a nearby lake. While they were gone, a Stinson enthusiast peeked in her windows, kicked her tires (why do they do that?) and peered in through an inspection panel at her wing spars. When the owners returned, her new friend made interested noises, brought out an engineer, and they all climbed in to "go for a fly". A barely audible click. Battery unaccountably dead? Never before had she done such a thing . . . embarrassment! Oh well, charge battery and try tomorrow. The next day she turned over easily, but taxiing out to the runway blew a seal on the right brake. With many circlings-to-the-left-only and cries of never before had such a thing . . . she was guided back to the tie-down. But her new friend bought her, paid the full asking price and promised to cherish and obey.

I've never forgotten her. There is a very special feeling about a first airplane and all those irritating quirks become fond reminiscences.

From the **Niagara Trillium Chapter's Tale Spin'r.**

## NIFA WINNERS of NINETY-NINE ACHIEVEMENT AWARDS

by Linda Hooker

This year a total of 10 applicants were interviewed. Each was outstanding and a winner in her own right - making the judges committee decision a most difficult one. First, Second and Third place winners each received cash awards along with their gold, silver and bronze Amelia Earhart medals.

First place and Gold medal winner was 18 year old Valerie Thal of Cochise College. Valerie received her Private two weeks after her 17th birthday, went on to add an instrument rating and on her 18th birthday received her Commercial certificate. She will take her CFI and multi-engine check rides following her return from the NIFA finals at Stillwater. Valerie will enter Arizona State University this fall as a junior majoring in Aeronautical Technology. This summer and while attending ASU, Valerie will work as a Flight Instructor at Precision Flight. In addition to the heavy flight course load carried at Cochise, Valerie attempted and earned a total of 63 academic credits during the last 11 months with an overall scholastic average of 3.4. Valerie aspires to a career with the airlines.

The second place Silver medal winner was **Kendall Wynn** of the Oklahoma State University Flying Aggies team. Kendall will enter her Senior year at OSU majoring in Accounting with a 3.0 grade point average. The Flying Aggies have elected her their Club President for the 77-78 year - she will be only the 3rd woman ever to serve as President in the Club's 27 year history. Holder of a Private certificate, Kendall is very proud of the fact that she has earned the money herself to pay for both her flying and school. This was Kendall's third NIFA National Airmeet - she competed in Power-On and Power-Off Landings, Message drop and the Computer Accuracy events. She is a 3 year member of Phi Beta Lambda, business fraternity, was selected Ms. Future Business Executive at OSU and in national competition placed 7th. Additionally Kendall is a 99 and member of the **Oklahoma Chapter**. Kendall hopes to combine her flying with a career in accounting with one of the aircraft manufacturers.

Bronze medal winner Beverly Dorskoff will be a Senior at San Jose State this fall majoring in Aeronautics Operations with an A & P and carries a 3.2 grade point average in her major. At 21 Beverly holds a Commercial certificate with Instrument rating plus Basic, Advanced and Instrument Ground Instructor. Currently she is serving as President of the Pacific Coast Intercollegiate Flying Association; Coordinator for the '78 PCIFA meet; and

Secretary/Treasurer of the General Aviation Flying Club. Additionally, Beverly has served as Secretary, Treasurer and Vice President of Operations of her school flying club, the Flying Twenty's; coordinator of the Indian airlift; is a member of Women in Aviation and NPA; and worked on the co-op program for the National Weather Service as an observer. Due to her flight experience, certificates and outstanding performance in class, she has been able to work the past two semesters as a teaching assistant in the flight techniques class, helping students in both the Frasca and Boeing 707 flight simulators. Beverly plans a career as a flight instructor and hopefully someday in the left seat of one of the commercial airlines.

This year's judges for the Ninety Nine Achievement Award were **Linda Hooker - Golden Triangle Chapter**, **Amy Pilkinton - Shreveport Chapter** and **Barbara Solee - Greater Seattle Chapter**. Awards were presented by Linda Hooker.

## NIFA Chairman's Report

by Arlene Walkup

Despite rain and high winds and threats of tornadoes, the NIFA Safecon held at Stillwater was a very successful one, and the International Ninety-Nines can take a big bow and a pat on the back for being a very integral (how about that big word?) part of that success. Fifty chapters and sections donated money and Harold Wood tells me that it was the biggest contribution the 99s have ever made. Thank you! We have mailed a souvenir program to all the chapters that helped. If you do not receive your copy please drop me a note and I will see that you get one.

Many thanks to all the girls who were on hand in person to help with all the working and judging that had to be done. You were all fantastic. The Flying Aggies, Alan Stephens and I know that it couldn't have gone so well without you.

I've enjoyed being the NIFA Chairman of the International 99s. I hope that you will be as responsive to next year's chairman as you have been to me. Ask any 99 who has ever been involved with the NIFA and they will tell you, "These young men and women are great!"





Flight #148 Pilot Barbara Goetz  
co-pilot Thelma Cull



Blanche Noyes, Judge  
Shown as she soloed Dec. 18, 1928.

## The Wierd & Wonderful

# AWTAR Update

by Wanda Cummings

June 1:

Salt tablets packed and seat belts fastened for the final Route Survey. Then Comanche 113MB will wear "TAR A" on her tail to report for Official Ship duty in Palm Springs. There are the usual last-minute frantic additions and corrections, brows furrowed and typewriters hot, but even the Board Members are looking forward to the July Fun Flight.

As of today, we have verification of TAR B, piloted by MAGGIE BURCH and PEGGY LAWTON of the Fullerton Chapter, to share the chores along the way. (And we thought it would be fun before?)

Comment on our fine list of Judges: At the Start, Chief Judge IRIS CRITCHELL, 1957 winning co-pilot, has taken over for BETTY WHARTON, long-time AWTAR Board Inspection Chief, who decided to go flying too. Iris will be assisted by EVE McHENRY and AVA CARMICHAEL (my losing co-pilot in three races), both San Diego 99s. Ava is author of "From White Knuckles to Cockpit Cool", soon off the press at Aero Publishers.

MARION ANDREWS, talented gal who designed our Race Program covers for many years, and who does that beautiful lettering on Contestant Certificates, is the Chief Judge at Tampa. With her will be FRAN NOLDE, who won in 1948, and ANN ROETHKE, who is also chairman of the Timers/Scorers Committee.

Honorary Judges are two gracious and charming Charter Members of the 99s, BLANCHE NOYES and LOUISE THADEN. We hope Louise will be surprised and pleased with the portrait of her to be presented at the Awards Banquet. This is destined to hang in 99 Headquarters, in recognition of Louise's valuable guidance in the formation of the 99s.

Topping on the Terminus Cake will be the Official Greeter, VIOLA GENTRY, another remarkable Charter Member.

Speaking of Greeters, Pulitzer Prize Winning Journalist,

BILL MAULDIN will be waiting for us all in El Paso. We never told the man who sued for entry in '75 that Bill was the first (and only) male to fly the PPD . . . . He was given special permission to do our story in 1955.

This year, in addition to the customary top-ten trophies, every contestant will receive a Commemorative Race Trophy. These through the generosity of MRS. ANTHONY "SPEED" HANZLIK and veteran race organizer CLIFF HENDERSON. Something to remind each of us, always, of a proud old Race.

By the time you read this, the 30th Anniversary of the Powder Puff Derby will have been well-celebrated, and the first meeting of the AWTAR Association held. I'm honored to belong . . . . it is distinguished company.

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

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Navigation pilot supervises fueling of his airplane while check pilot looks on.



Anxious crowd lines the fence (above) as they await the arrival (below) of "the Queen", played by NIFA supporter, Hoyt Walkup.



Former Flying Aggie, Sue Mason, arrived in a Navy T-28 from Pensacola, FL.



# NIFA SAFECON

Jan Million

Ambling up to the contest coordinator, the towering college student — who looked more like a football player than a pilot — said, "I need a judge who weighs less than 110 pounds."

"Hey, Ninety-Nines," hollered the coordinator. "Have you got someone ready to ride in the Navigation event who weighs 110 or less?"

Not all Ninety-Nines on hand to act as judges in this event could have done as much as **Bobbie Andrews, Oklahoma Chapter**, to help this pilot stay under gross, but plenty were on hand and flexible combinations were worked out to enable the student competitors in the 1977 NIFA SAFECON to get their planes, predominantly Cessna 150s, into the air.

Judges were paired up with competitors and the waiting began as the official plane flew the route to determine if VFR conditions prevailed. Tension was suddenly dissipated, however, by the arrival of "the Queen". A private jet taxied up to the ramp and out stepped the generously endowed, flamboyantly-dressed Russian Beauty Queen bearing greetings for all and gifts for our celebrities. Claiming to have gotten her start as a Russian street-sweeper, the "Queen" passed out symbolic brooms to NIFA sponsor Harold Woods and NIFA Judge Hazel Jones.

Weather was marginal and less than half of the 50 entries in the Navigation event were allowed to fly the course that afternoon.

Friday morning the power-off spot landings were due to begin at 6:30 a.m. With 100 entries in each of the landing and message drop competitions, it was essential to take advantage of all the daylight hours. **Hazel Jones, Ninety-Nines International**

Treasurer, was Chief Judge for the Spot Landing events. Also on hand were Judges **Joyce Case, Kansas 99**, and **Flying editor Richard Collins**. In addition, Hazel was to have several "spotters" out on the runway with her to judge the exact place where each aircraft touched down. Her inquiries to NIFA officials about the "spotters" were always met with, "We'll get with you later on that, Hazel."

Numerous **Oklahoma Chapter 99s** along with **Susan Horstman from Kansas**, **Amy Pilkinton from Shreveport**, **Linda Hooker from Arkansas** and **Hazel Jones** had found a welcome bed in the "Walkup Bunkhouse" during the NIFA meet. At 6:30 on Friday morning the phone rang at the "Bunkhouse" and Hazel, already out at the field, put in a hasty SOS for additional spotters. By 7:00 a.m. the planes were coming in for landings, five-to-a-heat, with 99s and other spotters lined up and down the runway ready to measure their touchdown distance from the line.

The rest of the morning was one of "hurry-up-and-wait". Each heat was allowed one practice landing before the judging began, and we all took this opportunity to rush back to the van parked along the runway to gulp another cup of coffee to ward off the damp chill from the overcast morning. Our warming efforts soon brought on problems of their own, however, as it became apparent that without transportation, we could not make it to the terminal and back for "potty" breaks between heats. The radio crackled with requests for transportation and/or to have a motor home "with facilities" brought out to the runway. Requests repeated! Finally, the ultimatum. Get the motor home out here or we're going to have to shut down

"Pappy" Boyington and his lovely wife were guests of honor at a reception. Thursday evening. Gathered around him in the picture are many Ninety-Nines from Oklahoma and several visiting chapters who were on hand to assist with NIFA.





this event! Motor home arrives and rest of morning goes smoothly.

Meanwhile, back on the ramp, more 99s were involved in keeping the events going. **Barbara Solee**, **Greater Seattle**, and **Florida's Gold Coast Fran Sargent**, were giving moral support to their home teams. **Oklahoma 99 Ann Catlin** was pressed into service recording scores for the simulator events. Air Education Chairman **Linda Hooker**, was interviewing applicants for the **Ninety-Nines Achievement Award**. Numerous **Oklahoma 99s** were brewing coffee, carrying ice and serving up the goodies in the food booth. Feeding hungry pilots at an airport with no restaurant facilities can be a real problem, so **Oklahoma Chapter** had agreed to operate a coke and hot dog stand.

A short break and it was back to the field for the message drop event. The balsa wood message containers with their bright streamers drifted down so slowly that it took almost one judge per plane-in-the-heat to keep track of them. Once the drops were caught by the unpredictable **Oklahoma** winds, the target proved to be the safest place to be during the drop.

Dusk approaching, we all hurried back to the "Walkup Bunkhouse" for a quick cleanup before dinner. Guest speaker **Pappy Boyington's** speech Friday night was slightly delayed when a tornado sighting emptied the banquet hall for about 30 minutes but it was an orderly and good-natured retreat to the basement of the Student Union before festivities resumed.

Despite the thunderous night, Saturday dawned bright and clear, enabling the power-on landings to be completed. Competitors banded together to pull all the 150s from their now-swampy parking areas so that events could start on time.

**Ninety-Nines** came away from the **SAFECON** with tired feet, muddy shoes, wind-blown hair and "aches and pains all over the bods". They also gained a firm and deep respect for these fine college students. Good natured and well-mannered, they are outstanding examples of what our young people today can be. And their skill as pilots left us extremely impressed — and

Waiting for the next event, **NIFA** team gathers to compare notes and team progress.

ready to hop back home and practice.

Twenty-five teams competed in the **National SAFECON**. Each team had qualified by placing 1st or 2nd in **Regional** competitions held earlier in the year. The **NIFA** and the **SAFECON** are organized and operated by students. The national officers all come from the host school in charge of that year's meet. **Carla Steinert**, an **Oklahoma State University** student and **Oklahoma 99**, was Secretary of the **NIFA** this year. Another **Oklahoma 99**, **Kendall Wynn**, was team captain of the **OSU Flying Aggies** during this year's meet. **Kendall** has also been elected president of the **Flying Aggies** for the coming year.

Overall team winners were selected after points were computed for the many events including: **Power-off** and **Power-on Precision Landings**, **Navigation**, **Air Drop**, **Instrument Proficiency**, **Aircraft Recognition**, **Computer Accuracy**, **Pre-Flight**, and **Ground Events**. The 1977 **Team Championship** was awarded to the **Flying Salukis** of **Southern Illinois University**. Second went to **Parks College**, **St. Louis University**, and Third to **San Jose State College**.

The **Top Woman Pilot Award**, sponsored by the **All-Ohio Chapter** of the 99s went to **Jean Schich Wu** of the **University of Michigan**. The **Ninety-Nines Achievement Award** went to: **First Place**, **Valerie Thal**, **Cochise College**; **Second**, **Kendall Wynn**, **Oklahoma State University**; and **Third**, **Beverly Dorststoff**, **Sante Fe**.

The **Ninety-Nines** as chapters and individuals have really gotten behind this event with their financial support this year. The support from **Ninety-Nines** in evidence on the field did not go unnoticed either. Chief Judge, **Allan Stephens** called our **International NIFA Chairman Arlene Walkup** before leaving **Stillwater** to say thanks and that without the **Ninety-Nines' help**, he couldn't have done the job.

There are eleven separate **NIFA** regions, all with regional competitions before the next **National SAFECON**. Contact your local college team and find out what you can do to help. The rewards come with getting together with other 99s and "getting involved".

**Dana Gibson** retrieves message that missed the target (above). (Below) "Hurry up and wait." Judges had a lot of time on their hands in between heats.



Judges (below) stand along distance markers as **NIFA** plane tries to hit the spot for landing (above).



**Nancy Smith** believes target is the safest place to be during message drop.







# Bienvenidos a San Francisco

## Changed Your Mind?

There may be cancellations  
(unthinkable) after August 14.  
For LATE REGISTRATION:

Nina Rookaird  
1779 Sharon Drive  
Concord, CA 94519  
(415) 682-4535  
**SFO IS THE PLACE TO GO!**

## NEW RATINGS

### MIDDLE EAST

Martie Pearce - Hampton Roads - Comm, CFI, Glid  
Polly Carico - Washington, DC - IFR  
Helen Kling - Washington, DC - IFR

### NEW YORK — NEW JERSEY

Carol Rubman - Long Island - IFR

### NORTH CENTRAL

Bonnie McSwain - All-Ohio - BAGI  
Mary Carolyn Jenkins - Michigan - ME  
Terry Miller Ziedler - Comm, ME, IFR, AGI

### SOUTH CENTRAL

Claudia Beckner - Albuquerque - ME  
Diane Titerington - Houston - Comm  
Lenora Heathman - Kansas - Comm, IFR  
Marcia Solomon - Kansas - Glider  
Lyn LeCrone - Kansas - IFR  
Marian Piper - Shreveport - IFR

### SOUTHEAST

Louise White - Blue Ridge - IFR

### SOUTHWEST

Bobbie Bemis - Imperial So-Lo - Comm, IFR  
Marie Woods - Imperial So-Lo - Glider  
Mary Firth - Los Angeles - IFR  
Anne Molina - Sacramento Valley - Comm, ME  
Margaret Lawson - San Gabriel Valley - ATP

The City of St. Francis bids you welcome! International Convention '77 committee reports all systems go, with members ready, willing, and eager to greet you in person. Contemporary 49½ers do not have to carry pick, shovel, and pan as did their gold-seeking forebears in order to carry home a poke full of treasured memories following their visit, and it follows that 99s should reap twice the rewards!

