

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

MARCH 1978



These gals are in the 99s history book.
Are you?
See center spread.

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VIEWPOINT

Safety Education Program: Response from the Chairman

June Hanson
1416 Trimble Rd.
Edgewood, Maryland 21040

Dear June;

Please let me respond to your letter in the last issue of 99 NEWS. I have read the letter several times and what you say certainly gives one a lot to think about.

You state that "much of the education-oriented projects were dropped from eligibility for safety-education points." I am enclosing copies of the old ES-100 form and this year's Year End Report Form; as you can see nothing has been eliminated. In fact several new categories have been added.

I agree with you that the Ninety-Nines need to make themselves known. I also think that some Safety Education Projects are a way to do this, but not the only way. This organization has a Public Relations Chairman, Air Age Education Chairman and Legislative Chairman all contributing to the solution of this problem.

Safety Education should be more than a vehicle to enhance our public image. It is a two-fold program: 1. activities that require entire chapter participation, and 2. activities that require a

personal commitment to safety. As you have stated, "pilots, being people, continue to do foolish things in spite of everything." Safety Education should be used primarily as a tool to minimize these "foolish things" not as a major public relations effort.

As to points and awards, I am not convinced that they are the answer to greater participation in Safety Education.

If my mail is any indication, so far no one has asked for Safety Education information just to amass points for a report. They are all genuinely interested in setting up Safety Education programs in their chapters for the good of their members and community.

Your concern for a separate Aviation Education Program versus a Safety Education Program is puzzling to me. I was under the impression that we do have a separate Air Age Education program (re 99 News, Nov. 77, page 8). Linda Hooker has been administering this program for several years, doing a great job. There are some overlapping of projects, as there should be. It doesn't really matter anyway. Who cares if it's SE or AAE as long as the members participate?

Your Chapter project of sending all 99 chapters copies of your talks and mini-course plans is sensational. Please include a copy for my files. Sharing is a big part of the Ninety-Nines, thank you for your thoughtfulness.

As International Safety Education Chairman, I am attempting to distribute as much information to as many chapters as possible. I feel that this is my primary duty - to get the information into the hands of the people that will use it. Only then can the Ninety-Nines expect reasonable participation in any Safety Education program.

Sincerely,
Barbara Goetz
Safety Education Committee Chairman

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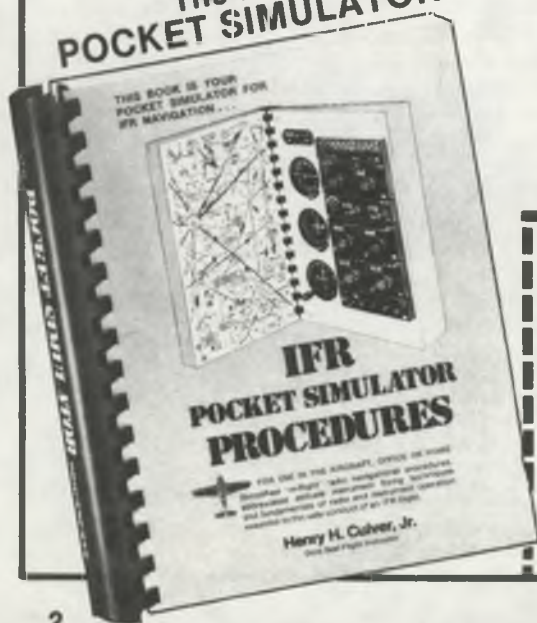
Please send me _____ copies of IFR Pocket Simulator Procedures at \$12.75 (incl. postage and handling).

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the 99 news

THE NINETY-NINES, INCORPORATED

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MARCH 1978

LOOKING UP WITH LOIS



The Ninety-Nines Anniversary Book will cover fifty years of memories and accomplishments. In the November Issue of the Ninety-Nine News (on page 17), our Past President, Betty McNabb, covered the subject so beautifully that there should be no need for any further discussion. However, to date our response, in the form of histories, photos, and orders, has been shockingly poor.

Judging by the reception and conversation, everyone seems most excited about this wonderful project to memorialize The Ninety-Nines and each Ninety-Nine. This can only be accomplished, though, through your efforts. The information that I receive is that this is the most talked about project that we have undertaken in years. Is it possible to do more than talk about it? **STOP THE PROCRASTINATION** and do something **NOW**. The deadline was February 1st, 1978. At this time, though, there wasn't enough response to publish the type of book that we would all be proud of. Either we do it right or we don't do it at all. We spoke to the publisher and got an extension of the deadline to April 1st. If we do not have enough response at that time, the project will be dropped. It would be a shame to drop the project at this point.

Gene Nora Jessen has been hard at work for many months researching and compiling the history of our organization. However, we need the help of each section, chapter and member. We need the following:

- Each section's history with photo or photos.
- Each chapter's history with photo or photos.
- Each member's history with photo.
- Individual orders for the book with accompanying check.

This would include the section, chapter, or member's order; gift orders for libraries; other organizations, or people interested in our history.

The size of our book depends on the number of orders and the response on the histories. With the number of members, chapters, and sections, plus gift orders, we projected printing a minimum of three thousand (3,000) books from prepaid orders. This is not an unrealistic projection, but we cannot start the project without a minimum of one thousand (1,000) paid orders. We plan to print only the number of books for which we have paid orders. If you do not order and pay for your Anniversary Book by April 1st, you will be disappointed, since we have no plans for a second printing.

Please carefully re-read Betty McNabb's article that I referred to. The time is **NOW**, you do not have tomorrow. As with so many things, for this project to succeed we need complete Unity and total Participation of our membership.

COMING NEXT MONTH

Interview with Shannon Lucid, one of six women recently selected for positions as Astronaut-Mission Specialist for the new space shuttle program.

Activities

Pat Mlady, Chairman

Spring is almost here again. That means we can get in our flying machines more often for some of that pleasurable type flying. Therefore, let's have a fly-in. Our hypothetical fly-in will be the one-day type.

The destination for the fly-in should be in a central location. By that I mean if you have a chapter, like my own Kansas Chapter, with members scattered over a wide geographical area, it's important not to make some of the members fly great distances to get to the fly-in site. You probably will have a better turnout if your fly-in can offer something more than a meal and a meeting. Most towns, large or small, have interesting things to do and see — sometimes you just have to search them out. Also, as you get into the planning of your fly-in, you may be amazed how much help you can get from local people.

As an example of what local townspeople will do, I must relay the story of one of the Kansas Chapter fly-ins. It shows just how much help you can sometimes get. A few years ago we had a joint meeting with the Greater Kansas City Chapter. We held it at Atchison, Kansas. We flew in about 10:00 a.m. one spring morning. We were met at the airport by members of the Atchison County Historical Society. Coffee and donuts were waiting for us. A representative of the local press was on hand to take pictures and write a story about our visit. The members of the Historical Society were, for the most part, senior citizens who were anxious to show us some of the local points of interest and who would act as our tour guides. We were driven by private automobiles to two different museums supported by the Historical Society, one of which had a large collection of Amelia Earhart memorabilia. They drove us to Amelia Earhart's home after our visit to the museums. We were then driven to a downtown restaurant where we had our lunch and business meeting. On the return trip to the airport, we were driven through the Forest of Friendship. It was an interesting, fun day which was greatly enhanced by the charming townspeople. They expected nothing from us for all these courtesies; however, we did make a contribution to their Historical Society before we left.