Nuggets of aeronautical wisdom may be plucked from the stream of the Education Program, as outlined in the May issue. With subjects ranging from theory and application (psychology, parliamentary procedure) through fact (charts, simulators, engines), including informative discussions and entertaining films, it does indeed offer something for everyone. Don't forget the FAA Vertigon Experience, previously mentioned but worth repeating. NASA will also have a display adjoining the Education area.

Prospectors searching the exhibit hall will find such varied gems as flight jackets from Clayton & Scott of Brockton, Mass., Marion Springer Gyrocopters (Benson), literature on Australia in '78 by Intercontinental Tours and Qantas, avionics by Collins, and decorative and useful household items, clothing and stationery with aviation designs from Hangar 17 in Huntington Beach, Calif. Other booths not listed earlier include the North Lake Tahoe Chamber of Commerce and Convention Bureau; Marin Aviation for Cal Air, a commuter line; Alcor Aviation; Victor 6 with aviation supplies from its Sacramento shop; and Vindar, a Cessna FBO from Gness Field.

Exhibits are open to the public, and with a little luck and a lot of local publicity we hope to crowd the hall at all times. What a golden opportunity for each 99 to project her best PR image!

As if all the above were not stimulating enough, one need only stroll through the lobby of the Hyatt Regency to feel a surge of excitement. From the "patent leather" fountain (my term) to the revolving Equinox Lounge topside, the sharp contrast between today's metropolis and the Spanish trading port of Yerba Buena (pop. 30) may be sensed. The original settlement took its name from the "good herb" mint or perhaps the profuse lemon verbena which still thrives in the cool grey fog of August. This name now applies only to the island mid-Bay through which you tunnel when crossing from Oakland via the Bay Bridge.

The City, as it is generally known north of the Tehachapis, was officially dubbed San Francisco on January 30, 1847, following by six months the hoisting of the American flag by Captain John Montgomery in Portsmouth Square, named after his ship. Slightly less than one year later the course of history was quite literally changed and heralded throughout the same plaza by an excited "Alta California" publisher Sam Brannan (notice how cleverly I am delivering Spanish lesson numero duo and further explaining street names) shouting, "GOLD, GOLD, GOLD from the American River!"



On January 24, 1848 carpenter John Marshall went up to the South Fork to check on a sawmill under construction and spotted yellowish glints in the tail race. He dutifully returned samples to his boss, who, just as conscientiously, had them assayed, and thus began the end for Johann Sutter, prosperous Swiss immigrant, at his fort in Sacramento (now you know why the Sacto Chapter is on the Bay Area committee). First, the locals, then Valley ranchers, then sailors from the great harbor arrived to try their luck. By 1849 squatters from "around the Horn" and overland (it took a little longer those days) had occupied all the Sutter property and more.

Schooners by the hundreds rode deserted in San Francisco Bay, some with full cargo, and you might muse upon this as you lunch or sip a sunset cocktail in the Equinox while enjoying a 360° view during its 45-minute revolution. In fact, you are atop some of the two hundred ships scuttled by land speculators who bought underwater lots, extended the streets over fill, and gained riches without callouses. Stretch your imagination beyond high-rises of the present and envision a shanty-town of tents and shacks built of mahogany, teak, bamboo or whatever was salvagable, huddled below the seven hills, then bare except for a semaphore signal erected in 1850 on Telegraph Hill where Coit Tower now stands. No wonder phrases like "two bits", "in a pinch", "Company, girls", and other more unprintable words entered our vocabulary!

While the Gold Rush contributed to the initial growth of San Francisco, it is a mistake to attribute its ultimate prosperity to that period, excepting the suppliers (merchant class) who added stability to a shaky system. (Oh yes . . . the earthquake. Referred to hereabouts as The Fire of ought-six, there's really nothing to fret about. After all, we all do have our "faults", and that one cleaned out gambling dens, "cribs", and some politicians and gave rise to a neo-Classic architectural style devoid of much Victorian gimcrackery — when you see such, you know you are beyond the fire line.)

SILVER from the Comstock Lode in Virginia City, Nevada made this a City in the early 1860s. The Silver Kings (Mackay, Fair, O'Brien, and Flood, later challenged by Adolph Sutro) all made fortunes which brought mansions, Eastern oysters, European crystal, and champagne to the West. Comstock silver financed the North during the Civil War (hence, Union Square). Better transportation became a necessity, and sure enough, there were Huntington, Crocker, Mark Hopkins, and Leland Stanford just itching to drive a gold spike at Provo, Utah to complete a transcontinental railroad and fill their pockets.

Banking and stock market speculation followed to create more wealth. Opera houses and grand hotels shared blocks with free-lunch saloons, and — well, I could go on and on, into the Bohemian twenties, the wartime forties, the sixties of the flower children, and more. See me at the Convention — I'll sure be looking for YOU!

. . . . Jeanne Abramson

## 99 SALES ROOM

The Sales Room will be a separate room next to the Hospitality Room. There is still plenty of space available and last minute decisions by chapters to push their wares will be O.K.

The merchandise may be left in the room safely as the doors will be locked except during sales hours, which are:

Wednesday Aug. 17th 1 p.m. - 4 p.m.  
Thursday Aug. 18th 10 a.m. - 1 p.m.  
Friday Aug. 19th 1 p.m. - 4 p.m.

## CONVENTION PHOTOGRAPHER

Arrangements have been made to have Ray DeAragon be the official Convention Photographer. Ray took the beautiful aerial photograph of "The City" used in the May issue. It has been called to our attention that his credit line was omitted, and we certainly want to make you aware that Ray is the one to credit for such fine work.

Ray has been working with the West Coast 99s for many years and we are sure you will be pleased with his coverage of our convention this summer.



## Convention Schedule

### TUESDAY

1:00- 5:00 Registration  
3:30- 9:30 \*Wine Country Tour

### WEDNESDAY

8:00-12:00 Registration  
9:00- 1:00 \*Cosmopolitan City Tour  
1:00- 6:00 Registration  
1:00- 5:00 Jeppesen/Sanderson Seminar  
4:30- 5:30 Welcome Party  
7:00-10:00 Communications Session

### THURSDAY

8:00- 2:00 Registration  
8:00- 9:00 Governors Breakfast  
9:00-10:00 Chairman's Coffee  
(All 99s Welcome)  
9:00-12:00 Film "To Fly"  
10:00-12:00 Round Table Discussions  
9:00- 1:30 \*Yacht Tour for Men  
1:30- 5:00 Business Meeting  
1:30- 5:00 Lycoming  
6:00-10:30 \*Bay Cruise/Dinner

### FRIDAY

8:00-11:00 Business Meeting  
12:30- 2:30 AE Luncheon  
2:30- 3:30 AE Winners/Board Reception  
3:00- 5:00 Preventive Maintenance Seminar  
3:00- 6:00 \*Tennis Tournament  
3:00- 6:30 \*Muir Woods/Sausalito  
8:00-10:00 Preventive Maintenance (Cont)

### SATURDAY

9:00-12:00 Family Awareness Seminar  
1:00- 5:00 \*Stanford Campus/Linear Accelerator  
1:30- 2:30 Australian Film - Convention '78  
6:30- 7:30 Cocktails  
7:30 Banquet

\*Optional Tours



## RECIPE FOR SUCCESS IN AEROSPACE EDUCATION

600 Valley High School Students  
185 Visiting Students  
18 Schools  
17 Speakers  
16 Aircraft  
10 Activities

Handful of Materials  
7 C.A.P. Members  
3 School Buses  
Large Amounts of Organization  
Pinches of Sunshine and Winds

Assemble and measure ingredients in an organized manner. In a large school-ground shaped bowl, melt sunshine and fair winds together. Add Valley High and visiting students, being careful to remove from school containers with flexible spatula. Fold in speakers, aircraft, aviation materials, and activities and beat until smooth. Sprinkle evenly with C.A.P. cadets and school buses, and carefully pour into a 2600 foot runway-shaped pan. Bake until browned evenly. Garnish with cooperation, enthusiasm, energy, and excitement. There you have it — the piece de' resistance!

Nebraska chefs share their original

## RECIPE for SUCCESS in AEROSPACE EDUCATION

Aerospace education is one area of learning where today's "turned-off" students are "turned-back-on" by at least one facet of the curriculum. With today's availability of resources, it is an easy task to involve young people in this exciting learning endeavor. All it requires is initiative, energy, and cooperation.

When we realized that after five years of teaching aerospace education at Valley High School, we were still the only school in the area to offer such a program, we looked around us and asked the question, "Why aren't other schools involved in the 'wonderful world of flying'?" It could not be due to lack of materials, because a wealth of them abound from such sources as federal and state agencies, airline companies, private organizations and textbook companies, and many are free or minimal in cost. It could not be due to lack of resources, because pilots and flight sponsoring organizations are always more than willing to help, and many consider it an honor to speak before a group of interested aviation novices. And it could not be due to lack of qualified teachers, because any science teacher, pilot or not, with minimal training, can easily qualify as an aerospace instructor. So, we had to conclude that ignorance of what the field of aviation had to offer, or lack of knowledge of student interest in aviation, or both had to be the reason.

From this realization, came the next question, "What could we do to advance a greater awareness in this field?" The only logical answer was to encourage people to actually participate in as many activities as could be presented through the promotion of an aviation field day. As far as we could ascertain, this type of activity had never been done on the secondary level and so our third question became, "Where should we begin?"

Of course, we knew planning would be the key to success. Valley, Nebraska, a town of about 1500 people, located thirty-five miles from Omaha, has a high tax base, and, therefore, we could not look to the school or the administration to provide a budget for the day. So, we planned, with the reality of little availability of funds,

but with voluntary assistance on the part of community and area individuals in mind.

In February the planning stages began by setting the date, April 27. A survey was sent to schools in an attempt to establish areas of interest and student numbers. Twenty-two schools from a forty-mile radius indicated interest in seventeen areas: ballooning, parachuting, commercial airlines, soaring, experimental aircraft, FAA offices, maintenance occupations, military careers, flying organizations, aviation history, aerobatics, space, model rocketry, radio-controlled aircraft, personal flying, hang gliding, and airport management. Thus, our format was set and we could venture out to find speakers and gather materials representative of these areas.

When we realized the mountains of correspondence that loomed before us, we yelled "mayday" over all frequencies and assistance came from: school administrators, who gave their approval for use of the building and release time; school secretaries, who typed letters, duplicated materials, and relayed messages; interested individuals in the community, who provided pilots, aircraft, rides, materials, workers, and speakers; the State Departments of Aeronautics and Education, that offered



Students take a close look at a helicopter at the Valley High School Aviation Field Day.

technical and legal advice; private companies, colleges and universities, that furnished displays and materials; area pilots, who flew in many and various types of aircraft; the branches of the military, that promoted aviation careers; the staff of our own school, who provided lunch, supervised students and cooperated in any way they could.

Since our town had no aircraft, our fourth question became "How are we going to combine the theoretical with the practical?" Fortunately, the owner of a private concrete airstrip generously offered to let any aircraft land, if each pilot signed a waiver before the big day. And a C.A.P. squadron, briefed in parking airplanes and communicating on the 122.9 frequency lent their services to provide safety and organization.

As April approached, we kept one eye cast to the sky and two ears glued to the telephone, coordinating, expanding, and creating. Programs and flyers were printed and sent to the schools who had expressed

*Continued on next page*



A student participant about to receive a ride in a Steerman biplane.



initial interest, and the cooks laboriously prepared for an additional 200.

We were ready! We were wrong! April twenty-sixth found us working into the wee hours of the morning with last minute details such as: stuffing information packets, preparing the registration area, readying display booths, cleaning in spots the janitors forgot, adding decorative touches to the speaking areas, creating name tags, and assigning tasks to students. We went home weary and bedraggled, said a quick prayer to the Chief Meteorologist, and spent an all too short night tossing, turning, and wondering what we had forgotten.

7:00 a.m., out to the airport to greet the C.A.P., and it was "all systems go!"

The day's events included a general assembly at 9:00 a.m., followed by individual speaking sessions until lunch time and great yellow and black bus rides to the airport to view and ride in the planes, which included: a bi-wing, an ag-plane, a powered glider, Super Cubs, a Tri-Pacer, a Beechcraft King Air, a Grumman American Tiger, a Piper 140, a Piper Arrow, a Cessna 150, and a military helicopter. After fortifying the troops with steakettes and home-made rolls, everyone journeyed to the school grounds to witness a helicopter demonstration, model rocket launches, radio-controlled airplane maneuvers, and the highlight of the day — an aerobatic performance by Earl Sanford. The only cancellation was a planned hot-air balloon launch, because of prevailing winds by afternoon.

As we collapsed in chairs and pondered the day, our final question became, "Was this a successful recipe?" Our only answer could be, "You bet"! In fact, we concluded that it is one of those never fail recipes that when taken out of the oven and cooled, becomes a delicacy that should be savored for a long time, and, then, be made again in another year.

Dawn K. Parkening & Robert A. Harper

*The above article was written by Nebraska 99 Dawn K. Parkening and Robert A. Harper, who are both teachers at Valley High School, Valley, Nebraska. Dawn is currently serving as Membership Chairman of the Nebraska Chapter.*

### 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)

Clara Johansen

## Minnesota 99s Attend

# Operation Raincheck

A pilot is in trouble - what help is available? The answer and much pertinent but perhaps less dramatic information was received as we participated in Operation Raincheck. The **Minnesota Chapter** members were invited by Minneapolis ARTCC, Farmington, MN to attend a three-night session of Operation Raincheck, giving us an opportunity to learn first hand about the staff, equipment, procedures, and responsibilities of the Air Traffic System.

The first evening was an introduction to the Center Area and it's complex equipment along with an explanation of the Area of Operation (MSP is the largest Center in the continental U.S., covering 260,000 square miles), the present and proposed radar sites, current frequencies and air routes. Each member was issued a head set and assigned to a specific controller thereby enabling her to watch the traffic on the scope and hear the communication between pilot and Center. It was interesting to note the speed and ease with which a pilot's request for change of course, for example, could be facilitated.

The second evening was spent at the Tower for MSP International Airport which is a Class II TCA. A few of the subjects covered were IFR and VFR Airspace, Far and Near Gates, TCA requirements, Practice Approach Procedures, and Controllers' priorities. As pilots we gained insight into controllers' problems because of things we do or do not do.

On the third night, at Minneapolis FSS and GADO, the first and secondary duties

of the FSS were explained, especially: the Briefer's check list and the importance of not interrupting him; filing and closing of flight plans; search and rescue, and Enroute Flight Advisory Service. We were encouraged to practice DFs during the less congested hours and to avail ourselves of EFAS on all cross country flights. Accident Prevention Specialist Verdon Kleimenhagen's discussion and film on accidents and demonstration of the Vertigo Chair concluded the session.

Ninety-Nines who have attended both one-day and three-night sessions commented that the latter were more comprehensive. All agreed they gained knowledge and confidence in the help available through our Air Traffic Control System and that they would not hesitate to call Center which has vast resources for helping a pilot in emergencies.

The very next day after Operation Raincheck one of our 99s benefited from the use of EFAS at Minneapolis FSS. This 99 was on a Red Cross Life Guard Flight to AXN, and after leaving the local control zone called EFAS for enroute weather. Another 99 who was just leaving AXN with the 2nd Blood Flight for the day wanted to let the 99 who was flying in for the third blood pick-up that it had been cancelled, so she called EFAS at Minneapolis. The two 99s heard each other and the EFAS controller confirmed that the 99 for the third flight had copied the message and an unnecessary flight was averted.

Minnesota 99s and 49½er at Operation Raincheck.







The Commander of the flight, Capt. Ken Nicholson, takes time off from flight deck duties to chat with famous aviatrix, Nancy-Bird Walton (R) and Mrs. Annette Hand (L) who made radio contact with her husband stationed at Australia's David Base in the Antarctic. Photo: Qantas.

## 99s Visit South Pole

by Rosemary Colman.

Australian 99s Marie Richardson, Frances Waggott and Nancy-Bird Walton were on flights to the South Magnetic Pole this year. The first flight under the command of Captain Ken Nicholson was a charter flight from Sydney in a Qantas Boeing 747.

The idea of taking people to Antarctica is not a new one; Qantas looked into the possibility of taking passengers to McMurdo Sound in Electra aircraft from Christchurch, New Zealand, around fifteen years ago, but nothing became of this. Interest, however, never died as far as Qantas was concerned.

The present project arose from an idea by Sydney businessman, Dick Smith, that there would be sufficient people willing to pay around \$300 for a 12 hour flight from Sydney to Antarctica and return to make a charter flight feasible. Original plans were to operate a Boeing 707 charter, but the response soon indicated that a Boeing 747 would be required. The 747 has other advantages for this type of flight because it carries inertial navigation (INS) equipment.

Plans were made for a flight over Macquarie Island, along the Australian coast of Antarctica to the south magnetic pole. Australia's interest in this area was the reason for this choice; it was the area visited by the Mawson Expedition in 1910-13. The Sydney Antarctic Association had requested a flight over Commonwealth Bay to try to find Mawson's hut, which is still supposed to be in good condition. It was not seen by the Qantas flight. Commonwealth Bay is the windiest place on earth; an average wind force of 70 knots every day with 200 knots not uncommon.

Antarctica is a very large territory, with 95% of the area covered by continual ice. Ninety per cent of the world's ice and snow is contained therein. Ice starts at 60 degrees south, and the highest point is Mt. Erebus at 1140 metres. The south magnetic

pole is sited off French Adelie Land at present, and is moving N.W. at 7 miles per year.

Prior to the flight Qantas had some information about the area from the U.S. operations at McMurdo Sound and from Qantas charter flights through high latitudes to South America. Commander of the U.S. Operation Deep Freeze base offered complete support.

Navigation was no problem because of the onboard INS system and fuel was expected to be adequate even if weather was much more adverse than expected. Communications were also adequate; the U.S. has very good SSB capabilities in the area and satellite weather reports were also available.

Air traffic control, air sea rescue and international jurisdiction were of concern.



Bergen Mall Show

Chairman Clarice Bellino and Ex-Officio AWTAR Board Member Kay Brick with former astronaut Wally Schirra aboard open cockpit "Breezy".

### Palisades Chapter Salute to Lindbergh

A half century ago, Charles A. Lindbergh became the first man to fly nonstop across the Atlantic Ocean from New York to Paris. His historic flight was the beginning of the aviation age as we know it today with men landing on the

There was quite a bit of American and Russian flying in the area and the Americans agreed to provide ATC support from 60 degrees south. From the air sea rescue point of view RAAF Orions could go to 60 south and the U.S. might supply assistance from there. Shipping was quite frequent in the area because of the considerable U.S., Russian and Japanese whaling in those waters. The Americans agreed to supply cloud information for the polar area because the Melbourne World Weather watch could not supply sufficiently up-to-date data.

The flight was a routine one, in the operational sense. The aircraft left Sydney with full tanks and a planned flight time of 11 hours using long range cruise speed. It actually took 9 hours and 27 minutes, partially because of 175 knot tail winds on the return flight. Thick clouds were experienced during the flight south, as a series of low pressure systems swept across the route with great rapidity. The forecast was for cloud at the pole.

The flight descended to 15,000 feet and broke through the cloud; over Cape Hudson the aircraft descended to 6,000 feet and presented the passengers with an incredible view of the Antarctic ice and snow in perfectly clear, pollution free, conditions.

Over Commonwealth Bay true Katabatic winds were experienced and over French Adelie Land the compass needle spun around in demonstration of the zero horizontal magnetic component at the pole.

Your Reporter and Dick Smith must think along the same lines. At an early "1978 Convention" meeting I suggested a 99s flight to the South Pole, as a world first. My suggestion was considered frivolous!! Well, someone beat us to it, but if you are coming "Down Under" why not go all the way.

moon. Lindbergh and his tiny silver Ryan monoplane, "The Spirit of St. Louis", captured the imagination of the entire world in May 1927. To commemorate his flight, the Teterboro Aviation Hall of Fame held a three-day aviation show at The Bergen Mall, Paramus, New Jersey on May 12, 13, and 14, 1977. The show was called "50 Years of Aviation-Lindbergh to the Space Age."

The Palisades Chapter of the Ninety-Nines, Inc. hosted a static display of Powder Puff Derby memorabilia featuring the 1976 Bicentennial Race and the 30th Anniversary Commemorative Flight, and a pictorial display of the Amelia Earhart Vega Dedication at John F. Kennedy Airport Chapel.

Chapter Chairman Clarice M. Bellino and Kay A. Brick, AWTAR Chairman, Ex-Officio attended the press breakfast before the opening of the display and were pleased to greet and meet guest of honor, former astronaut Wally Schirra. The three were pictured together as Wally was "piloting" the open cockpit "BREEZY".



*Pam Vander-Linden, Palomar Chapter, Southwest Section shares her experiences on her second trek with the Baja Bush Pilots . . .*

# Central America and Panama with the Baja Bush Pilots

**Pam Vander-Linden**

Flying into the depths of Mexico is a challenge which beckoned us two years ago on a tour planned by the Baja Bush Pilots. When another safari was announced this year into Mexico and Central America and including the Panama Canal and San Blas Islands, we couldn't resist joining.

Leaving Fallbrook, California, 49½ hr Vic and I with guest student pilot, Lois Sweeney, from Redding, started south in Bellanca Viking 4141B. We spent the first day and night at Condominios Jacquelynn right on the beach at Kino Bay, Sonora. This gave the chance to relax and sever one's thoughts from the last minute rush of business in the office and at the ranch. We strolled on the beach and enjoyed the most spectacular sunset ever, setting over Pelican Rock and Tiburon Island. In the morning a walk along the estuary revealed many interesting birds and when the temperature reached nearly 80° a refreshing dip was welcome.

Leaving late afternoon, we flew low along the coast enjoying the scenery down past Guaymas on the way to Los Mochis where we joined the other seventeen Baja Bush Pilot planes. The overnight stay at the centrally located Santa Anita Hotel included a get-together cocktail party with slides and briefing on the up-coming trip conducted by the leader, Arnold Senterfitt.

The next day had been scheduled to Acapulco but due to a scarcity of accommodations for such a large group the first overnight stop was at Tepic. The following day we completed the longer trip to Tapachula at the border of Mexico and Guatemala.

This was really a scenic flight—first over

the mountains to Puerto Vallarta, circling the Bay for pictures, then low along the Cocoanut Coast past Manzanillo and Zihuatanejo to Acapulco for gas.

The next leg was a flight across the Ixtepec Bay to Tapachula. Ixtepec is at the narrows where there is only approximately 100 nautical miles between the Pacific and the Atlantic, from the Gulf of Tehuantepec to the Bay of Campeche. This narrow isthmus causes curious wind shifts and as the visibility deteriorated, everyone just had to believe their instruments until they finally hit the coast again a few miles north of Tapachula. The natives were burning sugar cane and the visibility was !!?? Nonetheless, all eighteen planes arrived safely in Tapachula. Tropical climate and beautiful scenery welcomed everyone, but all were happy to get up on the hill and check in at the beautiful Loma Real Hotel where there

was a breeze and a welcome swimming pool. After dinner and hangar flying, it was early to bed for an early start the next day.

Up to now all the formalities had been very simple. There are no longer individual charges for radio, flight plans, etc., in Mexico. Everything is included in the price of the gas. The forms are extremely simple and checking through is really speedy. The whole stop can be accomplished in 30 to 40 minutes. In 4141B's system, one person took care of the gas, another the paper work, and the third, refreshments for the fliers.

On checking into Mexico a general declaration had been obtained for the airplane. This had to be surrendered on leaving the country at Tapachula. Since we fly into Mexico frequently, Victor and I have six month entry permits which just had to be stamped *in* and *out* at the



Hammocks hang ready for siesta in the San Blas Islands.



border. Lois, however, with a one-time permit, had to surrender hers and get a new one upon re-entry. Everyone was most courteous and anxious to help—especially the *pilotas*, female pilots. There were two other 99s in the group—Addie Morris with 49½er Don from Alameda Chapter, and June McCormick with 49½er Jim, from San Diego Chapter.

The Bush Pilot safari continued on to Guatemala, a short hop from Tapachula along the coast and up through the pass to the City of Eternal Spring, 5000 feet elevation. Coming down through Mexico we had been using Chart CH22 and 23, and CJ 24. At Ixtepec we changed to CJ 25 and CK25 for Central America. These charts gave adequate information and are reasonably easy to handle in the cockpit. The latest versions have all the new VOR's designating where DME is available and up-to-date information on the ADF's.

Traveling in the Central American countries, passports are necessary but tourist permits can be obtained without charge at ports of entry in lieu of visas. Although fees in Mexico have been eliminated, landing fees and customs charges are customary in Central America and the charge is double during siesta hours, eleven till two o'clock, and weekends from Saturday noon until Monday at 8:00 A.M.

After getting settled at the Hotel Plaza, centrally located and clean with a good restaurant and live music, we had a tour of Guatemala City including the exhibition of Guatemalan Arts and Crafts right at the airport exit, government buildings, palace, and many interesting churches. We were surprised, but glad, to see very few reminders of the earthquake; the clean-up job has been remarkable and new buildings are going up everywhere where damaged ones were torn down.

Early the next morning we left on a conducted bus tour at Lake Atitlan. On the way stops were made first at a tile factory and a public outdoor laundry. The Indian women carry their babies on their backs in a sling shawl and the scrubbing motion is better than any rocker. Then we

went on to Solola for shopping at the famous market and then on down the winding hillside road to Panajachel on the shores of Lake Atitlan. A whole week could be spent on this beautiful lake visiting the interesting Indian villages which dot the shores. There are several large, modern hotels with swimming pools, and many smaller pensions. Small launches criss-cross the lake. Unfortunately, our tour had no time to tarry and after lunch we started back, stopping at Antigua on the way to tour the silver factory where beautiful earrings with intricate designs and many tempting trinkets are made, and the very special material shops, including the famous boutique, Concha de Mendoza, where we increased our gross weight by several bolts of very beautifully embroidered, handwoven material to be found only in Guatemala. All on the tour would gladly have stayed a few more days in this beautiful, colorful country, and most vowed to make another stop there on the return trip.

However, next morning, everyone headed for Costa Rica, overflying El Salvador, land of breathtaking volcanoes and heavenly blue-green lakes cradled in craters of extinct cones. The weather co-operated and the skies were blue and visibility excellent until we passed Managua. Flying over Lake Nicaragua we were able to circle the still active volcanoes of Esola de Metepe, the volcanic island in the middle of the lake. From here on clouds began to build up as usual and although our flight plan had been to fly direct to San Jose we changed plans and went out to the ocean, flying low over the Guanacaste Coast, the Riviera of Costa Rica, to Puntarenas, then up the valley to San Jose.

The group landed at Pavos Airport, which is the small International airport closer to the center of the city. This strip is almost 3300 feet high and only 3300 feet long, and does present some problems. The severe down draft at the approach end of Runway 9, and rising terrain on take-off, required the pilots to muster all their (in some cases) somewhat rusty flying

techniques!

In San Jose the group stayed right downtown at the Grand Hotel, opposite the Opera House, right in the center of everything. It was beautiful old hotel, with excellent facilities, delicious food, and all the opportunities in the world to increase that weight factor-human and aerodynamic! The following day we again shopped and toured the sights in the environs of Costa Rica including the spectacular Irazu volcano. On previous visits earlier in the season the crater had been filled with emerald green, sulphur smelling water, but this time it was absolutely dry, presenting more of an impression of walking on the moon.

Leaving Costa Rica, we set out for our final destination, the San Blas Islands, a chain of 135 islands on the Atlantic side of the Panama Canal, stretching from the Canal to the coast of Columbia. Since Tapachula, we had been using CK25, a chart which took us across the Panamanian border to David. Again, most of the pilots, once over the mountains, flew low along the coast to enjoy the scenery. At altitude, both David, 114.3, and Taboga Island, 110.0 at the Canal, could be reached on the end of our scale of 100 DME. Great comfort in this very wild country! At David we switched to CK26 for the rest of the trip south.

As usual, favoring the smaller airports in lieu of the big internationals, the Baja Bush Pilots landed at Paitilla International Airport on the Pacific side of the Panama Canal. We specially refrained from using the points of the compass because actually the Panama Canal running from the Pacific to the Atlantic, runs from southeast to northwest with the Pacific side being east of the Atlantic side. Confusing?

All the way along the route we had been chatting with each other on 123.4 and with Center on 126.9. Between David and Santiago we had our first emergency call. The Baron was losing fuel pressure but fortunately Ozzie, a skilled pilot, was able to bring the twin into Paitilla, engine out, for a smooth landing. After passing customs and immigration we all put the

#### Transportation from one island to another in the San Blas Islands.



#### Indian forming clay tile.





minimum amount of fuel on for Porvenir, a small 1500 foot strip extending the entire length of Porvenir Island. Since our Bellanca was up to gross, our passenger Lois, made this leg with Bob Tippet and George Greer in the Turbo 210. Viking 4141B flew over the Canal at the required 2500 feet to Colon and then around Cacique Point to Porvenir, lowering with the cloud deck to about 500 feet over the water. Plenty of chance to view the beautiful tropical beaches. Porvenir presented no problem since 4141B's home base at Fallbrook is only 2000 feet long. After landing and parking on the grass tie down the fliers were greeted by a group of San Blas Indians in their colorful clothes, complete with nose rings, and their colorful display of San Blas "molas" or embroidered pictures. This unique craft is famous all over the world—a very colorful primitive art.

The next four days were spent on the island devouring the most delicious lobster in all forms, swimming, snorkeling, and skindiving in the tropical waters, and visiting various islands by small launch and dug-out canoe.

Homeward bound, the first stop was the New France Airport in the Canal Zone where we went by cab to the George Washington, a beautiful old hotel in Colon in its own compound. The first afternoon we visited the Gatun Locks—amazingly interesting. In Colon it is advisable to stay within the confines of the hotel grounds or take a taxi—pickpockets are abundant.

The following day the group broke up and started home in all directions. Tippets, and Corletts from Colorado, joined us to remain and make the train trip to Panama and back. This trip was well worth the effort of getting up at 6:00 in the morning.

The views of the Canal and the interesting flora and fauna passing along the Canal and on the trestle over Gatun Lake were unbelievable. Breakfast at the very elegant Hotel Panama was followed by a taxi tour of the city and Balboa before returning to the station for the trip back.

In Panama you can always tell if you

are in the Canal Zone or in the Republic. In the Canal Zone all signs have English at the top and Spanish underneath, whereas in the Republic, the Spanish is at the top and the English underneath. While chatting on the drive a great deal of interesting facts were learned concerning the Zone and the Republic.

Next morning we started back to Paitilla for customs checkout and the return flight to San Jose. This time we flew direct having found that invariably over San Jose there are breaks in the clouds. We circled and landed at Santa Maria, the large International Airport. By this time just the Turbo 210 and ourselves were traveling together. We stayed at the Hotel Irazu, a very attractive modern hotel close to the airport which has a free shuttle bus service to downtown. After flying, the swimming pool is always a welcome place to relax and this time we met a very interesting Guatemalan family who invited us to visit them the following day in Guatemala City, to which they were returning commercially in the morning.

An uneventful flight got us into Guatemala City by noon. Our friends called us and arranged to show us around. We visited Lake Amatitlan then drove to find avocados and all kinds of fruit similar to the sub-tropics in the Fallbrook area. We relished the opportunity to be able to visit in the home of these new friends who really gave us an insight, in depth, into effects of the earthquake, the economy, and family life -- we had a semester's education in an afternoon.

The following morning the 210 headed north to the States and 4141B east to Tikal to revisit the Mayan ruins which had so captivated us two years before. This time we landed at Flores on Lake Itza. Flores has an ADF and a very able tower operator who operates three frequencies at once, so be patient when you call. The airport has a good dirt strip, walking distance to the Hotel Maya International, where we were greeted by the colorful host, Rafael Sagastume. After lunch we drove through the jungle to Tikal, the unforgettable, unbelievable center of classic Maya civilization. Next morning,

we rose at 6:00 to go in a small dugout-type launch on the "milk run". Our boatsman took us to a number of Indian villages around the lake picking up and dropping off commuters on the way.

Back to the City for take-off for Guatemala City to check out of Central America—over the clouds at 16,500' and down through the heaven-sent opening into Guatemala City. After check-out through customs we flew to Tapachula. The plan had been to continue to Oaxaca but weather changed our plans. A half hour after landing in Tapachula, the first tropical rain storm of the season dropped two inches of rain in an hour. Next morning it was bright and sunny, and after stops at Acapulco and Mazatlan, 4141B arrived "home" at Condominios Jacquelynn, Kino Bay, to rest up before crossing into the U.S.A. the next day.

For readers contemplating a similar trip, here are some conclusions we drew. It was an absolutely fabulous trip—best undertaken in the company of one or more planes of similar capabilities, during the dry season November through April, morning flying where possible. We encountered nothing but politeness and helpfulness at all stops. It is not necessary to speak good Spanish; a few words are helpful. It is good to know *piso* is runway; the meanings of *baso* and *final* can easily be guessed. A little knowledge helps to understand what other Spanish speaking pilots are saying on the radio. Any one of the Central American stops could be an entire vacation. A week exploring Atitlan and Antigua would have been great, or a week in the Flores-Tikal area too. On another trip we would like to make Panama our headquarters and in addition to visiting the San Blas Islands, visit the resort island at Contadora, 35 miles south in the Pacific and Isla Grande Resort on the Atlantic side. These are snorkeling and scuba diving paradises. From Costa Rica out, we would like to have spent some time visiting the resorts on the Guanacosta Coast. Readers who would like more detailed information on hotels, frequencies, etc., please drop me a line.