As with all things, good planning done well in advance will be the key to a successful fly-in.

Establish the fly-in destination after consideration of:

1. The airport and its facilities.
2. Fixed base operator. Be sure to check the facilities for tie-downs, fuel availability, etc. Advise the operator you will be there on a certain date. Also give him an idea of the approximate number of airplanes and people.
3. Check the food service. Decide whether you will eat at the airport or somewhere else.
4. Find out about the local attraction you plan to visit. If touring some kind of facility, make arrangements well in advance and confirm them a few days before your visit.
5. Be sure there is adequate ground transportation. Know in advance how you're going to get around — **DON'T LEAVE IT TO CHANCE.** The FBO may be able to offer advice in this regard.
6. Don't try to crowd too much into one day. If your fly-in destination has several points of interest, don't try to see them all in one day. You can always go back at some later date.

It's always better to check out everything in person. However, that isn't always possible. Perhaps you have a member living close to the town you will be visiting. If so, enlist her help. Perhaps you can let her make all the arrangements for you. (Membership involvement, you know.)

Get the information about the fly-in to your membership in sufficient time to allow them to plan their schedule. It's always wise to have a rain date or some alternate plan should the weather not be cooperative. If for some reason your fly-in plans are cancelled, let the people at your destination know. Don't leave them waiting at the airport. It only takes a phone call or two, but it will do wonders for your public relations image.

Fly-ins are always fun. I hope your chapter will be visiting lots of interesting places this year. By the way, be sure to let me know about some of those super places so that I can occasionally mention some of them in this column.

MISSING SFO CONVENTION PIX?

Please send a copy of your cancelled check, print order number (if you have such) or state amount of cash left to Ray DeAragon, P.O. Box 1248, Burlingame, CA 94010. Phone: 415/347-4152. Send another copy to Jeanne Abramson, 810 Lombardi Lane, Hillsborough, CA 94010, who will compile a list of disgruntled customers for follow-up by her legal eagle 49½'er. Hopefully, this will produce results which should have been forthcoming last October.

99 Calendar

MARCH

- 1 March 99 Renewals Due
Deadline-April Issue of
99 NEWS
By-Laws: Proposed
Revisions Due
- 16 Australian Section Meeting
Bendigo, Australia

APRIL

- 1 April 99 Renewals Due
Deadline-May issue 99 NEWS
Deadline-99 HISTORY BOOK
SHIRTS 'N' SKIRTS Race
Fullerton 99s
- 6-9 NATIONAL CONGRESS ON
AEROSPACE EDUCA-
TION, Dallas, TX
- 7-9 CFI Revalidation Clinic, Tulsa
99s, at Airport Sheraton Inn
5th Annual Jim Hicklin
Memorial Air Race,
Bullhead City, AZ
San Fernando Valley 99s
- 8 New England Section Meeting
Hartness House, Springfield,
VT. Northern N.E.-Hostess
- 7-16 Louisiana Air Tour
- 14-16 Eastern Canada Section
Meeting, London, Ontario
- 15-16 Middle East Section Meeting
Charleston, WV
- 21-23 South Central Section Meeting
Green Oaks Inn, Ft. Worth,
TX
Southeast Section Meeting
Dutch Inn, Disney World,
Orlando, FL
Southwest Section Meeting
La Jolla (CA) Village Inn
Palomar Chapter, Hostess
- 22 Western Canadian Section
Meeting
Saskatoon, Saskatchewan
- 28-30 North Central Section Meeting
Kalamazoo, Michigan
- 29 Greater Pittsburgh Chapter
Proficiency Race (RD-30th)

MAY

- 1 May 99 Renewals Due
Deadline-June issue of
99 NEWS
- 5, 6, 7 Tucson Annual Flying
Treasure Hunt
- 6 Fresno 400 Air Race
Open to both Men & Women
- 6-8 ANGEL DERBY
Dallas, TX-Freeport,
Bahamas
- 12, 13 NY-NJ Section Meeting
Holiday Inn, Kingston, NY
Hudson Valley Chapter,
Hostess
- 18-20 NIFA SAFECON
Murfreesboro, TN

- 19-20 Garden State 300
Cape May County Airport
- 26-28 ILLI-NINES Air Derby

JUNE

- 1 June 99 Renewals Due
Deadline-July/August issue of
99 NEWS
- 2, 3, 4 New England Air Race
300 Mile Proficiency
New England Section,
Sponsor
- 4 Poker Run
Alberta Chapter (RD-10th)
- 10 Mini-Derby, Hayward, CA
Golden West Chapter,
Sponsors
- 18 Indiana Dunes Poker Run
- 24-27 AIR RACE CLASSIC
Las Vegas-Destin/Ft.
Walton Beach, FL
- 24-26 Wis-Sky Run (Proficiency)
Wisconsin 99s

JULY

- 1 July 99 Renewals Due
Items for Sale due for 99
Catalog
No deadline for 99 NEWS
- 1-4 PPD Association,
San Antonio Hilton Del Rio
- 10-13 99 AEROSPACE EDUCA-
TION WORKSHOP
Norman, OK
- 15 Indiana Dunes First Annual
Air Meet
- 16 BUCKEYE AIR RALLY
All-Ohio Chapter (RD-17th)
- 21-23 DOUBLE CELEBRATION,
Atchison, KS. Honoring 15th
Anniversary of 99s Historic
Flyaway AND 5th Anniver-
sary of groundbreaking for
International Forest of
Friendship.

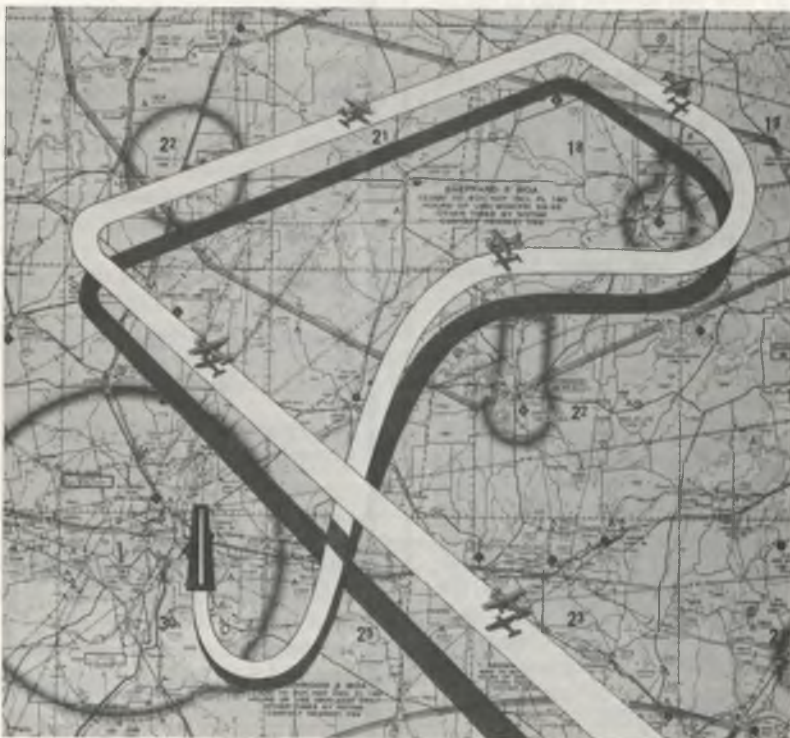
AUGUST

- 1 August 99 Renewals Due
Deadline-September issue
99 NEWS
- 16-21 INTERNATIONAL
CONVENTION
Canberra, Australia
- 29 Density Altitude Clinic
Wendover, Utah-Nevada-
Utah 99s

SEPTEMBER

- 1 September 99 Renewals Due
Deadline-October issue
99 NEWS
- 30-1 North Central Section Meeting
Minneapolis, MN
- Southwest Section Meeting
Apple Valley, CA
High Desert Chapter,
Hostess

All over North America, pilots are getting together for some friendly competition.