Indian Market at Solala, Guatemala.



Public Laundry at Solala showing babies carried on women's backs.





## Woman and Machine

Getting it all together . . .

**East African Section's Barbara McLellan** is the new owner of a 1963 Cessna 182, 5H-KSJ, a Tanzanian registration. The engine of her Cessna 180 is still in Kenya, but the rest is in Tanzania along with scores of other Kenya registered light aircraft and vehicles seized by the Tanzanian Government when they closed their border to Kenya in February.

**Minnesota's Peggy Johnstone** is helping son Bruce build an Acro Super Sport, an open cockpit 180 h.p. fully aerobatic biplane. They started in November of 1976 and hope to be finished in 1978. The family has also recently purchased a Rockwell Commander and Bruce, Peggy and husband Dick are now checked out and ready to use the plane for business as well as pleasure.

**Long Island 99, Ronni Minnig**, and husband, George, are building a Steen Skybolt in their garage. Most of the fuselage is assembled and welded. Take off date is proposed within two years!

### A Bird in the PPD?

**Arizona** has ten entries in the Powder Puff Derby Commemorative event. Nine of those entries will be more or less conventional airplanes of our times, but **Phoenix's Charter Member MELBA BEARD**, leather helmet, scarf and all, will be flying her prize-winning, open cockpit, 1928 Bird. (That's right. It's not a Waco or Taylorcraft or Cessna — it's a Bird.) A licensed Airplane and Powerplant Mechanic (A&P), Melba maintains the beautiful red biplane and its World War II 125-horsepower Kinner engine herself. The Bird originally was powered by a water-cooled 90-horsepower OX-5 engine. Look, admire, ask questions, and take pictures of this unusual and outstanding lady with the twinkling blue eyes and pleasant smile with her Bird, but **KEEP YOUR FINGERPRINTS ON YOUR HANDS — NOT ON THE BIRD!**

### New Acquisitions

New PIPER owners are: Susan Stewart, Hampton Roads Chapter, an Arrow; Jo Ann Dugger, Inland California, a Cherokee 180; and Charlotte Peters, Kansas, a Comanche.

Ninety-Nines latching on to Cessnas recently are: Dorothy Dickerhoof, Kansas, part owner of a Cessna 175; Virginia York, Tulsa, a Cessna 150; and Marty Pool, Central Pennsylvania, a Cessna 170.

**Kansas 99 Lee Kensett** and her husband Jim have sold their 1946 Erco Coupe and have purchased a 1965 Alon Aircoupe, while N. Georgia's Carolyn Baker and 49½er Winn will be flitting around in their newest addition, a two place Pitts.

Maryland 99s visit the  
Smithsonian Institution's  
Restoration Center

## Mini-Tour of Silver Hill



At top of photo is the first sailplane to fly 1000 miles nonstop, the V-tailed Arlington SISU A-1 which did it in 1963. Below are a Piper J-3 and a 1928 Curtiss Robin, "Ole Mis". Must have been interesting flying Ole Mis, for the valves needed greasing so often that it sometimes had to be done in flight.

by June Hanson

Have you ever heard of a Crosley Flea, a Langley Aerodrome, or a Curtis Headless? The place to go to see all these and many, many more aircraft is the Silver Hill Museum, the storage and restoration division of The Smithsonian Institution located near Andrews Air Force Base in Washington, D.C.

Recently opened for free public tours, the twenty-eight acre facility contains nearly two hundred aircraft. In twenty five warehouse-type buildings, they are being stored, restored, or displayed.

Many familiar and some seldom-seen aircraft are preserved at Silver Hill temporarily waiting to be sent to the large modern National Air and Space Museum on the Mall in downtown Washington. Most of the exhibits at NASM will be changed periodically to enable the public to view more of the complete collection of 265 aircraft. Some are on loan to museums in other cities.

A staff of twenty-eight talented and dedicated craftsmen work with wood, metal, fabric, paint, and whatever is needed to return old or damaged aircraft of many types and eras to original condition. They spend thousands of man-hours on a single restoration job averaging about four completions annually.

Nearly every restoration job presents its own particular challenge to their skills. It is estimated that 5500 man hours will be required to completely restore a post

World War I Albatross now 16% done. Plywood used in the framing had to be purchased from Sweden to match the original material for it was in metric measurements. The camouflage covering was not painted on the fabric --- it was printed in the material. They found a manufacturer in Pennsylvania who is able to reproduce the design as the fabric is made.

Free tours guided by well informed volunteers are available at 10 a.m. and 2 p.m. on Wednesdays, Saturdays, and Sundays but must be arranged two weeks in advance. No children under age 10 are admitted.

To schedule a tour for your group contact Education Specialist Nancy Murphy at (202) 381-4056, 4057, or 4058 or write to her at The National Air and Space Museum, The Smithsonian Institution, Washington, DC 20560. They will make every effort to provide the tours at the scheduled time and, unless your group is notified otherwise, the tour will begin promptly.

More volunteer guides are needed so, if you live in the area and would be interested in donating some of your time, contact Ms. Murphy.

The accompanying photo shows only a few of the many interesting aircraft at Silver Hill Museum . . . why not come see them all?



# St. Louis Celebration 50th Anniversary of Lindbergh's Flight to Paris

by Jan Pocock

As the EAA replica of NX211 made many touch and go's at Spirit of St. Louis Airport, your reporter fairly drooled for a ride in the brand new version of the old pond-leaping aircraft! Even though I was unable to ride in the "Spirit", there was satisfaction in the fact that our "traffic-copter" reporter, Sue Mathels did have a ride and reported — live — on KMOX radio, the sensation of flying such an antique machine. Sue marvelled even more at the accomplishment of one Charles Lindbergh for having crossed the mighty Atlantic in such a machine! It seems incredible, with the highly sophisticated equipment we have today, that such a flight could have been accomplished, let alone even been thought of, under those conditions.

St. Louis, having sponsored Col. Lindbergh on his "daring" flight was justifiably interested in marking the 50th Anniversary of the occasion with a weekend of festivities rivaled only by last year's Bicentennial 4th celebration. Naturally, our chapter wanted to be involved in a tribute, not only to the man, but to women in aviation. While Sue was honored by riding in the gigantic parade with a traffic helicopter, the rest of our chapter (those who didn't watch the parade) gathered at the Plaza-Frontenac

Shopping Center to show off our female contributions to aviation. The display was a super success, generating considerable interest among the shoppers wandering through the mall.

Charter St. Louis member, **Adela Scharr**, donned her Air Force uniform to help display memorabilia from her days in the WASPS, and managed to collect hundreds of signatures on her petition to help the U.S. Congress decide to correct the military status of our women who flew the ferry command during the "big wah". Nary a soul said, "No, I won't sign because I don't think it's right!" Meanwhile, **Martha Norman** demonstrated a table-top model flight simulator for instrument training to all who were brave enough to try it out. **Dottie Haupt** was in charge of the hot air! Having been checked out on the proper use of a helium tank for blowing up balloons, she was stuck with that job most of the day. The kids in the shopping center very happily carried our message of "99-Women Pilots" to all corners of the mall, as well as home with them. (Wonder who got the job of picking some of them off the high ceilings?)

Members in our new sky blue uniforms circulated to answer questions about the

several bulletin boards covered with pictures and articles about women pilots, tables displaying trophies, scrapbooks, and brochures about the 99s, and the overall effect was just super. Even TV Channel 2 thought so, as they stopped by to chat with Chairman **Nelda Lee** and **Del Scharr**.

A huge thanks has to go to our brand new member, "**Stevie**" **Lipnick**, for her publicity contacts with the department stores that helped make it all possible.

On Saturday night, an enormous banquet was held in our new St. Louis convention center, in Lindy's honor, attended by **Nelda**, **Val Johnson**, **Mary Lowe**, **Irene Rawlings**, and **Loretta Slavick** who were delighted to see **Lois** and **Bob Feigenbaum** among the guests. Main decoration for the event was good old/new NX211, in all her glory.

The grand finale on Sunday was an Air Show, featuring everything from the "Spirit of St. Louis" to St. Louis's newest and greatest aircraft, the McDonnell-Douglas F-15 Eagle. A fantastic weekend in tribute to our favorite hero was topped off by a gigantic firework display on the river in front of our mighty arch.

It was all so delightful we've decided to do it again — in another 50 years!



Virginia Kunkle and Gloria Cash obviously enjoy looking through STL scrap book.



Adela Scharr and STL Chairman, Nelda Lee show off their Salute to Lindbergh poster and their WASP and Chapter uniforms.



# CHAPTER PERSONALITIES

## Ruth Stafford . . . .

*"Have shots & passports,  
. . . . will travel."*

ATP rated **Ruth Stafford**, had her first Transatlantic "apprentice flight" in 1973, flying a Cessna 206 with her husband, Sheldon, as her tutor. Since then Ruth has crossed the Atlantic solo three times: in a Cessna 210 direct from Newfoundland to Shannon, Ireland; in a Beech Sundowner, using the "North route" Labrador, Greenland, Iceland, Ireland; and last in a Cessna 182 from Gander to Azores Islands then Northwest Africa.

These have all been ferry flights of new aircraft out-fitted with additional fuel tanks in the cockpit allowing 15 to 17 hours duration. Destinations have been Paris, Nairobi, Kenya, East Africa and Johannesburg, South Africa.

Ruth has met 99s and members of their families in the Sudan, Angola and South Africa and notes that they have always gone out of their way to extend hospitality.

Due to the increased political instability in Africa, Ruth did not have a flight from November 1974 until this spring. While she was confident she could handle any situation, her husband was not so certain. Sheldon continued to fly weekly into Africa, and Ruth says having been to all his route stops herself helped her envision his trips and understand when he had unpredicted delays. It also made the days left at home easier.

Her own international flight activities have been increasing this spring. She recently took a Beech Sport to Algiers by way of the Azores and delivered a Bonanza to the Paris Air Show last month.

Ruth and Sheldon would like to secure a position as Captain and First Officer on a corporate jet operating on an International basis. They say they "have shots and passports, will travel!" If you know anyone needing such a qualified crew, put them in touch.

Ruth's retirement dream is to outfit a Beech Baron with extra fuel, and then fly her grandchildren (5 boys and 1 girl) around the world, two at a time! She says, "You can do **anything** you set your mind to do," so it's only a matter of time (and money) before this dream will become an eventuality.



**June Rodd**  
*Kitty Hawk Chapter*

*"Let it begin with me"*

June Rodd of Havelock, NC is a charter member of the **Kitty Hawk Chapter 99s** and of the **Petticoat Pilots**. She has distinguished herself in many pursuits.

Born in Hollywood, California, her credits include actress, swimmer, horsewoman, professional photographer, instructor, business woman, military wife and mother, local political party officer and delegate, Sunday school teacher and commercial pilot.

Her husband, Dick Rodd, is the fixed base operator of the Morehead-Beaufort Airport. June soloed on July 5, 1964, and now counts nearly 900 hours flight time. Piloting a Cherokee 180, she has done everything from local sight-seeing and photo flights to assisting her husband in fish spotting. Flying patrol from Cape Hatteras to Wilmington, NC they aided fishermen below in locating and identifying schools of fish.

Always eager for new adventures, June, like Jonathan Livingston Seagull, aspires to higher things with her personal philosophy—"Let this begin to be a better place, and let it begin with me."

## Kate Macario . . . .

*A very special  
Ninety-Nine*

At the Middle East Sectional, April 30-May 1, a special honor was awarded to **Kate Macario** from the **Eastern Pennsylvania Chapter**.

The documentary read as follows: "Today we are honoring someone who has been a member of the 99s since 1955 (some 22 years). She soloed at the New Hanover Airport in 1944 and received her private pilots license at Barrington, New Jersey Airport in 1947.

She has held many offices: Eastern Pennsylvania Chapter Chairman 1957-1959 and again from 1971 to 1973. She served as the Middle East Section Governor from 1966-1968; Vice Governor 1962-1963; Secretary 1961-1962 and Treasurer 1965-1966.

For 20 years she has worked on Pennsylvania-pound and was chairman of the event from 1966 to 1977. She was the 99 NEWS reporter for 6 years - 1959-1962 and 1966-1969, and Chapter Membership Chairman for 4 years from 1973-1977.

In 1975, she established and organized the Delaware Chapter, chartered 4-10-76. Since 1959 she has attended 6 International Conventions, serving as Chairman of the 1960 convention in Wilmington and delegate to others. In

1976 she worked on the Powder Puff Derby, culminating 8 years of responsibilities which included publicity, impound, inspection and in 1976 was co-chairman of the terminus at Wilmington.

Kate met husband Tom in 1943, while he was also learning to fly, and they married in 1950. Flying slowed down due to six pregnancies (one was twins). During this time she and Tom bought damaged aircraft, rebuilt them, flew them briefly and sold them and started all over again. Some of the planes included: J-3 Cub, Ercoupe, Aeronca, Cessna 140, Stinson Voyager, two Luscombes and a 1959 Cessna 150 which they still have. They also restored a Pitcarin Mailwing and a Ryan PT22. The current project is a Starduster II.

Three of four sons have commercial multi-engine and instrument ratings and two fly for a living. The 16 year old just soloed. Kate has three daughters who do not fly. Two are teachers and the other is working her way through college. Tom flies a Lear 35 for United Engineers and Constructors.

Kate and family have attended Experimental Aircraft Association conventions in Oshkosh for the past seven years. Twice Kate flew the 150 out and back. As you can see Kate's life is dedicated to the 99s and the world of flying in many respects. This is why we are honoring her today.

Kate Macario, we present you with this bronze Amelia Earheart medal. "Happy Flying!"



# Ninety Nines in the News

## AUSTRALIAN

**Nancy-Bird Walton**, O.B.E. was recently advised by the General Manager of the Royal Aero Club of New South Wales that she has been elected to Honorary Life Membership in the Club. With the honor and a Life Key-ring badge, go a pair of Life Membership Gold Wings which Nancy will soon be wearing.

## EAST CANADA

Congratulations to **Lenora Shaw** of **First Canadian** who recently became the first girl to successfully complete the three-year Aviation Flight Training Course at Seneca College, Toronto. She graduated with a multi-engine instrument rating and is planning on attending the three-month instructor course offered at Seneca.

### Eastern Ontario 99s help with Radio Programme by Felicity McKendry

When a phone call came early in May from the CBC Toronto Radio programming department, this reporter was most happy to refer Vicki Gaberaux to **Dorothy Renwick**, our historian for details of pioneer women in Canadian aviation. The programme was aired May 13, 1977 featuring interviews with a Toronto traffic helicopter pilot; with 99s **Louise Jenkins** and **Rosella Bjarnson**, the first Canadian female to be hired by a scheduled airline; and with Major Wendy Clay, the only female who has achieved 'wings' standard in the Canadian armed forces.

## MIDDLE EAST

The FAA recently appointed **Alice Fuchs**, **Central Pennsylvania Chapter**, as a designated pilot examiner to give flight tests for FAA Private and Commercial Certificates. Alice also just returned from a trip where, as a Piper representative, she spoke at a series of FAA multi-engine safety clinics in Long Beach, Sacramento, Las Vegas and Seattle.

## NEW YORK — NEW JERSEY

**Ruth Dobrescu**, past NY-NJ Section Governor and **Long Island 99**, was very active in the festivities celebrating the 50th Anniversary of Charles Lindbergh's Flight. She was the guest speaker at the dedication of a mural placed in the Protestant Chapel at JFK Airport. The mural, by Michael Carey, depicts the history of flight, which was the topic of Ruth's talk.

Many of you saw the picture, carried in AP Newspapers, showing Ruth presenting Anne Morrow Lindbergh with an Amelia Earhart medal at the New York commemorative dinner held on May 20th. This marked only the second time in nearly 40 years that Lindbergh's widow has appeared at a public function.

### 99s Honored by Long Island University

On April 30, the School of Business Administration of C.W. Post Center of Long Island University had an Awards Banquet honoring the 50th Anniversary of Lindbergh's Flight. The banquet paid tribute to great Americans who merit distinction for notable achievement to the Nation and the Aviation Industry during the past fifty years. Of the sixteen award recipients, four were women and three of these were 99s. The three 99s listed among the distinguished recipients were: **Ruth Dobrescu**, former NY-NJ Section Governor; **Jean Ross Howard**, cited for Air Rescue Leadership and as Associate Editor of *Aerospace Magazine*; and **Nancy Hopkins Tier**, cited for her early aviation accomplishments and for her fiftieth year of continuous flight.