The Cessna Pilot Center Precision Flying Tournament.

Every pilot in North America is invited to participate. New pilots and everyone else, including the pro's flying left seat for the airlines. This is a fun-filled tournament where everyone will be a better pilot just for participating. And the new pilots will probably stand a better chance of winning than the high-timers who fly the big ones. Here's why:

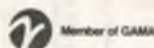
Contestants will compete in two primary areas: navigation and landing proficiencies. Your skills are tested in flight planning, chart reading, dead reckoning, weight and balance calculations, cross-country, power-on and power-off spot landings. All things the new pilot has just learned.

Local tournament winners compete in regional competition. Regional winners get cash prizes and a berth in the North American contest, all expenses paid. The winner of the North American Championship Tournament in Wichita gets a thousand bucks and the satisfaction of knowing they're the best.

Perhaps the biggest prize is making new acquaintances, establishing friendships that somehow seem to last a lifetime.

The cost of entry is \$25, covering the expense of navigation packets and contest materials. It's a small price to pay to participate in a flying tournament that will help make you a better pilot, win or not.

Interested? Sign up now at your local participating Cessna Pilot Center. Check the Yellow Pages, or write Cessna for a complete list of participating Centers.



AIRCRAFT COMPANY/WICHITA, KANSAS

Cessna Aircraft Co., Dept. N, P. O. Box 1521, Wichita, Kansas 67201 U.S.A.

Air Age Education Scholarship

By now you have all read in the 99 NEWS about the International Air Age Education Leadership Workshop at the Oklahoma Center for Continuing Education in Oklahoma City July 10-13th, 1978. It was your International Executive Board who made the decision to sponsor this project. They believe so strongly in the program that they also voted to award each and every Section a scholarship to help each send their Section Air Age Education Committee Chairman to this workshop. These scholarships will be awarded by the Sections. Any 99 may apply to her Section for consideration for her Section's scholarship. The attached application form sets forth the criteria established by the International Board which applicants must meet and agree to. Applications must be submitted to the Section Governor no later than April 1st, 1978. The scholarships will pay the \$75.00 registration fee plus round trip airfare (not to exceed \$300.00 total).

F.B.O. BOXES

will be available by April 1st. Production order was delayed until a substantial number of orders was received.

This is a joint project of the Ninety-Nines and the American Society of Aerospace Education. Every chapter should order at least one of these display boxes filled with Aerospace Education materials to demonstrate to local FBOs, etc. To order, send \$15 to:

American Society for Aerospace
Education
821 15th Street, N.W.
Washington, D.C. 20005

CLOSE-OUT PRICES

on 1st Edition of
99 AVIATION COLORING BOOKS

The Aviation coloring books, "Let's Go Flying" are now available to Ninety-Nines for only \$1 each while first edition copies are in stock. Bulk orders from Headquarters or order single copies from Jo McCarrell, RR #1, Box 477, Cove, AR 71937.

Scholarship Application Form

99s Air Age Education Leadership Workshop
July 10-13, 1978 University of Oklahoma, Norman, OK

Applicant must have been a member in good standing of the Ninety-Nines for the past two years (1976-1977). She must agree to serve as her Section's Air Age Education Committee Chairman for the next two years (1978-1979 & 1979-1980), and to conduct at least two Air Age Education Workshops at Section meetings (one per year) during her tenure as Air Age Education Committee Chairman. Written quarterly reports will be made to Governor & Int'l. AAE Committee. Complete application and forward to your Section Governor. Application must be received by April 1, 1978.

Name _____

Address _____

99 Member Since _____ Classification _____

Chapter _____ Occupation _____

Educational Background _____

Special Training/Courses _____

Service to Ninety-Nines, Chapter Level:
Committees: _____ Offices: _____

Service to Ninety-Nines, Section Level:
Committees: _____ Offices: _____

Service to Ninety-Nines, International Level:
Committees: _____ Offices: _____

Section Meetings Attended (Place & Year): _____

International Conventions Attended: _____

National Aerospace Education Congress Meetings Attended: _____

Membership in Aviation-Oriented, Education and Aerospace Education Organizations and Offices Held: _____

Specific Training and/or Experience Related to the Aerospace Education: _____

I desire to be considered for Section Air Age Education Committee Chairman and the Leadership Workshop Scholarship because _____

This application constitutes notification of my desire to be considered to serve as my Section's Air Age Education Committee Chairman, to receive the 99s Air Age Education Leadership Workshop Scholarship, and my agreement to the terms of the scholarship as stated on this application.

Signature of Applicant _____ Date _____

Send Original and 4 copies to your Section Governor.
Deadline April 1, 1978.

Air Age Education LEADERSHIP WORKSHOP

Workshop Outline

Monday, July 10th

- Optional tour of OKC Aeronautics Center
- Registration
- Buffet Dinner
- Group Discussion with Leaders—Wayne Matson, FAA Representative & others

Tuesday, July 11th

- Greetings
- Meeting the Communities Needs—panel
- Resources
- The Air Age Education Leaders Role
- Group Sessions—Elementary
- Film Festival (after dinner)

Wednesday, July 12th

- Group Sessions—Secondary
- Group Sessions—Adult/Community
- Careers

Thursday, July 13th

- Individual Plans of Action
- Group Formulation of 99s Air Age Education Program

Friday, July 14th

- Optional tour of OKC Aeronautics Center

Speakers & Programs Confirmed to Date:

- Helen Frizzel—Elementary Education
- Lorna Kringle—Elementary Education
- Ava Carmichael—Adult Education
- Careers
- Delta Dart
- Balloon Launch "Up, up & Away"
- What an Airport Means to the Community
- How to Utilize "Let's Go Flying"
- Mary Jo Oliver—Evaluation & Critique
- Ken Jordan—Jeppesen/Sanderson

*The above is only a very brief and tentative schedule which will be updated as programs and speakers are confirmed.

Here is the application we promised you in the December issue of the 99 NEWS. Since the workshop will be limited to 100 participants, please do not hesitate, get your registration in now. May 1st will be last day of registration. We will not be able to accept any more participants after that date because room count must be given to the Oklahoma Center for Continuing Education. A special packet of materials is ready and waiting for you to pick up when you register. Registration will be \$75.00. Your registration fee includes room and board, maid service daily, three meals, two coffee breaks, ALL materials, transportation to and from Will Rogers World Airport and use of University facilities (in and outdoor pools, tennis courts, etc.) Make checks payable to THE NINETY-NINES, INC. Send your registration form and fee to:

Carolyn Sullivan

4807 Childs Dr.

Memphis, Tenn. 38116

Remember, all expenses incurred in attending this workshop other than strictly social, are tax deductible. See adjoining column for a brief tentative outline of the activities planned.

Chapters, why not consider paying your Chapter Air Age Education Committee Chairman's registration and/or transportation to this workshop. The information, ideas, and especially the materials packet she will receive will be invaluable to the chapter.