## SOUTH CENTRAL

Many South Central 99s have been receiving recognition for their non-aviation pursuits. **Sandra Stienmier**, **El Paso Chapter**, was installed as the president of the National Society of Arts and Letters. Sandra teaches art to psychiatric patients at William Beaumont Army Medical Center. **Marilyn Copeland**, **Kansas Chapter**, has been installed as Vice President of the Women's Auxiliary to the American Dental Association.

**Shreveport Chairman**, **Amy Pilkinton**, has been named an Accident Prevention Counselor by the New Orleans GADO. Amy has also written and planned the program for a day-long seminar dedicated to giving Biennial Flight Reviews.

## SOUTHEAST

Memphis sports three Accident Prevention Counselors now with the addition of **Jana Norrell** to this special group. **Memphis Chapter's** other APCs are Southeast Governor **Virginia Proctor** and **Dot Wilson**.

**Blue Ridge's Star Pilot**  
**Carolyn Pilaar** is **Blue Ridge Chapter's**

star pilot. She has received a lot of attention recently due to several occurrences. First, she was named the Flight Instructor-of-the-Year and also won the State Spot Landing Contest. Recently, because Carolyn was the first woman ever to reach the finals in the competition for the US Precision Flight Team, the **Greenville News** ran a feature story on her titled "Pilot Breaks Sex Barrier". Carolyn holds commercial and helicopter ratings and is an instructor at Greenville Technical College.

Four members of the **Blue Ridge chapter**, **Lee Orr**, **Dot Penney**, **Hilda Goley** and **Carol Gerwig** were highlighted in their hometown newspaper *The Spartanburg-Herald Journal*. The full page article was entitled, "Women Pilots are Ninety-Nines".

**Lee Orr** flew news reporter, **Linda Hem-bree**, on a short jaunt, while **Dot Penney** told her about the Ninety-Nines Organization and of Lee and Dot's plans to participate in the Powder Puff Commemorative Flight in July.

**Fran Sargent**, **Florida Goldcoast**, was honored by being chosen the new President-Elect for the University Aviation Assoc. She attended the NIFA meet in Okla. recently with some of her students from Miami-Dade Community College.

Ex-WASPs **Katie Strehle**, **Fran Sargent**, **Ann Ross** and **Ruth Fleisher** have appeared on TV and in news articles lately to request backing for the WASP effort to gain recognition for their war time service.

## SOUTHWEST

### Melba Beard Presides at OX-5 Dinner

Charter member **Melba Beard**, president of the Arizona Wing of OX-5 Aviation Pioneers, presided at the 20th annual meeting of the group at dinner in the Desert Hills Motel, in Phoenix, on May 22. The meeting commemorated the 50th Anniversary of Charles A. Lindbergh's trans-Atlantic flight. **Bill Munroe**, of Tucson, showed a 12-minute film or newsreel clips of Lindbergh's takeoff from New York and his landing in LeBourget Airport in Paris, as well as his triumphal return to the United States. **Pete Berry**, an air traffic controller from Prestwick, Scotland, shared his beautiful slides of restored aircraft in museums in London; and **Ruby Sheldon** and **Mary Louise Brown** discussed their Arctic adventures.



# Ninety-Nines

## PROJECTS

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

### MIDDLE EAST

#### **Middle East Chapters Complete Airmarkings**

Rostraver Airport (Rostraver, PA) is now easily identifiable from the air. Eight members of the **Greater Pittsburgh Chapter** spent Saturday, May 21 painting the name on the apron and sprucing up the compass rose.

The ramp at Franklin (Virginia) Municipal Airport is sporting its name in bright new letters painted by **Hampton Roads Chapter** members. Hero of the day was Dick Stewart, 49½er of Airmarking Chairman **Sue Stewart**, who drove from Newport, R.I. to help us. He was even heard to exclaim at the end of the day, "Gee, this was fun!"

### NEW YORK — NEW JERSEY

The **Western New York Chapter** hosted a booth at the Amherst Old Colony Museum's celebration of Lindbergh's Day on May 21st.

### NORTH CENTRAL

#### **Paint to Spare**

The **Greater Kansas City Chapter** is sharing paint with the Indiana Chapter. They would be happy to share with other chapters after having acquired an ample supply from Oklahoma City.

#### **North Central Chapters Participate in Airmarkings**

**Indiana Dunes Chapter** painted the words **LAPORTE** atop the main building at the LaPorte, IN Municipal Airport in June.

May 22nd found the **Lake Erie Chapter** out in full force for the first airmarking of the season. **GREENVILLE** airport was a good long name to begin with. Paint (as usual) was thick and lumpy, but the good old cake-mixing technique helped to eliminate these. When a second drum of paint

had to be opened, the mixing pole was in business again. Despite the 90-degree weather, the job did get done and looked mighty good from the air!

As a special treat, one of the local "barnstormers" put on a good show in his Stearman, and gave some of the gals their first ride in an open cockpit.

#### **Michigan Chapter Donates Propeller**

**to Amelia Earhart Middle School**  
**Michigan Chapter** members were able to attend the Propeller Dedication Ceremony at the Amelia Earhart Middle School, Detroit, Michigan on April 30th. Special thanks go to Charter Member, **Mary Von Mach** for her generous contribution toward this project, a permanent memorial to A.E. from the **Michigan 99s**. Michigan Chapter members **Julie Clark**, **Loma May** and Chairman **Lois Broyles** contributed presentations and remarks as part of the Program of Dedication.



#### **Eyeglasses for Honduras**

**Michigan 99s** **Sammy McKay** and **Winnie DuPerow** flew Sammy's 210 to Gulf Port, MS with a plane-load of used eye-glasses from a Flint eye specialist, Dr. Barbour. From Gulf Port, the glasses continued by banana boat to Honduras where the donation will be distributed to the needy living in the back country.

### Minnesotans Involved in Air Education

**Linda Haedge** and **Joan Sommerfeld** gave a short Pinch-hitters Ground School for the wives of the controllers at Minneapolis Center in Farmington, May 17.

**Kay Nagel** presented two Project PAPA seminars to the fifth and sixth grades at Park Elementary School in Bloomington this past school year. The course covered basics of aerodynamics, navigation instruments, safety for both pilot and passenger, with the emphasis on passenger responsibility as well as career opportunities. The groups visited an airport control tower and took part in a preflight walk around.

#### **Unusual Application of Aviation to Education by Minnesota 99**

**Sally Woodburn**, who teaches music to primary students, uses the sounds of aviation to teach the children to feel rhythm, to learn to listen and feel the progression of events in the sounds of the take off of an aircraft. She encourages them to imitate the sounds they hear. **Jan Porter** is using the basics of aviation to help with her junior high science classes.

### NORTHWEST

#### **Columbia Cascade 99s Busy with Multiple Projects**

**Columbia Cascade Chapter** has adopted a new format with our Pinch Hitter classes by using our members in different phases of the instruction. This year we also had two airplanes, a low wing Beechcraft Sundowner and a Cessna Hawk XP for instrument familiarization and explanation of the parts of the plane and their functions. We hold our classes for two evenings, three hours each. This was our third year for the Pinch Hitter and we have had an excellent turnout and much enthusiasm.

**Columbia Cascade 99s** have been asked by the local Red Cross to make blood pickups for them in the cities around Oregon and parts of Washington. On April 2nd **Pegge Blinco** and **Mary Wohlgemuth** flew to Ashland, Oregon to pick up five boxes



of blood and later on the same day Dorothy Mercer and Mary Ann Moberly flew to Ashland and picked up the remainder of the blood that had been drawn that day. On April 25, Mary Ann Moberly and Madelyn Heesacker flew to Roseburg, Oregon for blood and Pegge Blinco and Mary Wohlgemuth made the flight the next day. Weather permitting, we hope to do this many times this summer for the Red Cross. They are very pleased and enthusiastic with our assistance.

Recently completed was a mini-aviation ground school class at one of the local schools. Sixteen 7th and 8th grade boys completed eight sessions taught by Dorothy Mercer, Pegge Blinco, Billie Dutcher, and Gayl Caramella. Topics covered included: basic aero-dynamics, plane control, chart orientation, weather, instruments, regulations, careers and airplane-type classifications. Each boy was presented a certificate of completion designed by 49½er Stan Blinco.

#### **Mt. Tahoma 99s Run Hot-Dog Stand**

During the last weekend in April, the Mt. Tahoma Chapter sold hot dogs and soft drinks at Air Gemini's Open House at Tacoma Industrial Airport. We were glad to see a few visiting 99s from the Rainier Chapter as well as meeting several prospective members.

### **SOUTH CENTRAL**

#### **Albuquerque 99s Host Safety Seminar**

The Albuquerque 99s, in conjunction with FAA, conducted a very successful safety seminar on May 11. Approximately one hundred seventy-five pilots attended the seminar conducted by Cliff Sheker, FAA Accident Prevention Specialist at Oklahoma City GADO.

Albuquerque Chapter will be contributing to General Aviation Month in New Mexico in June by conducting an intensive membership drive.

New officers for the Albuquerque Chapter are: Roz Kinlen, Chairman; Rita Elliott, Vice Chairman; Jerry Warrick, Secretary; B. J. Slawson, Treasurer.

#### **Golden Triangle Combines Work & Play**

EAA sponsors an annual air show at Grand Prairie Airport and Golden Triangle 99s participated this year by helping with the concessions. With typical summer weather the attendance and air show were terrific.

Golden Triangle was asked to return to Palestine, Texas this month to airmark a private heliport. They were invited to come down on a Sunday afternoon to attend a lake party by the gentleman who owns the heliport, remain overnight and airmark early Monday morning. This particular East Texas town abounds with gracious hospitality and we take pride in their calling upon our chapter.

#### **Kansas Chapter Busy with Airmarkings**

Kansas Chapter has recently completed three airmarkings. Lucky recipients of their efforts were the airports at Harper and Neodesha, Kansas and Rawdon Field in Wichita.

#### **Patio Breakfast honors Lindbergh**

Nebraska 99, Paulie Perry, hosted a Patio Breakfast at her home on May 21 to commemorate Lindbergh's landing in Paris.

### **22 OK 99s**

#### **Assist with NIFA Events**

Stillwater Municipal Airport and the Oklahoma Chapter has, by now, recovered from the exciting and demanding NIFA meet. There were 24-25 colleges and universities participating in this 3-day meet. Serving as check pilots for the navigation event, spotters for other events and maintainers of the Pop and Hot Dog stand were: Pat Boyd, Dot Clum, Gwen Crawford, Betty Jo Hammer, Nancy Roberts, Marge Hudson, Ann Catlin, Dana Gibson, Nancy Smith, Jan Million, Rita Eaves, Poochie Ratzinger, Marilyn Ratzlaff, Norene Lapsley, Leslie Graham, Carla Steinert, Kendall Wynn, Nema Masonhall, Delores Pasierb, Bobby Andrews and Arlene Walkup. Also, Ensign Sue Mason, among the first civilian women Navy pilots, flew in from Pensacola, FL in a T-28, which looks like a slightly pudgy-overgrown AT-6 or SNJ-3. Sue had participated in the NIFA in years past, both as a contestant and advisor for Oklahoma State University's Flying Aggies.

In addition to Oklahoma Chapter, Hazel Jones, International Treasurer, was a Judge as was Joyce Case, Kansas Chapter. Jerry Melton, SCS Governor, presented the Top Woman Pilot Award. Linda Hooker, Vice Governor, SCS, served as Ass't. Judge and Sue Horstman, Kansas, and Amy Pilkinton, Shreveport, as check pilots and spotters. Polly Gilkinson, Chicago Area 99 gave the Pop and Hog Dog stand-ers a welcome hand. Thanks, Polly, and to all that came.

#### **San Antonio 99s attend Rain Check**

Many of the members of the San Antonio Chapter have been attending "Operation Rain Check" conducted by FAA Traffic Controllers, Flight Service Station, and Accident Prevention Office.

#### **Shreveport assists with Military Fly-in**

Shreveport Chapter served as the registration committee and spot landing judges for the big military fly-in sponsored by Barksdale Air Force Base. Helen Wray briefed them on 99 activities by presenting one of her now famous slide presentations.

We also spent two days painting large yellow X's on a newly closed runway at Downtown Airport.

#### **Tulsa 99s busy Airmarking**

Several hard working Tulsa members, 49½ers and children airmarked Cleveland Airport in May. They went on to do Okmulgee Airport in June.

### **SOUTHEAST**

#### **Humor gets the point across**

The 'Goldcoast Players' consisting of Florida Goldcoast Chapter members Lols Eig, Marion Keys, and Kay Albury presented their clever flying safety skit to a meeting of The Florida Air Pilots recently. Their 'Flight to Freeport' skit done in costume depicts problems that result from improper pre-flight procedure, and is a scream!

### **SOUTHWEST**

#### **Small Chapter, Big Accomplishments**

Imperial So-Lo Chapter airmarked the Brawley Airport on the hottest day we've had this year. There were many sunburned people as we finished on the second day. There was a lot of interest from the aviation community, and lots of volunteer help.

Imperial So-Lo 99s also conducted the April FAA Accident Safety Clinic. The theme was Winds. Bobbi Bemis discussed cross wind landings on the runway and showed a movie. Mari Hurley presented her own slide tape presentation on "Mountain Waves". Bob Porter, aerobic instructor, discussed getting out of unusual attitudes and "The Joy of Soaring" was shown.

Because of good advance publicity, there was a huge turnout. We're proud of our little club of 10 members.

#### **FAA CFI Revalidation Clinic**

##### **Los Angeles**

**September 27, 28, 29**

The Los Angeles Chapter is sponsoring its 10th FAA Flight Instructor Revalidation Clinic this September. The clinic will be held at the Airport Marina Hotel and the \$50 fee includes materials and lunch. For information and registration, contact Georgia Lambert, 1625 Durango Ave, LA, CA 90035 (213) 556-1531 or Jean Grooms, 3613 Inglewood Blvd, LA, CA 90066 (213) 397-1727.

#### **Count One Airport Saved**

Remember the flap over expansion of the Scottsdale Airport? Local residents were fighting to halt the plans for extending the runway and to restrict operations of large aircraft from the airport. Phoenix Ninety-Nines and others in the aviation community countered the arguments of the airport opponents and THE EXPANSION HAS BEEN APPROVED! We are elated, but we know that we can't lower our guard. This is only one of many airports throughout the country that are under attack. How can we reach the public BEFORE they build homes under the airport pattern?

#### **APT (Authoritative People Talking) Seminars Well-Received**

Phoenix Chapter's new APT (Authoritative People Talking) seminars, planned and produced by Caroline Reibert, have been well received. The idea is to upgrade our knowledge of aviation matters in lecture-questions-discussion sessions with experts in various phases of aviation. So far, A & P

*Continued on Page 26*



# More Ninety-Nines Projects

**June Bonesteel** has given us facts about what the airplane owner can do toward maintaining his own aircraft, and she stressed the importance of thorough and regular maintenance by qualified personnel; recently retired Air Traffic Controller **Mike Hunter** has refreshed us on where to find and how to use controlled airspace; and **CFII Ruby Sheldon** has educated and entertained us with information on basic pilot techniques. Reaction from the audience has been, "Let's have more!" Weather and communications are two topics they want to discuss, so, **Caroline**, back to the drawing board. We're looking forward to more (not necessarily better) sessions next fall.

## **SVC Member Helps 99s with Legislation Involvement**

We all need encouragement to do what we know is necessary for the advancement of general aviation. **Doris Loftsgaard** of **Sacramento Valley Chapter** brings her typewriter to the chapter meetings and types letters for anyone who wants to write to their legislators. This is a good start toward active legislation involvement.

SVC will be displaying some of the items of the newly acquired AE memorabilia collection at the **Merced Air Show** on Saturday, June 4th.

## **THANK YOU from 99 HEADQUARTERS**

We are engaged in several projects at 99 Headquarters in Oklahoma City. Landscaping is underway and plans are being formed to have an appropriate sign (one that you can see before you get out of the car) for the building.

We want to thank **Dallas Redbird Chapter** for their \$100 contribution toward the sign. **South Louisiana Chapter** has also recently sent a contribution of \$50, and **San Gabriel Valley** a donation of \$100.

Your continuing support is helping our Headquarters develop into a place in which we can all take pride. We will go on to expansion of exhibit areas, etc. as current projects are completed and additional funding becomes available.