Full refund of registration fee will be made until May 1st. After that date, \$60.00 will be refunded. There will be no refunds made after July 1st. Cancellations should be sent to Carolyn Sullivan if you find it necessary to cancel.

AIR AGE EDUCATION LEADERSHIP WORKSHOP REGISTRATION

Name _____

Address _____

Chapter _____ Section _____

99 Member Since _____

Present Offices/Committees Held _____

Past Offices/Committees Held _____

Educational Background _____

Occupation _____ Employer _____

I will be arriving on _____ at _____ AM/PM via private aircraft _____; commercial _____, flight # _____ carrier _____

_____; other _____

I will _____ will not _____ be attending the tour of the FAA Aeronautics Center on Monday _____ Friday _____

Enclosed is my check for \$75.00 for registration made payable to The Ninety-Nines, Inc.

Send to Carolyn Sullivan, 4807 Childs Dr., Memphis, TN 38116.

International Forest of Friendship



Fay Gillis Wells

Giant Step July 21-23, 1978

To celebrate:

1. The 15th anniversary of the Ninety-Nines' fabulous, first International Flyaway, honoring Amelia Earhart, on the issuance of her 8¢, commemorative, air-mail stamp, and the Coast Guard's rebuilding and reactivating her navigational beacon on Howland Island (July 24, 1963).

2. The 5th anniversary of the Ninety-Nines' second Flyaway, spotlighting the groundbreaking ceremonies for the International Forest of Friendship, and the 99s as "The Flying Emissaries of the Bicentennial", with the only non-commercial, international aviation program officially recognized by the American Revolutionary Bicentennial Administration (BINET No. 00154) (July 24, 1973).

3. The 2nd anniversary of the dedication of the International Forest of Friendship, made up of trees from the fifty states and territories and the thirty-three countries around the world where there are 99s, and Memory Lane, designated the First Recreational Trail in Kansas (July 24, 1976).

Most 99s have been involved in at least one of these far-flung celebrations. The late Vice President, Hubert Humphrey wrote about our International Tourist program in 1967, "Few groups better exemplify the spirit, the zest, the adventure of travel than the famed Ninety-Nines . . . their friendship-in-flying unites their skills and interests across space and time, over boundaries and barriers." (Remember the nationwide aerial photo contest,



Gertrude Lockwood, Alice Hammond, Nancy Tier and Betty Gillies at the Forest of Friendship, Atchison, Kansas.

the gathering of the 30 copies of each of the 50 State Governor's proclamations, the resulting "See the U.S.A." folios that, thanks to Pan American Airways and our incredible international Ninety-Nines, were presented to Presidents and Potentates around the world?).

So join in the fun and enjoy the famous Atchison Hospitality this July. This year, as in 1976, the reasonable, delightful, air-conditioned accommodations at Benedictine College will be available to the 99s. There also will be swimming, tennis and golf for the athletically inclined. A nostalgic rendezvous is planned for the night of July 21; on the 22nd, Paul and Winnie Allingham, as always will welcome the 99s to a private showing of their home, where A.E. was born; followed by a tour of Atchison's historic homes listed by the National Preservation Society. That night there will be a Gala opening of "Amelia and Her World", a special exhibit now being assembled by the Library of Congress in Washington. The morning of the 23rd there will be a colorful parade of the State flags at the International Forest of Friendship, the unveiling of the Moon tree and the salute to the more than fifty new Honorees in Memory Lane. (See the back cover of the Dec. '76 Ninety-Nine News for the original 42 honorees. For travel planning, the ceremony will be concluded by noon).

Legislative Information

Joan Kerwin

Two different items from two different publications, both relating to airports, aviation and discrimination:

The first (*Business Aviation*, May 16, 1977). "Federal Aviation Administration has extended the comment period on a proposal that would bar discrimination on projects funded through the Airport and Airway Development Act."

The second (*Airline Pilot*, December, 1977). "The New York-New Jersey Port of Authority says it has effectively reduced delays for commercial traffic at New York's three major airports - Kennedy, La Guardia and Newark - by charging extra for private pilots to land during the busiest times of day."

"General aviation operations have dipped 32% during the peak hours and 19% during all hours as a result of the surcharge," the Port Authority reports.

"The \$25 fee, imposed in addition (my emphasis, J.K.) to landing fees, is levied between 8 a.m. and 10 a.m. and 3 p.m. and 8 p.m., Monday through Friday."

Comment: If F.A.A. would deny A.D.A.P funds because of discrimination against project workers, then, by gum, where are they when it comes to discrimination against those providing those funds and the Administration's very "raison d'être"?

We, as private pilots pay into the Airport and Airway Trust Fund through Use tax on our aircraft, taxes (hidden) on aircraft tires and the ever lovin' 7 cents per gallon fuel tax. It is only reasonable to assume the huge New York-New Jersey Port Authority receives A.D.A.P funds. Although it is proper to discriminate by imposing a higher landing fee for heavier aircraft, and to require greater pilot proficiency in a high density terminal control area, the addition of a surcharge is blatant discrimination against the private pilot. The F.A.A. should certainly look into this before distributing any more A.D.A.P. funds to these airports.

To paraphrase Gertrude Stein: Discrimination is discrimination is discrimination is discrimination.

Airport and Airways Trust fund decreased in September for the second straight month. The fund dropped from \$3.4 BILLION in August to \$3.27 BILLION at the end of September.

WRITE ON

"The Wall Street Journal reported that complaining to congressmen about federal agencies results in a faster response than writing the agencies directly. Based on a survey of 22 agencies, it took them 15 to 49 days to reply to direct citizen complaints. Letters handled through congressional offices were answered 10 days faster."

(*Business Aviation* 10/10/77)

Safety Education

Barbara Goetz

As a special feature this month I would like to introduce an article written by Elizabeth Shattuck. Elizabeth is the Safety Education Chairman for the Orange County 99s and writes a monthly safety column for their newsletter. She has been a 99 since 1968 and is Commercial, ASMELS rated with 1000 hrs. Liz was Orange County's Pilot of the Year in 1975 and has worked and competed in many events. Her husband, also a pilot, is editor of Private Pilot and Aero Magazines where she is also employed. Heeeeeeere's Liz:

Safety on the Air

by Elizabeth Shattuck

I firmly believe we owe it to the safety of ourselves and our fellow pilots to use the radio whenever it is available, especially at uncontrolled airports.

We may be the only ones flying about and with no traffic anywhere near, but we always use the radio to announce our arrivals and departures from uncontrolled airports. After all, there may be somebody we missed in our visual scan, or maybe he missed us. Either way, the radio provides one more safety factor.

The Airmans Information Manual says: "Preparatory to landing at an airport without an operating control tower, pilots should contact the unicom for traffic advisories, wind, runway in use, and traffic flow information. CAUTION - All aircraft may not be communicating with the unicom."

Obviously, we don't have to use the radio at uncontrolled fields. No one is forcing us to do so, nor do the FAR's regulate its use.

But good procedure for safety-conscious pilots is to use the radio if it is installed in the plane. Our pet peeve is the pilot with \$20,000 worth of avionics in his fancy Whizbang single, who remains silent as a clam as he cuts through the pattern on a straight-in landing at Boondocks International.

Our motto is: If ya got it, use it! Or at least listen to it.