Aerospace Education means "share your knowledge"  
New Austin Chapter tries it out on some

# 8-yr. old Student Pilots

From Friday, May 20, through Thursday, May 26, the **Austin Chapter** shared their expertise with some eight-year-old "student pilots". With the assistance of third-grade teacher, **Molly Tull**, members of the Ninety-Nines conducted a special unit in aerospace education at **Eanes Elementary School** in **Westlake Hills**, a small

community immediately west of Austin, Texas. For a first effort in education activities, the group proudly considers their work a success.

The unit included approximately twelve hours of instruction, two field trips, two guest speakers, fun with radio scanners, and a simulated flying experience. On Friday, the entire class and four Ninety-Nines went to **Ragsdale Aviation, Inc.**, located on the field at **Austin Municipal Airport**, where the youngsters were permitted to "discover" a **Cessna 150** and a **Cessna 172**. Taking caution not to damage the aircraft, they enjoyed the fun of being inside and all-over the cockpit of an airplane. Monday brought a discussion of "Milestones in Aviation". Such notable personalities as the **Wright Brothers**, **Charles Lindbergh**, **Amelia Earhart** and several astronauts were featured as historic and present-day heroes. A film available from the **Texas Aeronautics Commission** about the development of flying and aircraft was shown to complement the lesson.

On Tuesday, the class was treated with a visit to an installation of the **Confederate Air Force** located in **San Marcos, Texas**. **Mr. John Higgins** shared his knowledge of the vintage planes based at the field. Special thanks also goes to **Braniff Second Officer Don Showman** and his wife, **Gretchen**, who were on hand Wednesday to tell the group about aviation as a mode of public transportation. The Showmans brought some excellent slides of the larger aircraft, and a large portion of the impromptu question and answer session was devoted to safety on-board the planes. Later that afternoon, members of the Ninety-Nines took over with the ABC's of flying — the phonetic alphabet. Certain more common phrases of flying language were covered as well. Thursday morning brought **Captain Bob Rakitis** and **Lieutenant Randy Davis** from **Bergstrom Air Force Base**, who talked about military flying, and especially helicopter pilotage. The finale then came Thursday afternoon, when the students each had an opportunity to hear real radio communications via scanners in the classroom, and to "fly" for their first time in the cockpit of a tabletop simulator. Upon successful completion of flying time, each child was awarded plastic wings signifying their achievement.

The entire week was fun and exciting for Ninety-Nines, many of whom had a chance to learn something themselves while in the process of teaching. The work was well worth the time and effort. On departure, the Ninety-Nines asked whether the class had enjoyed the special unit, the response was a loud and clear "Affirmative!!!"

## **Central Illinois Chapter presents program on**

# Careers in Aviation

**Central Illinois 99s** sponsored a program on careers in aviation at **Illinois College** in **Jacksonville, IL** on April 27. After seeing the **FAA Bicentennial** film "In Celebration of Flight", four women representing different careers in the field of aviation shared, with the college women, both the requirements and benefits of their respective jobs.

**Sandra Engle**, Air Traffic Controller from **Chicago Center**, **Naydene Lewis**, Inspector with the **Springfield GADO office**, **Jeanne McLaughlin**, **CFII** and **Air Taxi Pilot** for **Byerly Aviation** in **Peoria**, and **Jackie Klaus**, former **Flight Attendant** with **TWA**, each spoke briefly to the college women in attendance. Small group sessions later allowed interested women to participate in question and answer periods. They expressed surprise that these jobs existed and were available to women. The **Central Illinois 99s Display Board** provided explanation of 99s International and its activities. Quite a number of **FAA pamphlets** relating to opportunities in aviation careers were available.

Door prizes for two local airplane rides and one cross country for lunch were won by several very excited college girls. Members of the **Central Illinois Chapter** provided the free rides. Members who were present to assist with the meeting were **Mary Groesch**, **Bette Flowers**, **Jackie Klaus**, **Jeanne McLaughlin**, and **Lois Freeman**.

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99's Spreading their wings . . .

# FLYING ACTIVITIES

## CARIBBEAN

### 100% of Caribbean Section help with Angel Derby Terminus

For a reasonably new section we seem to have our activities cut out for us having just finished working on the Angel Derby Terminus in Freeport. Our Governor, **Esme Williams**, was Terminus Chairman and all twelve of us worked our tails off, but enjoyed it. Even two of our members who have moved to the United States, **Judi White** and **Barbara Darrow** came over to help, as did **Hilda Devereaux** from the **Maple Leaf Chapter**. We held our Section Meeting during the Angel Derby and elected Officers for the coming year.

## EAST CANADA

### Target is the safest place to be during flour-bombing

Cranson Lake, 70 miles WNW of Ottawa was the site — or should I say target — of a successful fly away on May 29th. After a day of steady rain, Sunday the 29th dawned bright and beautiful. At least eight aircraft piloted by 99s plus a couple of others participated. After a picnic lunch, the flour-bombing commenced. Three bombs each were issued to the participating crews. Needless to say, the target was the safest place to be, but **Carol Thomas** came in first by scoring within 33 feet with Fred Landry, a visitor, second. Piloting aircraft were **Comerford, Cunningham, O'Brien, Webster, Thomas, MacMillan** and **McKendry**, also **Pauline Joicey** from the **Montreal** area, accompanied by husbands, sons, daughters and friends. It was truly a fun flying day.

### Niagara Trillium Poker Run Results

On May 7th, 1977, the day dawned bright and clear. The **Niagara Trillium Chapter** of the 99s were holding their first Poker Run. The Terminus was at Hamilton Civic Airport and that is where most of us gathered to set up tables and posters to receive the entrants. By 10 a.m. the winds were 15 to 20 miles per hour, gusting to 25. By noon the first pilots staggered in, a little ashen-faced with their

passengers definitely queasy. The wind was not only strong but bitterly cold.

However, those that completed the Run were a brave lot, and a total of 400 hands were sold and 24 prizes were awarded. Mrs. **Marlene Fisile** from London, Ontario, won first prize with a straight. A black and white 12" portable television and a trophy were presented to her by **Glenn White** of Trans Aircraft Company. The Experimental Aircraft Association cooked lunches for all, and by 4 p.m., we had packed up and were on our way home, tired, cold, but happy that our First Poker Run had turned out so well.

## MIDDLE EAST

### ALLEGHENY AIR DERBY II by Sue Simler

At 1 p.m. on Saturday, April 30, the first of 27 single-engine planes took to Runway 23 at Latrobe Airport, Latrobe,



A team from the Monroeville Flyers find a quiet place on the ramp to plot their course for the Allegheny Air Derby II.

PA to start Allegheny Air Derby II sponsored by the **Greater Pittsburgh Chapter**. The Derby, a proficiency contest of 220.5 statute miles sent the aircraft to Gwin Airport near New Castle, PA, then to Benninger Sky Ranch near Tionesta, PA. They completed the round robin at Latrobe.

**Norman Bartko**, husband of **Greater Pittsburgh Chapter 99 Marge Bartko**, was first over all with **Ernest Lakatos** as his co-pilot. **Norman Bresky** of Parma, Ohio and **Carol Hueber** of Pittsburgh placed second. **Lake Erie Chapter's Helen Keidel** and her navigator **Larry Rohl** received the third place trophy.

Five clubs, **Astro Flying Club**, **Chatham Flying Club**, **Beaver Valley Flying Club**, **Pittsburgh Flying Club** and **Willoughby Flying Club** vied for the team trophy. **Helen Keidel's Willoughby Flying Club** of

*Continued on page 28*

## 1977 Rose Rallye Results

by Sallie Kaeiser

The **Deep South Chapter** held its 2nd Annual Rose Rallye on Saturday, May 28 at Thomasville, GA with participants from the **Blue Ridge**, **Florida Gulf Stream** and the recently formed **Florida Panhandle** chapters. Most contestants were wise to arrive on Friday while at least one had to arrive by car due to a stubborn South Georgia fog that would not break to let her fly Sat. morning in time to enter the contest.

Upon announcement of the course, a round-robin precision flight to be made from Thomasville to Crystal Lake, Dawson, Camilla and return to TSV, all pilots and co-pilots hastily pulled out sectionals, plotters and computers to plan time and fuel to the last second and tenth of gallon. It was later discovered that two check-and-turn points were surprises for pilots not familiar with the territory.

The top seven winners of the beautiful and unique Rose Trophies are listed below as pilot, co-pilot and chapter:

First	<b>Carolyn Pilaar and Merry Robertson; Blue Ridge</b>
Second	<b>Esther Wright and C. L. Chandler; Deep South</b>
Third	<b>Dot and Walter Herin; Deep South</b>
Fourth	<b>Ellie and Lou Odorico; Florida Gulfstream</b>
Fifth	<b>Fran Biele and Billie Hilton; Florida Panhandle</b>
Sixth	<b>Bunny White and Sallie Kaeiser; Blue Ridge and Deep South</b>
Seventh	<b>Gary Wheeler and Vernon Lipe; Blue Ridge</b>

The Holiday Inn cookout was quickly converted to a most enjoyable indoor banquet due to another South Georgia weather condition, the unpredictable thunder-shower. We all give many thanks to **Judy Hall**, Rose Rallye Chairman for organizing the race and to **Esther Wright**, Rose Rallye Co-Chairman for organizing the banquet and providing for additional physical needs.



# Flying Activities Continued

Cleveland took the trophy home.

In addition to trophies for the first five places and numerous other prizes, Vee-Neal Aviation Inc., where we headquartered, and Latrobe Aviation donated 300 gallons of gasoline which were presented to many of the contestants.

MaryAnn Grechen and Sue Simler, co-chairpersons for the event, were thankful for the good weather (CAVU day) and pleased with the turnout.

## NEW YORK — NEW JERSEY

### A Visit to the Altitude Chamber

On the week-end of May 6-8 the Western New York Chapter sponsored a trip to the High Altitude Chamber of Wright-Patterson Air Force Base in Dayton, Ohio. Ninety-Nines, 49½ers, and 66s flew in their own planes. We took the physiological course on Saturday morning, went through the chamber in the afternoon, and visited the Air Force Museum on Sunday. A wonderful, educational time was had by all. Diane Senneff, Chapter Chairman, made all the arrangements for the trip.

## NORTH CENTRAL

### DAYTON AIR FAIR

The annual Dayton Air Fair will take place July 23 and 24, 1977, and the All-Ohio 99s will be the official hostesses once again. We will also have our own booth this year to promote the 99s.

The annual two-day event will feature two airshows per day including parachuting, wing-walking and the USAF Thunderbirds, plus huge exhibit areas, aircraft rides in a Ford Tri-Motor, gliders and open cockpit biplanes as well as the usual general aviation aircraft.

The 99s have been busy promoting this event and in May, manned an Air Fair promotional booth at Rikes department store in downtown Dayton for an entire week, selling advance tickets.

### LAKE ERIE AIR DERBY Labor Day Weekend

Plans for our Lake Erie Air Derby - both proficiency and speed races - are coming along well. These are to be held over the Labor Day weekend in association with the Cleveland National Air Races at Burke Lakefront Airport in Cleveland. This is the third year such an event has been held. Additional information or the \$2 entry kits may be obtained by writing Helen Keidel, 435 Dumbarton Blvd., Cleveland, OH 44143.

**Father's Day Poker Run**  
Indiana Dunes Chapter sponsored a poker run on Father's Day. The event was open to the public.

## NORTHWEST

### Alaska 99s enjoy fly-ins

Alaska Ninety-Nines enjoyed the first day of sunshine after many days of rainy and turbulent weather with a fly-in at the Willow Air Strip. The Ninety-Nines and families attending were Ruby Pappas, Joy Triplett, Joyce Bergstrand, Betty Rogers, Anita Wood, Anita Benson, Carolyn Kaphart, Carole Fleming, Edie Miller and Jan Pessel. Jan's husband Gar towed her in their glider with his Super Cub to within gliding distance to the airstrip. Some of the gals got to go up for an introductory ride in the glider.

Alaska Ninety-Nines also had a fly-in lunch at the Kenai Airport where plans for the upcoming convention were discussed. Those attending were Joyce Bergstrand,

Carolyn Kephart and guest Margie Foster, Edie Miller, Lavelle Betz, Anita Benson, Carole Fleming, Ruby Pappas, and Betty Rogers. Members Edie Miller and Carole Fleming are formulating plans to fly the Powder Puff Derby. A rummage sale to raise money for these entrants will be held in the near future.

## SOUTH CENTRAL

### Horseshoe Bend site of Golden Triangle Fly-In

Golden Triangle Chapter tries to have a fly-in once each month in addition to their meetings and many other projects and activities. This month, they went to Horseshoe Bend, a beautiful development sporting a large clubhouse, swimming pool, golf course and tennis courts of which some of the more athletic ones took full advantage.

### Shreveport 99s plan navigation leg for PPD

Planning the navigation leg for the



## AIR DERBY RESULTS

by Charlene Falkenberg  
Publicity Chairman

The heavens certainly favored the 8th Annual Illi-Nines Air Derby. What a difference a year makes. In 1976 the weather socked in on Friday — stayed the same on Saturday, and Sunday found everyone trying to get home somehow other than flying. Not so this year. The weather had been perfect everyday for two weeks prior to May 28, 1977, so we all crossed our fingers. It was unbelievable. Hardly a cloud in the sky on Friday, Saturday, or Sunday.

Friday afternoon found all 53 entries in and impounded, waiting anxiously for the briefing and giving out of the race kits. The route isn't known until you receive the race kit at the briefing. The entries ranged from 100 horsepower Cessnas to a 300 horsepower PA-32R, and included Cessnas, Pipers, Mooneys, Navions, Beeches and Grumman Tigers. Saturday morning early found all crews at the breakfast briefing and eager to get to the airport.

Last minute topping of fuel went without a hitch and right on time Entry #1 was flagged off by the honorary starter, Lois Feigenbaum, International President, and Field and Caroline Morey roared down the runway in a Cessna 310. The Morey's who reside in Wisconsin were almost back by the time the last 150 was waved off by Neil Pobanz.

Through the never-ending summer haze the planes headed for Prairie Lake Airport approximately 95 statute miles to the east. It is a privately owned sod strip, not the easiest to find. Making a tight pylon turn the planes changed to a northwest heading to find Freeport Airport. There was a bit of southwest wind and rumor has it one or two planes strayed a bit and found themselves at Rockford Airport. A trick like that does hurt your score!

At Freeport another turn to the southwest and you are on the last leg now. Soon the Mississippi River was on the left and you knew that Quad City Airport was up ahead. A beautiful flyby down runway 22 was made by every contestant. Nothing makes you more proficient than participating in an event such as the Illi-Nines Air Derby.

At the banquet on Saturday night beautiful trophies and money were presented to the lucky winners in both categories, speed and proficiency, by the 1977 Race Chairman, Judy Hodges Pobanz of Moline, Illinois. The winners are:



Powder Puff Derby has kept the airways hot between here and Dallas. **Barbara Ringold** and **Inis Kennon** flew the final test of the contest on May 23, so it's ready for approval of the race board.

**Air Show Hostesses**

For the second year the **Texas Dogwood Chapter** was invited to act as hostesses at the Mineola, Texas Air Show, which was held on May 15.

**SOUTHEAST**

**SOUTHEAST SECTION CHAPTERS  
HELP WITH ANGEL DERBY**

Short on sleep, long on enjoyment, ten **Memphis 99s** and two **49½ers** winged to Greenville to help **Mississippi** and **New Orleans** Chapters with Angel Derby timing, greeting, and **RON** duties. **Pat Collins**, **Janice New**, **Mary Oliver**, **Gladys Estes**, **Chris Brown**, **Carolyn Sullivan**, **Virginia Proctor**, **Rosemary Williams**, **Fern & Chuch Mann**, **Bell & Posey Hedges** say

**THANKS MISSISSIPPI** for inviting us! Notwithstanding a leg cast, **Chris** stood nearly the whole day in the tower timing those beautiful birds. **Chris** injured her knee skiing earlier this year, then in playing tennis at **Montgomery** re-injured it, finally necessitating a cast to give it a rest.

**Florida Goldcoast** members **Ursula Davidson**, **Helen Mennitte**, and **Ruth Fleisher** were in **Freeport**, **The Bahamas** to help out with the **Angel Derby Terminus** while **Fran Sargent** and **Mary Ann Zdunczyk** helped out in **Ft. Lauderdale**.