Our favorite old instructor, who had 25,000 hours and no bent planes to his credit, was greatly concerned with the safety habits of his students. He taught us to ask Unicom (if there is one) for an advisory when we were five miles out from the field, report entering downwind, and then again turning final. That way, anyone else in the pattern will know we're coming and have a chance to select a non-collision course.

Whenever we hear someone else report entering the pattern we're in, we do an extra neck swivel or two to spot him and keep him in sight.

In the last 15 years there have been a close calls in these uncontrolled patterns, but each time it's been with someone who's not had his avionics warmed up.

In casual conversation with some of our uncontrolled field friends, we've found that some of them admit to never using the radio and not even being interested in doing so. Yet, they wouldn't think of flying into one of the nearby tower-controlled fields without proper and frequent reports. Their lack of concern for their own safety, and that of others is downright puzzling.

We think that any pilot with a sense of responsibility should be concerned with safety in the air, and safety includes telling others where you are and what you're doing.

"All the talk I hear about avionics is pretty garbled, Cessna. Can you clear it up?"

We read you loud 'n clear.

You wouldn't be confused about avionics if you read the booklet we came out with last year. In plain language, it cleared up a lot of questions pilots have. Like which to choose from all the brands. Which equipment is needed to do what. Who should install it. And much more including clear-cut explanations of today's airspace system.

We gave away tens of thousands of these booklets. And we're also giving away this year's revised edition which includes new Cessna Avionics.

Whether you fly VFR or IFR, this booklet is must reading. It turns garbled into loud 'n clear.

"The Sky is not the limit. It's only the beginning with Cessna '78." For your free copy, see your Cessna Dealer. Or mail coupon below.



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

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FIRST DAY OF ISSUE

AMELIA EARHART MEMORIAL SCHOLARSHIP FUND Special Airmail and Commemorative Covers

Alice H. Hammond, Permanent Trustee

July 24, 1978 will be the fifteenth anniversary of the First Day of Issue of the Amelia Earhart 8¢ Airmail Commemorative Stamp at Atchison, Kansas, Amelia's birthdate and birthplace. On July 24, 1963, the Ninety-Nines started the distribution of an envelope, specially designed by our own Marian Anderson, for our First Day Cover for the Amelia Earhart stamp. These are given to contributors to the Amelia Earhart Memorial Scholarship Fund, in amounts as indicated below depending on the particular Cover.

By the end of 1977, more than \$21,000.00 had been added to the Trust Fund as a result of this project alone - to say nothing of the thousands of dollars in interest earned by this money!

These unique Commemorative Covers are available only through The Amelia Earhart Scholarship Trustees by making a tax deductible contribution to the Trust Fund. (The AE 8¢ Airmail stamp is now worth 55¢!)

DESCRIPTION OF COVER

	DONATION FOR EACH
FIRST DAY COVER , July 24, 1963, Atchison, KS	\$ 2.00
Tenth Anniversary Cover , 11¢ coil airmail July 24, 1973, Atchison, KS	2.00
<i>The following are FIRST DAY COVERS recancelled to commemorate Historical Events and Special Occasions, only 100 of each made.</i>	
FIRST DAY COVER autographed by Charter Members Betty Gillies, Viola Gentry, Blanche Noyes and Louise Thaden, who flew the covers out of Atchison on the first day of issue of the stamp.	10.00
Commemorating the Dedication of Mt. Amelia Earhart in Yosemite National Park July 2, 1966, with an additional 8¢ AE airmail stamp and the 1¢ Yosemite stamp.	10.00
Commemorating the 40th Anniversary of the First Flight from Honolulu to the Mainland by anyone - accomplished by Amelia. Postmarked Honolulu Jan. 11, 1975 and Oakland, CA Jan. 12, 1975	10.00
Commemorating the 45th Anniversary of Amelia's Solo Atlantic Flight , with the Lindbergh 50th Anniversary stamp added. Postmarked Atchison, KS May 21, 1977.	10.00
Commemorating the First Day of Issue of the Lindbergh Spirit of St. Louis stamp . Postmarked Roosevelt Field Station, NY May 20, 1977, the 50th anniversary of Lindbergh's solo New York to Paris flight. These are the only double first day of issue of both the Earhart and Lindbergh stamps.	10.00
Commemorating the Dedication of the International Forest of Friendship , Atchison, KS July 24, 1976. 500 of these were made and are available with either the Kansas 13¢ or the 50th Anniversary of Commercial Aviation stamp added.	5.00
Autographed by the two Finnish Ninety-Nines who flew them in their single engine plane to Helsinki from the Ninety-Nines convention in Puerto Rico in August, 1974.	5.00

To obtain any of the above items, send a check made out to "Amelia Earhart Memorial Scholarship Fund 99s" and a #10 size stamped and self addressed envelope to Alice H. Hammond, 15 Oakdale Drive, Millville, NJ 08332.

THE NINETY-NINE NEWS

International Convention of The Ninety-Nines Inc.

International
Organization
of Women Pilots



CANBERRA, AUSTRALIA AUGUST 16 to 20, 1978 VENUE

CANBERRA — Australia's federal capital, is located in the Australian Capital Territory, which is contained within the State of New South Wales.

This attractive city was designed by an American, Walter Burley Griffin. Lake Burley Griffin is the focal point of Canberra's scenic attractions. The Australian Parliament House faces the lake, with the National Library as its neighbour. Many other famous buildings share the shores. Art galleries abound. The official residence of the Governor General, representative of Queen Elizabeth II, is another international meeting place.

The international airport closest to Canberra is Sydney. It is less than an hour by jet between the two cities.

ACCOMMODATION

Lakeside International Inn is Canberra's newest and best appointed hotel. Whilst our old-time "swaggies" humped the bluey or Waltzed Matilda, you can do it in the comfort of Lakeside — en-suite bathrooms, telephones, television, room service, air-conditioning, refrigerators, swimming pool, beauty salons, restaurants and bars.

All meetings and business sessions will be held at the Lakeside Inn's convention hall.

HOST COUNTRY — AUSTRALIA

Really it is Australia which is your host. Australia offers you 3 million square miles of scenic entertainments from our tropical Barrier Reef off the coast of Queensland to the parched deserts of our Red Heart, snowfields of the Great Dividing Range hunched down our east coast, down to the historic and picturesque island state of Tasmania.

New Zealand offers two packed islands of superb sightseeing country — glaciers, mountain track walks, exceptional fishing, rugged coastline — plus huge oysters in Invercargill and a sulphurous mudpack or two in Geyser City, Rotorua.

CLIMATE

Canberra at this time of the year is in winter conditions. Temperatures range from 2°C—12°C. Visitors need to bring warm clothing.

THE FEELING OF COMFORT

Intercontinental Tours, with years of experience in the South Pacific and the Orient, join Qantas, Pan Am, Air New Zealand and Ansett Airlines, in presenting these outstanding tours. The combined travel experience of their professional staffs, is the traveler's guarantee of the finest in transportation.

The tours feature introductory sightseeing in each area, the finest in hotels and a generous portion of South Pacific hospitality from our agents "Down Under".

TOUR I

IT7QF11516

AUSTRALIA — NEW ZEALAND — FIJI

17 Days, 14 Nights

Friday, August 11th — Day 1 — SAN FRANCISCO / HONOLULU / SYDNEY

Depart San Francisco this evening aboard your QANTAS AIRWAYS Boeing 747 jet.

Saturday, August 12th — Day 2 — INTERNATIONAL DATE LINE
A day is "lost" crossing the International Date Line.

Sunday, August 13th — Day 3 — SYDNEY

Arrive in Sydney this morning where you will be met and transferred to your hotel, **The Hyatt Kingsgate**. This afternoon enjoy a motorcoach tour of the city.

Monday, August 14th — Day 4 — SYDNEY

Morning transfer to Circular Quay to join the "Captain Cook Cruise" of beautiful Sydney Harbour, viewing the famous Opera House overlooking the water at Bennelong Point. Cruise past historic Fort Denison, Bradley's Head and many of the bays and inlets of one of the world's most beautiful harbours.

Tuesday, August 15th — Day 5 — SYDNEY

Sleep late if you wish today. Day at leisure to shop or explore this fascinating city on your own.

Wednesday, August 16th — Day 6 — CANBERRA

Depart Sydney this morning on ANSETT AIRLINES to Canberra, Australia's capital city. Transfer to your hotel, **The Lakeside International**. Convention begins.

Thursday thru Saturday, August 17th thru 19th

Days 7 thru 9 — CANBERRA

ATTENDING INTERNATIONAL CONVENTION OF THE NINETY-NINES, INC.

Sunday, August 20th — Day 10 — MELBOURNE

Morning transfer to the airport and your ANSETT AIRLINES flight to Melbourne, the Garden City. Your hotel, **The Hilton**.

Monday, August 21st — Day 11 — MELBOURNE

Morning tour of Melbourne includes its many lovely parks and gardens. See the University of Melbourne, the commercial area of the city and visit Captain Cook's Cottage, reconstructed after being brought out from England, in the Fitzroy Gardens. Drive along the banks of the Yarra River, through the Royal Botanic Gardens, past the Shrine of Remembrance and see the gracious home and gardens of Toorak. Visit historic Como House before returning via the Yarra Boulevard and the magnificent Arts Center of Victoria. The afternoon is free for shopping in the many fine stores of Melbourne.

Tuesday, August 22nd — Day 12 — AUCKLAND

Jet to Auckland, New Zealand. Transfer on arrival to your hotel, **The Travelodge**. The balance of the day is free to do as your wish.

Wednesday, August 23rd — Day 13 — AUCKLAND

A morning tour of Auckland, New Zealand's largest city, takes you to the summit of Mt. Eden for a magnificent view. Continue to Ellerslie Race Track with its artistically laid out lawns and gardens, Tamaki Heights and Achilles Point. Evening free.

Thursday, August 24th — Day 14 — WAITANGI (Bay of Islands)
By air to the Bay of Islands, 257km north of Auckland. One of the most historically interesting parts of New Zealand. Launch cruise among some of the 149 islands of the Bay of Islands stopping at Otehei Bay, once the fishing base of the renowned American author, Zane Grey. **Waitangi Hotel**.

Friday, August 25th — Day 15 — WAITANGI/AUCKLAND/FIJI
By air to Auckland to connect to your flight to Nandi, Fiji Islands. Transfer to the **Regent of Fiji Hotel**.

Saturday, August 26th — Day 16 — NANDI

Today enjoy a cruise to Mana Island, which is Fijian for "Magic". Four hours ashore with a beautiful beach to enjoy. There's a day guest centre with changing facilities, bar and lounge.

Sunday, August 27th — Day 17 — SAN FRANCISCO

Very early this morning, board your QANTAS AIRWAYS Boeing 747 for the return journey to the United States. Enroute re-cross the International Date Line, regaining the "lost" day and arrive in San Francisco early Saturday evening.

TOUR COST

Land Cost, ½ Twin	\$699.00	GIT	\$1095.60
Single Supplement	\$275.00	ITX	\$1250.20

Airfares include \$3.00 Departure Tax.

EXTENSION TO GREAT BARRIER REEF AVAILABLE UPON REQUEST.

TOUR II

IT7QF11517

NEW ZEALAND — AUSTRALIA — FIJI

21 Days, 19 Nights

Sunday, August 6th — Day 1 — LOS ANGELES / AUCKLAND
Depart Los Angeles today aboard your Jumbo Jet.

Monday, August 7th — Day 2 — INTERNATIONAL DATE LINE
A day is "lost" crossing the International Date Line.

Tuesday, August 8th — Day 3 — AUCKLAND

Arrive in Auckland, a picturesque city situated on an isthmus and bounded by the Tasman Sea. Transfer to the **Travelodge**. Balance of the day at leisure.

Wednesday, August 9th — Day 4 — AUCKLAND

This morning you'll take a tour of New Zealand's largest city. From atop Mt. Eden a panoramic vista of the entire city can be seen including such spots as: Ellerslie Race Track, the gardens, and Achilles Point. Return to your hotel with the rest of the day free.

Thursday, August 10th — Day 5 — AUCKLAND / WAITOMO / ROTORUA

Leave Auckland, driving along the Waikato River, through the prosperous city of Hamilton to Waitomo. Board a boat down an underground river and into the fantastic Glow Worm Grotto, the roof of which is studded with the light of a million glow worms. Also visit the famous Waitomo Caves with their strangely shaped stalactites and stalagmites. Depart for Rotorua, your hotel is the D-B.

Friday, August 11th — Day 6 — ROTORUA

The wonders of skilled Maori artisans will be shown to you this morning on your tour of Whakarewarewa. Your Maori guides will tell you about their history and will show you the famous geysers and thermal springs.

Saturday, August 12th — Day 7 — ROTORUA / CHRISTCHURCH
Morning flight to Christchurch — often called "the most English city outside England." Transfer to the **White Heron Lodge**. Rest of the day at leisure.

Sunday, August 13th — Day 8 — CHRISTCHURCH

A morning city sightseeing tour of Christchurch. Among the highlights will be the 19th century Gothic Cathedral and Cathedral Square. This afternoon is at leisure.

Monday, August 14th — Day 9 — CHRISTCHURCH / MELBOURNE
Wave good-bye to New Zealand as you wing your way to Australia. Transfer to the luxurious **Melbourne Hilton**. Rest of the day at leisure.

Tuesday, August 15th — Day 10 — MELBOURNE

This morning, a coach tour of Melbourne includes its many parks and gardens. You'll also see the University of Melbourne, the commercial center, and Captain Cook's cottage. The afternoon is free for shopping in the many fine stores of Melbourne.



Wednesday, August 16th — Day 11 — MELBOURNE / CANBERRA
Transfer to the airport and your ANSETT AIRLINES flight to Canberra, Australia's Capital. Transfer to the Lakeside Hotel. Convention begins.

Thursday thru Saturday, August 17th thru August 19th

Day 12 thru Day 15 — CANBERRA

Re-establish old friendships and make new ones with your counterparts from the world over at the INTERNATIONAL CONVENTION of 99's.

Sunday, August 20th — Day 16 — CANBERRA/SYDNEY

Board your ANSETT AIRLINES jet this morning for Sydney. Transfer to the Hyatt Kingsgate Hotel. Located in the lively Kings Cross area of the city, the hotel is near many nightspots.



Monday, August 21st — Day 17 — SYDNEY / NANDI

This morning you'll board your motorcoach for a tour through Sydney. Among the sights you will see are the Opera House, Circular Quay, and the Rocks — Sydney's oldest settled area. Then cross the Sydney Harbour Bridge to the northern surfing beaches. In the afternoon your flight will take you to Nandi, in Fiji Islands. Regent of Fiji Hotel.