Many members of the **Florida Gulf Stream Chapter** were involved in working on the 1977 **Angel Derby**. **Virginia Britt** was **Race Chairman**, and **Dottie Shaw** is **President** of the **A.W.I.A.R.** which runs the **Angel Derby**. At **Freeport**, **Mina Elschner** was head of **Hospitality and Registration**, and **Helen Krumholz** was an **NAA** representative and a member of the **Appeals Board**. **Ellie McCullough Odorico**



**Chief Timer Shirley Davis and Mimi Bond in Tower at Ft. Lauderdale Stop.**

was a **Race Judge**. In **Ft. Lauderdale**, **Marge Forood** was the **Stop Chairman**, and handled the publicity. **Ellie Reichenbach** was head of **Airport Operations** at the **Ft. Lauderdale Executive Airport**, in charge of reception and welcoming, and the parking and directing of the race planes. She was assisted by her **49½er** **Rickey Reichenbach**, and **Dick Sanders**. **Genie Merrell** handled the transportation of the racers to and from the hotel, and **Shirley Davis**, **Mimi Bond**, and **Peggy Brown** were the **Timers** in the tower.

**SOUTHWEST**

**AMPAR  
(All Men's Palomar Air Race)  
October 1, 1977**

A **Round Robin 400-500 mile** event sponsored by the **Palomar 99s**. Entry deadline is **September 10th**, with impound on **September 30**. Race kits available from: **AMPAR**, c/o **Flight Trails**, **2386 Palomar Airport Rd.**, **Carlsbad, CA 92008**. **(714) 729-5795**.

**Napa Valley Fly-In**

A tour of the wineries was the reward for the **18 San Gabriel Valley** members who joined the fly-in to **Napa Valley**. You'll get a chance to visit the wineries, too, if you come early to **SFO** this summer and sign up for the tour.

**Sacramento Valley Chapter on the go.**

**SVC** had an overnight at **Trinity Center** and a visit to the **Hillsboro Decorator House**. They also attended the **Worm Races**. (Did you have an entry, or did you just cheer for **Bay Cities**?) The annual fly-in luncheon at the **Nut Tree** for the **Sacramento Valley** and **Greater Seattle** chapters also attracted many **99s** from the **San Francisco Bay area**.

Flying your own plane to **SFO** this summer? Put the **Nut Tree** down as a great place to include in your itinerary if you can fit it in. Only a short hop from **San Francisco**, it would be a great place to stop for lunch on your way to convention or on the way home. The food is great, the gift shop contains many aviation treasures, and the landing strip is fine, too.

	PROFICIENCY	PLANE	SCORE
Rookie Pilot:	Bruce Montigny	PA-28-140	99.7906
First Place:	Bruce Montigny, Pilot Fort Wayne, Indiana Laura Goldsberry, Co-Pilot Fort Wayne, Indiana	PA-28-140	99.7906
2nd Place:	Philip W. Reames, Pilot Bobbie Norwood, Co-Pilot Long Beach, California	Cessna 310	99.67542
3rd Place:	Vi Blowers, Pilot Dayton, Ohio - All-Ohio Chapter 99s Marcia Greenham, Co-Pilot Middletown, Ohio - All-Ohio Chapter 99s	PA-28-140	99.44040
4th Place:	Scotty Harmon, Pilot Michigan City, IN - Chicago Area Chapter 99s R.E. Rush, Co-Pilot - Michigan City, IN	PA-28-180R	99.37931
8th Place: 8th Year	Joyce Odom, Pilot Mickey Odom, Co-Pilot Detroit, Michigan - Greater Detroit Chapter 99s	PA-32R	99.00748
	SPEED CATEGORY	PLANE	SCORE
Rookie Pilot:	Warren Hecksel Royal Oak, Michigan	Mooney M20C	+ 16.98881
First Place:	Margaret Ringenberg, Pilot Grabill, IN - Indiana Chapter 99s Larry Thrush, Co-Pilot Grabill, IN	PA-28-151	+ 19.53821
2nd Place:	Gail Lapook, Pilot Chicago, IL - Chicago Area Chapter 99s Diane Cozzi, Co-Pilot Burbank, IL - Chicago Area Chapter 99s	Cessna 177	+ 18.97229
3rd Place:	Judith Suit, Pilot Rockford, IL - Chicago Area Chapter 99s Keith Hazzard, Co-Pilot Rockford, IL	Grumman Tiger	+ 18.74097
4th Place:	Field Morey, Pilot Caroline Morey, Co-Pilot Madison, Wisconsin	Cessna 310F	+ 17.56395
8th Place: 8th Year	Gary Lapook, Pilot Katryn Urbaszewski, Co-Pilot Chicago, IL	Cessna 150	+ 6.88997

Much work by many persons go into the making of a successful race. Thanks go out to each and everyone, especially the three Chapters of **99s** that sponsor this event each year, **Chicago Area**, **Quad City**, and **Central Illinois**. Their greatest gratification is found in the knowledge that they have contributed to a worthwhile, educational, fun-filled event in the world of aviation.

Happiness is — meeting old friends, and making new friends at the **Illini-Nines Air Derby**.



# Section Meetings

## SOUTHEAST

### Welcomes new chapter

by Judy Hall

The SOUTHEAST SECTION of the Ninety-Nines met April 22 - 24, 1977 at Montgomery, Alabama with the Alabama Chapter as hostess. Those arriving on Friday enjoyed dinner together at the Lamp-lighter Dinner Theatre that night.

We were honored to have **President Lois Feigenbaum** attending, as well as our own **Janet Green**, International Secretary, and board member, **Esme Williams**.

Following a well-run business meeting presided over by **Governor Virginia Proctor**, we were treated to a lovely salad luncheon and a fashion show with Ninety-Nine models.



**President Lois presents Panhandle Charter to members Joyce Fester, Fran Biele, and Chairman Carolyn Fisher.**

At the Saturday night banquet, **President Lois Feigenbaum** presented to the FLORIDA PANHANDLE CHAPTER their new charter. **Chairman Carolyn Fisher** accepted for the chapter, which is a break-off from the **Deep South Chapter**, while members **Fran Biele** and **Joyce Fester** looked on. Other charter members of the chapter, **Billie Hilton**, **June Wiggins**, and **Betty McNabb**, were unable to attend.

Featured speaker for the banquet was **Dr. Mary Helen Johnston**, Astronautical Engineer.

## NORTH CENTRAL

### Red Carpet Treatment

by Charlene Falkenberg

If you have never had the red carpet rolled out for you, you missed a great chance if you weren't at the North Central Spring Section Meeting. The Bluegrass Kentucky 99s outdid themselves. They literally laid down a beautiful red carpet as you stepped out of the plane and you were immediately presented with a beautiful red rose. No way could you lift a single piece of luggage. Forty-nine-and-a-halfers and others were surrounding you offering their

muscles. After a delightful ride through the beautiful Lexington countryside you arrived at the homey looking, hospitality abounding Campbell Inn.

The Bluegrass 99s Hospitality Room was open for socializing and selling of wares throughout the weekend except for business sessions.

Six o'clock sharp found us boarding a double decker bus owned by **Ginger Marshall's** 49½er and getting a grand view of Lexington on our way to the Red Mile Track where we enjoyed the ten harness races presented during the evening. The sixth race was dedicated to the 99s.

Early Saturday morning we enjoyed a Continental Breakfast and then loaded the buses for a tour of the beautiful and interesting Spendthrift and Castleton Horse Farms. Many facts were learned concerning the breeding and raising of race horses. We also were introduced to many famous stallions that are used only for breeding as their racing days are over.

Luncheon was at the magnificent Spindletop Mansion, a home patterned almost identically after the White House.

Following our return to Campbell House we attended roundtable committee meetings. These were instigated several years ago and have become very popular. Every chair in the room was filled. Many ideas, events, questions, suggestions, and comments are shared among the group.

An especially interesting table was headed by **Barbara Jennings**, Chairman of our Section Project and Airlift (Pennies-a-Pound), with proceeds going to the Womens Museum to be erected in Dayton, Ohio. It is hoped that every chapter in the section will participate by holding an Airlift in their community on the last Saturday in October.

The general business meeting was called to order by **Governor Lois Kennard** promptly at 2:00 p.m. and was very well attended.

We were honored to have our **International Secretary, Janet Green** and husband, **Don**, visit the North Central Section Meeting. **Janet**, along with **Charlene Falkenberg**, **International Board Member**, reported to the business meeting from headquarters. They gave us information on Air-marking, Air Age Education, a new GAMA TakeOff Program, foreign member dues, professional international convention coordinator, a 99 Yearbook, Accident Prevention Specialist Program, Rebate to Sections and Nominations for new Board Members.

Reports were heard from the various chapters. Once again we were all very proud to be in this group.

During dinner, we were thrilled to see a film, "Salute to Amelia" narrated by

**Lowell Thomas**, loaned to the **Kentucky Bluegrass Chapter** by the Hall of Fame. The film contained the last recorded words of **Amelia Earhart**.

Our after-dinner speaker was **Patricia Malone**, Training Instructor, Delta Airlines, Atlanta, Georgia. She spoke on "Today's Airline Pilot - Fact or Fiction?". She kept us in stitches with her witty remarks, while at the same time giving us some very pertinent and interesting information.

A sincere thank you goes to all members, 49½ers, and friends of the **Blue Grass Chapter**, who contributed so much to make our visit unforgettable. Especially thanks for the perfect weather from start to finish.

## MIDDLE EAST

### The topic if flying . . .

The weather was beautiful VFR, so a great number took to the skies and arrived in Norfolk, Virginia the weekend of April 30-May 1 for the Middle East Sectional. A considerable number of 49½ers and soon-to-be 49½ers also took the opportunity to attend the meeting.

The Azalea Festival was going on in Norfolk that weekend, so early Saturday arrivals saw a beautiful parade and late departures on Sunday saw an air show which included the Navy's Blue Angels.

**Adelaide Tinker**, **Middle East Governor** called the afternoon business meeting to order precisely on time. A few moments of silence were observed in honor of four deceased Ninety-Nines from the Washington, D.C. Chapter, following memorial presentations on each 99 by a close friend.

The presentations by each Chapter Chairman and Committee Reports provided new ideas and proved once again that "99s Are On The Move".

Evening festivities included a social hour followed by a banquet and speaker. **Joseph W. Stickle**, Assistant Chief of Flight Research Division, NASA, Langley, Virginia talked on General Aviation Research Activities. The presentation was informative and interesting with slides accompanying the talk.

**Ada Barrett** provided delightful entertainment with the initiation of the 49½ers. The fellows gussied up in gorgeous attire and paraded through the room. With their bonnets, skirts and frills they presented a delightful sight. Of course the pledge was repeated, but it was noted that some had their fingers crossed at that point in the pledge where each was promising to provide his 99 with a decent and airworthy aircraft. The fellows were all of good humor and each gave Ada a big kiss on the way out after the ceremony.



# MEETINGS

## MIDDLE EAST

### Hampton Roads Chapter Help EAA Wives

Norfolk area EAA chapter has enlisted the help of **Hampton Roads Chapter 99s** in getting their wives interested in aviation. The two groups met jointly in June with 99 members presenting talks on the 99s organization and the search for Amelia Earhart.

## NEW YORK — NEW JERSEY

### 99s Visit Common IFR Room at Kennedy

The **Long Island 99s** visited the Common IFR Room at Kennedy Airport in May. We were given a complete tour by Roger Stebbins and Harvey Skolnick of the FAA. Thunderstorms moved through the area as we watched and listened to the controllers directing traffic in the New York TCA. A very exciting and informative evening.

## NORTH CENTRAL

### Indiana Dunes Chapter Holds Dinner to Commemorate 50th Anniversary of Lindbergh's Flight

The **Indiana Dunes Chapter** celebrated the 50th Anniversary of Lindbergh's transatlantic flight on Friday night, May 20, 1977, at Yesteryear Restaurant situated on the banks of the Kankakee River. Forty members, husbands and friends, flew or drove from points in northern Indiana and Illinois.

The Lindbergh Commemorative Dinner Committee, comprised of **Lee Zeller, Judy Snipes, and Donna Hruska**, all of Kankakee, had an entertaining, educational event planned for us. During dinner in the beautiful mansion designed by Frank Lloyd Wright, questions regarding Lindbergh's flight were asked of the audience. Interesting and useful prizes were awarded for the correct answers. A replica of Lindbergh's plane had been built by 49½'er, Tom Zeller, and also a large map showing the route of the flight was on display. The tables were decorated with blue and white carnations.

It was a sparkling evening, and topping it all was the cooperation of the weather man who looked on us favorably by providing a beautiful night for flying.

### Changes announced for North Central Fall Sectional

The North Central Fall Sectional Meeting to be hosted by the **Lake Erie Chapter** on

September 23-24 has had a change in plans. Originally it was to be held in downtown Cleveland, but is now scheduled for the eastern suburbs. Planes will be landing at Cuyahoga County Airport and hotel reservations are at the Holiday Inn-Northfield on the edge of Randall Mall, the newest and largest shopping center in Ohio. Interstate Route 271 is just a block away, as is famous Randall Race Track. Should be lots of fun for all. An open invitation is out to all who wish to join in the festivities. For details, contact **Rosemarie Mintz**, 5 River Stone Drive, Chagrin Falls, Ohio 44022.

### Minnesota Fly-Outs Include Surprise Flying Event

Each of our fly-out meetings includes a surprise flying event. For instance, the meeting this month was in New Ulm and a prize was given to the person who had flown the greatest distance to attend. In April the prize was for the pilot arriving closest to her ETA. No one knows the event in advance except the Chairman.

## NORTHWEST

### Columbia Cascade Spouses Honored at Dinner

Under the leadership of **Mary Wohlge-muth**, with the assistance of **Pegge Blinco**, the gals of the **Columbia Cascade Chapter** honored their spouses at the first annual 49½'er Banquet. It was a rollicking evening with the 99s buying the dinners, the cocktails, prizes and awards for their men to thank them for the many times that they are called upon during the year for assistance, which they contribute gladly.

## SOUTH CENTRAL

### Golden Triangle 99s Try Out 727 Simulator

We had a brief meeting this month and hurried to American Airlines Training Facility where, thanks to arrangements made by **Dottie Carmichael**, we were treated to a flight in a 727 simulator. This was a great experience but I think all of us agree that the Flight Engineer's panel looked more foreboding than the cockpit.

### 99s Share Slides of India Trip

**Houston's** May meeting was held at **Sue Thweatt's** in Seabrook, Texas. The highlight of the meeting was slides of India narrated by **Adelle Baker** and **Betty Fritts**.

Chairman **Eulalia Nichols'** birthday was celebrated with cake and ice cream.

### Kansans try Soaring

May found members of the **Kansas Chapter** soaring as they took demonstration flights at the glider port in Wichita at the May meeting. Two Kansas 99s already hold glider ratings.

At another recent meeting, eight planes filled with **Kansas 99s** flew to Olathe, Kansas to tour Kansas City Center.

## WWII Memories

The **Oklahoma Chapter** meeting in Enid brought back a lot of WWII memories for **Dottie Young** and **Nema Masonhall**. In addition to touring the Great Lakes Aircraft Company, some of us had the second chance to see **Doug Champlin's "War Birds"** — two Corsairs in their war paint, a Hellcat, a Wildcat, an AT-6, a ME-108, a Spitfire Trainer and an experimental 60' wing-span glider that can take-off by itself, if necessary, by means of a small jet engine.

### Welcome Mat out for 99s at Brooks Air Force Base

The **San Antonio Chapter** had a brief meeting at a local restaurant and then the meeting was adjourned to Brooks AFB, Texas for a tour of the Brooks Aerospace Medical Center.



**San Antonio Chapter** had a nice surprise upon entering Brooks AFB for their tour.

**Tulsa Chapter** has been busy organizing for next year. They have decided to print a monthly newsletter, to be written by **Virginia York** and **Nedra Foster**. New chapter officers will be **Ginger Thompson**, Chm.; **Earlene Biles**, V-C; **Nedra Foster**, Sec.; and **Sue McBride**, Treas.

*Continued on page 32*



## Meetings continued

### SOUTHEAST

#### Goldcoast 99s meet at FSS

An interesting May meeting was held at the MIA FSS with a briefing and movie presented by FSS specialist and chapter member **Mary Ann Zdunczyk**. Election of new chapter officers was held and plans for a Florida group to attend SFO Convention were discussed.

#### New Panhandle Chapter has First Meeting

The first program of the new **Panhandle Chapter** was a safety program presented by **Betty McNabb** and based on Coast Guard Auxiliary tips for survival in ditching situations. Hand-outs on survival equipment and how to use it were sent to the chapter by Captain Felix Famularo, Division 4, USCGA, New Orleans.

#### Kitty Hawk 99s Visit Ag Strip by Lorrie Tunnell

The May meeting of the **Kitty Hawk 99s** took them to Craft's Airport in Farmville, North Carolina and was hosted by Mr. Jim Craft, a long time and devoted pilot as witnessed by the 182 Cessna parked under the "carport?" a few steps from his back door. A few steps further and Mr. Craft's air strip appeared. It was there that the 99s were treated to an agricultural spraying demonstration by one of that daring and proficient breed known here in farming land as an "ag-pilot", while Mr. Craft answered questions on the ground.