Tuesday, August 22nd — Day 18 — NANDI

This morning, board a specially outfitted 87 foot ship for a 2-hour cruise to Mana Island, where you'll spend 4 hours ashore enjoying the beautiful beach and have a real island feast. Don't forget to bring swimming gear!

Wednesday and Thursday, August 23rd and August 24th

Day 19 and Day 20 — NANDI

Free days to enjoy as you wish. You may want to go swimming or maybe shop in the many small shops in the city. HINT — Don't pay what is marked on the tag, it's more fun to dicker!

Friday, August 25th — Day 21 — NANDI / WEST COAST

Board your flight back to the U.S.A. You'll re-cross the International Date Line and regain the day you "lost".

TOUR COST

Land Cost, 1/2 Twin	\$745.00	GIT	\$1087.20
Single Supplement	\$299.00	ITX	\$1179.00

Airfares include \$3.00 Departure Tax.

EXTENSION TO GREAT BARRIER REEF AVAILABLE UPON REQUEST.

TOUR III IT7QF11518

Saturday, August 12th — Day 1 — SAN FRANCISCO / HONOLULU / SYDNEY

Depart San Francisco via QANTAS Jet for Australia.

Sunday, August 13th — Day 2 — INT'L DATE LINE

Cross the International Date Line enroute and "lose" this calendar day.

Monday, August 14th — Day 3 — MELBOURNE

Arrive in Melbourne and transfer to the Hilton Hotel.

Tuesday, August 15th — Day 4 — MELBOURNE

Morning city sightseeing tour. Afternoon at leisure.

Wednesday, August 16th — Day 5 — CANBERRA

ANSETT AIRLINE flight to Canberra to attend the International Convention of 99's. Lakeside International.

Thursday thru Saturday, August 17th thru August 19th

Day 6 thru Day 8 — CANBERRA
ATTENDING CONVENTION

Sunday, August 20th — Day 9 — CANBERRA / SYDNEY
ANSETT AIRLINES flight to Sydney where you will be transferred to the Hyatt Kingsgate Hotel.

Monday, August 21st — Day 10 — SYDNEY

This morning cruise on Sydney Harbour for an interesting perspective of the city and the Opera House.

Tuesday, August 22nd — Day 11 — SYDNEY / BALI

Morning city sightseeing. Evening transfer for flight to Bali. Transfer to the Bali Beach Inter-Continental.

Wednesday, August 23rd — Day 12 — BALI

Free day to sun and swim. Evening performance of the fantastic Monkey Dance (ketjak) by torchlight. In this symbolic dance, 100 Balinese men act out the rescue of a princess by monkey army.

Thursday, August 24th — Day 13 — BALI

At leisure in Bali.

Friday, August 25th — Day 14 — SINGAPORE

Fly to Singapore. All the cultures and costumes, colors and creeds of the East are combined in this tiny island nation. Holiday Inn.

Saturday, August 26th — Day 15 — SINGAPORE

City sightseeing includes Princess Elizabeth Walk, Haw Par Villa, The Gap, Jade House, Jubilee Park.

Sunday, August 27th — Day 16 — SINGAPORE

At leisure for shopping or sightseeing on your own.

Monday, August 28th — Day 17 — BANGKOK

By air to Bangkok. This ancient land of exquisite temples and cheerful people is easy to fall in love with. Your hotel Siam Inter-Continental.

Tuesday, August 29th — Day 18 — BANGKOK

Morning tour by launch along the Chao Phraya River and its ancient waterways, called klongs. Move lazily past colorful floating markets with picturesque scenes of native canal life. Visit Wat Arun (Temple of Dawn), and see the richly decorated Royal Barges.

Wednesday, August 30th — Day 19 — BANGKOK

A.M. visit to some of the unusual Buddhist temples... Wat Indra with its giant 108-foot Standing Buddha... Wat Trimit with its magnificent 5 1/2-ton gold Buddha.

Thursday, August 31st — Day 20 — HONG KONG

A 2 1/2-hour flight today from Bangkok — via Pan Am — brings you to Hong Kong. Hong Kong Hilton.

Friday, September 1st — Day 21 — HONG KONG

Exciting excursion by Junk. Wanchai waterfront and Suzie Wong Hotel, Kennedy Town, Old Chinese District.

Saturday, September 2nd — Day 22 — HONG KONG

Morning sightseeing tour. From the sampan city of water people at Aberdeen to the mansion-studded top of Victoria Peak where all Hong Kong is spread out beneath you. Plus Tiger Balm Gardens, Repulse Bay, etc.

Sunday, September 3rd — Day 23 — HONG KONG

Sightseeing tour of Kowloon and New Territories. Drive through Shanghai Street, visiting the refugee settlement and thriving industrial area. Drive to Kam Tin for a glimpse into Mainland China.

Monday, September 4th — Day 24 — HONG KONG

At leisure in Hong Kong.

Tuesday, September 5th — Day 25 — TOKYO

Depart by Pan Am for Tokyo. Tonight your hotel is the Tokyo Hilton.

Wednesday, September 6th — Day 26 — TOKYO

Morning sightseeing includes a breathtaking panoramic view of the city from Tokyo Tower. Also see the ultramodern Olympic Buildings. Afternoon and evening free.

Thursday, September 7th — Day 27 — TOKYO

Day at leisure in Tokyo.

Friday, September 8th — Day 28 — TOKYO / WEST COAST

Return to West Coast, via Pan Am Jet Clipper.

TOUR COST

Land Cost, 1/2 Twin	\$975.00	GIT	\$1312.40
Single Supplement	\$395.00	ITX	\$1523.40

Airfares include \$3.00 Departure Tax.

TOUR CONDITIONS

All tour prices are based on tariffs and currency exchange rates in effect on January 1, 1978 and are subject to change.

ITX FARES: 35 day Individual Inclusive Tour Basing Fare.

GIT FARES: The Group Inclusive Tour air fares used for these tours require a minimum of 10 persons to travel together on tour. If there are fewer than 10 persons booked on any departure the ITX fare will apply. All rates are subject to change without notice. Deposit of 25% of the air fare is required or, all tours using the GIT fare. Deposit is not refunded if cancellation is less than 21 days prior to departure for South Pacific tour. To qualify for Group Inclusive Tour (GIT) tariffs, reservations must be made at least 30 days before departure.

LAND TRANSPORTATION: As indicated in itineraries by first class or best available rail, luxury motorcoach and/or private automobile and local water transportation.

TRANSFERS: Included between airports, train stations, piers, hotels and vice versa by private automobile, motorcoach, taxi or motorlaunch.

HOTELS: Tour prices are based on two persons sharing room with twin beds and private bath or shower in hotel category chosen. The right is reserved to substitute hotels listed for others of a similar or better category at no extra cost to you.

SINGLE ROOMS: A limited number of single rooms are available; supplemental charge for them shown at bottom of tour rates list for each tour.

SIGHTSEEING: A complete program as indicated in your itinerary, is based on a seat in a private automobile or deluxe motorcoach (air-conditioned whenever possible) or local water transportation and as desirable in accordance with local conditions and the size of the group. Escort or English-speaking guides will be used. Admission fees and gratuities, where required, are also included.

SPECIAL FEATURES: All special entertainment outlined in various tours are included in the tour rate when they are mentioned in your itinerary.

TAXES AND GRATUITIES: All taxes and gratuities are included on group departures, so far as these are the same for all in the party and calculable in advance. Individuals, of course, pay for all strictly personal and exceptional services.