Prior to all the flying action, Mr. Craft filled his motor home to capacity with 99s and 49½ers, carrying them in air-conditioned comfort on this sweltering North Carolina day to tour the Mandarin House, an oriental antique shop which was most unique. Afterwards, everyone found equally unique eating pleasure at a recently renovated old home turned restaurant — the Colonial Inn.

#### Barbeque Benefits Muscular Dystrophy

**North Georgia 99s** held a benefit barbeque for Muscular Dystrophy May 14, at the Newnan/Coweta County Airport in Newnan, GA. This barbeque was held in conjunction with the International Aerobatic Club competition meet held in Newnan.

### SOUTHWEST

#### S2 Tanker Viewed by SVC

**Sacramento Valley Chapter** was treated to a walk in and through the S2 Air Tanker used by the California Department of Forestry for their air operations and fire fighting program. An informative talk on their operations was given by Air Operations Director, Cotton Mather.

Ernest Neumann, Chief Pilot for the Pomona Police Department, provided an interesting program for the **San Gabriel Valley** May meeting.

## NEW HORIZONS

*With sorrow we note the passing of three of our Washington, DC 99s...*

**Gladys Wise** died March 3 at her home in Centreville, VA after a heart attack. An active member of the **Washington, DC** chapter, she served as the Chairman from 1974-1976.

Professionally, Gladys was associate chief of the Air Force public information division at the Pentagon. She was a confidant of past secretaries of the Air Force and well known in journalistic circles from her 17 years in the Air Force information office. She started there in 1960 as a secretary and rose to become the highest ranking woman information officer in the Air Force.

A native of Bronson, Texas, Mrs. Wise first came to the Air Force in 1950, when she worked in the Air Attache office at the Pentagon. Her enthusiasm for flying grew to the point that she decided to try it herself and earned a commercial pilot license.

Besides answering questions from other writers about the Air Force, Mrs. Wise wrote numerous articles for aeronautical magazines and journals. One of her last articles appeared in **Flying** magazine.

Gladys Wise was interred in Arlington National Cemetery following a brief graveside service which included a fly-over in Gladys' Arrow piloted by Bea Wilder and Velta Benn.

**Dorothy A. Tuller** of Herndon, Virginia, died March 5 when her single engine plane crashed near the New London Airport, Forest, VA. Active in the Civil Air Patrol, she was an educational specialist and former commander of the Herndon CAP squadron.

Joining the CAP at age 15 she learned to fly, became a ham radio operator and then worked for Overseas National Airlines. Completing her B.S. and M.Ed. degrees at Boston University, she worked as a reading specialist in New York City, California and Massachusetts school systems following her marriage in 1961.

In 1972 she toured the United States as the Military Wife-of-the-Year. In 1973 she won an International Amelia Earhart Scholarship from the 99s. She was the tenth woman to be selected for the National Search and Rescue School at Governor's Island, New York, and she formed the Herndon, VA CAP squadron in 1973 and served as its commander through 1976.

As a qualified flight instructor, she was able to fly 18 different types of aircraft and participated actively in CAP Search and Rescue activities. In 1976 she accompanied six CAP girls to France on a

22 day tour as part of a worldwide exchange program. Last September she started the first career aviation course for the Herndon High School.

**Katharine C. Miller** died Tuesday, February 8, 1977. She was the **Washington, D.C.** Chapter Chairman and had been active in the 99s for many years, in California and other areas she had lived in her transit life.

She was an artist with recognized talent in the art community and had studied under several of the great masters of this era. Her beautiful and life-like portraits attested graphically to her capability and talent.

She was also a skilled pilot and had planned to fly the Powder Puff Derby on the Commemorative Flight this year. As a world traveler with her husband Erick, whose job took him to remote corners, she could capture the listener with commentary on places most of us will never see and possibly never hear about. Socially she was known from the most elite circles to the most ordinary as a gracious and loving person. She always reflected genuine interest in those she met in addition to being an example to many in patience and just plain old fashioned loving and caring. She once remarked, "If you love someone, tell them - at least once a day".

Katharine was the mother of three grown sons, Rex, Richard and Scott Riley and the grandmother of Anna Riley. Her death was accidental and sudden at her home and it has been very hard for her friends and family to accept the realization that Katharine is no longer present to give her usual encouragement, compliments and support.

#### Women at the Controls

Almost 32,000 pilots work for the 24 scheduled airlines certified by the C.A.B. About 20 female pilots, ranging in age from 24 - 36 are included in this number. Most fly as second officers on Boeing 727, 737 and DC-8 jets, while some are first officers on F-27, YS-11 and Convair 580 propjets. Colorado 99 Emily Howell-Warner, who was hired by Frontier in January of 1973, has attained the rank of Captain.

## NOTAM

Please send clippings, brochures, etc., on Safety Seminars, Educational projects to Headquarters for our permanent files.

**Amelia Earhart**  
disappeared 40 years ago  
this month  
in July of 1937





# Gone Flying

A Travelogue  
of Ninety-Nine  
Trips and Flying Fun

## EAST AFRICAN

Members of the East African Section are on the move. **Barbara McLellan** is off to England, Italy and France. **Veronica Scott Mason** and **Sheila Laws Bell** are just back from England.

## MIDDLE EAST

**Mary Galbraith**, Central Pennsylvania Chapter, and 49½er **Bob** recently flew their Navion to New Jersey. **Naomi Stahlnecker** is off on a hunter's dream vacation. Madrid and then to Nairobi, Kenya for a three week Lion Hunt Safari.

## NORTH CENTRAL

The Greater Kansas City Chapter is proud of the fact that 25% of their members are flying the Powder Puff this year, some of those being **Loretta Jones**, **Helen Hamilton**, **Earlene Lowe**, **Bobbie Huke**, **Marilyn Dickson**, **Vee St. John**, **Francis Dunfield**, **Joanne Maple** and **Mary Ann Hamilton**.

**Lake Erie Chapter** members love to race, and have placed well much of the time. At the top of the list this year is **Bernice Barris** and her daughter-in-law, **Angela**, who came in 8th in the Angel Derby despite losing their electrical system over the water. They "eye-balled" it and came out just a little south of the course, but with Freeport well in sight. Members **Margaret Wellington** and **Joan McIntyre** also started out in the Angel Derby but were grounded by weather, as were almost half of the entries.

The Allegheny Air Derby held this spring found **Helen Keidel** and her co-pilot **Larry Rohl** taking third place. **Pat Clark** and **Lynne Sellers** are entered in the PPD Commemorative event this summer.

**Michigan Chapter** members are crowding the skies. **June** and **Bill Pailthorpe** went to Phoenix with a side trip to Grand Canyon. A stop at Deming, NM was most pleasurable, thanks to the friendliness of 99 FBO, **Rene Hirth** of Chaparral Chapter. **Ruth** and **Joel Price** flew to Memphis, TN to pick up a 172. **Lynn** and **Carlton Cook** went to New Orleans and **Mary Anglin** and her favorite co-pilot, son **David**, flew a Cherokee 6 to Crossville, TN.

Many Minnesota members have been traveling throughout the Spring. The Bo-

lander and Orr families traveled to Yucatan. **Kathy Berg** and **Gerry Kretsch** went on a cross country through Minnesota, Iowa and Illinois. **Kathleen** and **Tom Berg** went to Washington, DC, where they visited the Smithsonian Air and Space Museum. **Kathleen** went to Nashville for the Grand Ole Opry. Many Minnesota members attended the Spring Sectional in Lexington, and all agreed that the marvelous weekend was enhanced even further when **Dorothy Bolander** won the daily double at the harness races!

Flexibility overcomes a lot of problems, as evidenced by the experience of Minnesota 99 **Clara Johansen**. After attending the Sectional, **Clara** and **Arnie** flew on to Knoxville, Tenn. where they met former neighbors and hiked to the top of Mt. Le Count in the Smoky Mt. National Park at Gatlinburg. Flying back to Minneapolis, they encountered thunderstorms so pitched their backpack tent next to N5279 at Terre Haute, Indiana and continued on in clear skies the next morning.

## NORTHWEST

**Alaska 99 Marion Zaegel** and 49½er **Bill** flew their Helio Courier to Nome, and the Brooks Range on a geology field trip. The long summer daylight hours were in full force as they landed at Kobuk on the Koyukuk River at 1:30 a.m. On the return trip they hit 50 mph headwinds flying thru Mt. McKinley Park, then a snowstorm at Summit, a dust storm from sand blowing off the rivers in the Susitna Valley and severe turbulence landing at International Airport in Anchorage.

## SOUTHEAST

Word comes from the Florida Goldcoast Chapter that **Rita Rio** participated in the 'Great Navigators Rally' sponsored by the Spaceport Chapter, as did **Alexis Montague** and beau **Hugh Andison**. **Ruth Phillips**, also of the Florida Gulf Stream Chapter flew the Rally with new pilot and prospective 99, **Jan Norris**.

**Ruth** and **Lewis Phillips**, owners of Lauderdale Aviation at Ft. Lauderdale International Airport, recently flew to Kansas to the Cessna Pilot Center School. Then **Ruth**, a Florida Gulf Stream member, flew a brand-new Cardinal RG (2.5 hours on it) back to FL.

**North Georgia** members **Carolyn** and **Winn Baker** went to Camden, SC and several other chapter members went to the Sectional in Montgomery.

## SOUTH CENTRAL

Along with several other flying friends, **Albuquerque Chapter's Claudia** and **Evert Beckner** winged their way to Puerto Valarta in April in Bonanzas.

**Golden Triangle's Penny** and **Don White** are off to Tokyo, Japan to visit old friends. Now that **Penny** has retired from teaching, she is delighted to be able to travel with her husband on his many trips.

**Houston 99 Timi Kramer** and 49½er **Paul** flew their Bonanza to Manzanillo, Mexico. Another **Houston 99, Mary Ann Basham** and her two children (ages 2 and 4) made their first long cross-country when they flew to Clarksville, Arkansas to visit her parents. **Eulalia Nichols**, **Delle Hightower** and 49½er **Gene** attended the TPFA fly-in at Bandera for a fun weekend at the Flying L Ranch.

The El Paso PPD stop should receive lots of news coverage this year from a reporter who really knows all the angles. **Betty Ligon**, reporter for the El Paso Herald Post will be a passenger in the plane flown by El Paso 99 **Sandra Stienmiller** and Lt. **Karen Lindberg**.

**Dorothy Duncan**, Texas Dogwood Chapter, and husband, **DeWitt** attended the T-34 pilots' fly-in convention in Horsehoe Bend, Arkansas in May.

**Tulsa's Jan Mauritson** just returned from a trip to Europe. **Johnnie K. Salyer** and 49½er **Bill**, their son, **Rick** and his wife **Sharon** vacationed to Costa del Sol, Spain on the Mediterranean Coast. They took a tour into the mountain area, Granada and down the coast across the Straits of Gibraltar to Tangier, Morocco.

## SOUTHWEST

**Reno's Hazel Hohn** and **Werner** attended the annual Aviation Space Writers Association Convention in San Francisco and met several 99s, including WASP **Eleanor Wagner**. **Eleanor** and **Hazel** were both WASPs but had never met until they were sitting near each other on the bus to Ames Research Center. **Hazel** says that **Duncan Campbell**, editor of the New Zealand's South Pacific Aviation Digest, told her he is most impressed with the 99s he has met at Aviation Space Writers Conventions. He finds them to be very dedicated and enthusiastic about aviation.



# 99 CLASSIFIED

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

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

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

## ARTICLES FOR SALE

**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.

## A HANDBOOK

...for CAREER PLANNING AND CHANGING. A Self-Help Guide for those who are making a change in their life. Send \$2.50 to Doris Buhr-Kilanski, 6550 Hannan Rd., Wayne, MI 48184 (1977).

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

## BUSINESS OPPORTUNITIES

### RELOCATING YOUR BUSINESS TO TULSA?

Industrial Site for Sale, 10 acres, East side of Riverside Airport, \$50,000. Johnnie K. Salyer, Broker. 1-918-437-4536.

## EMPLOYMENT

### WORLDWIDE AVIATION EMPLOYMENT

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

## New gift to Ninety-Nine Headquarters



## Salute to Lindbergh ... "The Flight"

As a fitting commemorative of Lindbergh's historic achievement, the International Aerospace Hall of Fame has issued a Golden Jubilee medallion tribute. The designs were created by aviation artist Charles Faust with Barbara Hyde sculpturing the models showing the classic view of Lindbergh with helmet and goggles around his neck and the "Spirit of St. Louis" in flight over Paris on the reverse.

A special matched set (one bronze, one silver) of these medallions bearing serial number 99 of the series of 300 to be produced has been presented as a gift to

the Ninety-Nines, Inc. by the IAHF Board of Directors. They will be on permanent display in our Headquarters building in OKC.

Proceeds from the sale of medallions provide funds for the IAHF to bring its Heritage Program to the youngsters of the world. Medallions range in price from \$4 - \$125 depending on size and metal content. Write International Aerospace/Hall of Fame, 1639 El Prado, Balboa Park, San Diego, CA 92101 for price lists and additional information.

## Bread and Butter Aviation

Virginia Gay Stephenson of the East African Section is now sales assistant for Air Kenya Ltd. the Beechcraft dealer at Wilson Airport, Nairobi.

Rita Rogers of First Canadian has recently become the FBO at Markham Airport, a field located east of Toronto International. Rita has found the airport to be a growing concern and is very happy about it. The Flying Club there offers a full range of flying training with eight instructors and Rita's been planning many improvements. Already, four new aircraft have arrived and two are on order; the inside of the Club has been re-done. Rita is certainly busy these days. She is also President of Polairs Aviation which offers instrument training at Toronto International Airport and of Lumar Corporation which is the official owner of Markham.

Northfield Aviation, a "Ma and Pa Operation", run by Long Island 99, Elaine Devino, and her husband Vinny, has just moved to the Brookhaven, LI Airport, where they are opening a brand new FBO. They have the Grumman American Flight Center, as well as the Grumman-American

and Rockwell Commander dealerships. Elaine and Vinny also manage a 90 member Flying Club, the Aerocats. All 99s and their friends are most welcome to stop in and visit — the coffee pot is always on!

Bonnie McSwain of All-Ohio Chapter is now instructing part-time at Haussermann Aviation - Port Columbus.

Michigan 99 Janelle Golden has been re-assigned to the White House in Washington, D.C. She is in the USAF.

Marcia Grismore of Minnesota Chapter is one of three corporate pilots employed by KSTP-TV to fly news crews around the upper Midwest using a Cessna Skymaster and a F27.

El Paso 99 Joyce Canavan flew her first multi-engine charter to Santa Fe, NM.

Kansas members are involved in the business end of aviation. Susan Horstman is the Chief Flight Instructor for Nelson Aviation, Salina, Kansas. She is also heading a six-week IFR ground school and flight school. Susan is also the Accident Prevention Counselor for her area. Marilyn Copeland and husband John have purchased Rawdon Field in Wichita. They have formed Copeland Aviation and have student pilot training programs and also are the dealers for Grumman.

Gerry Gardiner, Reno Area 99 is flying the "Fish Patrol" along the Truckee River in Nevada for the U.S. Fish and Wildlife Dept. She tracks cutthroat trout which have transmitters (man-made) to learn which fish is going where.



# 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.

Buy a 1977 Skylane II, Cardinal RG II, Stationair II or Centurion II equipped with Nav-Pac... and we'll give you the instrument instruction to go with it at no charge.

Imagine. You not only get the package savings of factory-installed Cessna Avionics, you also get the instrument instructor's time free. And you learn in your own airplane so you don't have to make a transition later on.


The Cessna Nav-Pac features Dual Nav/Coms with remote VOR/ILS indicator, plus a 400 Glide Slope and 400 Marker Beacon. All TSO'd. And it's all added to your Cessna II which already has a lot of standard equipment including TSO'd 300 Transponder and TSO'd 200A Autopilot with VOR/LOC track and intercept functions.

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

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



**Cessna**  
AIRCRAFT COMPANY / WICHITA, KANSAS

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



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



Dr. Sheldon Gold and Dr. Carroll Knauss

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

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

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

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

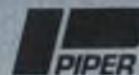
peace-of-mind factor of that second engine.

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

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

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

For information and a flight demonstration of the Piper Aztec F, see your Piper Dealer listed in the Yellow Pages, or write Piper Aircraft Corporation, Dept. NN7, Lock Haven, PA 17745.



Engineered for excellence,  
built for value.

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MORE AIRPLANE  
PER DOLLAR