NOT INCLUDED: Cost of passports, visas, where required, vaccinations. Telephone calls, laundry and cleaning, mineral water, meals, and any other items of a strictly personal nature. U.S. International Transportation Tax of \$3 per person from U.S. gateway is applicable to all departures. A New Zealand departure tax of approximately \$2.00 must be paid by the passenger directly to the New Zealand authorities. Convention registration and fees not included.

BAGGAGE: Tour price includes handling of two pieces of luggage per person. However, we strongly recommend carrying one piece of luggage only. Suitcases should not exceed overall measurements of 29" x 20" x 10". We regret that garment bags and car sacks cannot be carried aboard. Jet economy class airline passengers have a free allowance of 44 lbs.; 66 lbs. for first class passengers. Plus a coat, camera and reading material. The Tour Operator, of course, is not responsible for loss of, or damage to passengers' belongings. Baggage insurance is available at nominal rates through your travel agent.

TRAVEL DOCUMENTS: Each U.S. citizen must have a valid passport, married couples (and their minor children) can travel on one passport. Passports must be applied for in person at the nearest Federal District Court or other authorized agency.

Visas are needed for Australia, Japan and Indonesia.

BOOKING AND PAYMENT: All confirmations are given on a provisional basis, subject to the receipt of a deposit in the amount of \$100 per person, within ten days of the booking being made. Final payment is due three months prior to departure.

CANCELLATIONS: Cancellations should be made in writing to the Tour Operator. Passengers who cancel their bookings more than 35 days prior to departure date will be charged a cancellation fee of \$25 per person, plus any costs incurred by the Tour Operator. Later cancellations will be refunded less 25% of tour price to cover costs. No refunds will be made for local sightseeing excursions not taken once tour has commenced.

DOMESTIC AIR FARE: From your home city to Departure City and return must be added to the international air fare.

REFUNDS: No refunds on unused services.

CHANGES: Changes in the itinerary (partial and complete) received within 30 days of departure will be subject to a service charge to the traveler of \$10 per change. Communication expenses, where required to effect the changes, are also charged to the traveler. When arrangements not provided for in the itinerary are made by the traveler with our representatives abroad, we cannot be responsible for agreements and/or contracts entered into by the traveler directly with them.

RESPONSIBILITY CLAUSE: Intercontinental Tours and/or its agents, act only as agents for the various companies over the lines of which tickets are available and these tours operate, and assumes no responsibility or liability in connection with the service of any train, vessel, carriage, aircraft, motor or other conveyance which may be used wholly or in part, in the performance of its duty to the passengers; neither will it be responsible for any act, error or omission, or for any injury, loss, accident, delay, or irregularity which may be occasioned by reason of any defect in any vehicle, or through neglect or default of any company or person engaged in conveying the passenger, or for any hotel proprietor, or hotel service, or for any other person engaged in carrying out the purpose for which tickets or coupons are issued. In the event it becomes necessary or advisable for the comfort or well being of the passengers, or for any reason whatsoever, to alter itinerary or arrangements, such alterations may be made without penalty to the operators. Additional expenses, if any, shall be borne by the passengers; conversely, refund will be made to the passengers if any saving is effected thereby. The right is reserved to withdraw any or all tours should conditions warrant, also to decline to accept or retain any passengers as members of the tour. In such instance full or equitable amount will be refunded. The airlines concerned are not to be held responsible for any act, omission or event during the time passengers are not on board their planes or conveyances. The passenger contract in use by the airlines concerned, when issued, shall constitute the sole contract between the airlines and the purchaser of these tours and/or passenger. Similar responsibility as noted above applies to all types of carriers. Fares, rates and schedules are in effect as of the time of printing and are subject to change without notice. These itineraries are especially prepared for international travel on services of Qantas in association with domestic carriers. However, the services of any IATA or non-IATA carrier may be used.

Effective Dates: July 1, 1977 through September 30, 1978.

REGISTRATION — DUE IMMEDIATELY

International Convention of
The Ninety-Nines, Inc.

Enclosed is my check for \$ _____ (\$100 per person) as deposit. I/(we) understand that final payment is due ninety (90) days prior to departure. Cancellations should be made in writing to the Tour Operator. Passengers who cancel their bookings more than 35 days prior to departure date will be charged a cancellation fee of \$25 per person, plus any costs incurred by the Tour Operator. Later cancellations will be refunded less 25% of tour price to cover costs. No refunds will be made for local sightseeing excursions not taken once tour has commenced.

Name(s) _____

Address _____

City _____

State _____ Zip _____

Telephone: Home (____) _____

Office (____) _____

I/(we) wish to depart from _____

(The lowest airfare from your home city to departure city will be applied.)

I/(we) wish to travel on tour option 1. ☐ II. ☐ III. ☐ (Check one)

Make check payable and mail to:

INTERCONTINENTAL TOURS
609 South Grand Avenue, Suite 612
Los Angeles, California 90017
(213) 687-9700
(800) 421-8775

DOCUMENT REQUIREMENTS

U.S. citizens require the following: Passport, visas for Australia, Indonesia and Japan; International Certificate of Health, showing smallpox and cholera vaccinations. (A visa for Indonesia (Bali) and Japan and cholera vaccinations are required only for those taking Tour III.) Those planning to attend the International Conference but who cannot take the tours may make hotel reservations in conjunction with their 99's Convention Registration Form.

99's 1978 INTERNATIONAL CONVENTION REGISTRATION

This brochure and forms pertain only to hotels, air travel and tours. The preliminary program for the 99's with conference registration forms, is to be provided separately by the Convention Chairman, Canberra, Australia.

TOUR PRICE ALTERATION

All tour prices are based on air fares and rates of exchange in effect at the time this brochure was published. Air fares are subject to change. Any major revaluation of foreign currencies with respect to the U.S. dollar may result in cost adjustments.



NOTAM

Going to Australia??

Please note the following information:

1) REGISTER FOR THE CONVENTION using either the blue and white brochure you received in the mail last fall or the form on this page. Signing up for a tour does not take care of your convention registration (except for Page's tour).

The Australian girls **NEED TO KNOW** how many are coming. Please register as soon as possible.

2) HOTEL RESERVATIONS in Canberra during the Convention are included with all tours. If you are coming to the convention but are not on a tour, please indicate on your Convention Registration form that you will need a room and include the necessary deposit. Please book these accommodations early so you will be sure of having a bed to lie on when you get there. Your receipt from the Convention Committee will notify you of your Hotel Reservations in Canberra also.

3) ARRIVAL DETAILS The Australia 99s would like to know when you are arriving so they can arrange transportation. Please indicate on your Convention Registration form which tour (if any) you will be on, and your Flight number and date if known. If you do not know, please send this information as soon as it is available. Otherwise, be aware that every Australian Airport has plenty of taxis, buses and rent-a-cars.

4) AIR MAIL ONLY. Avoid the 2½ month delay in correspondence! Send by Airmail. Please note that rates are 31¢ per half ounce! (USA)

5) AUSTRALIAN DOLLARS, please! Do not send personal checks. Go to the bank and have them make out an **International Bank Draft** to the National Bank of Australasia at 340-346 George Street, Sydney payable to the "99s 1978 International Convention". Same principal holds true if you are going on the Schutt Safari - all payments must be made in Australian dollars (but note different address).

Around the World



by way of
99s Convention in Australia
25 Day Tour

Write for brochure: Page Travel
P.O. Box 1406
Southern Pines, NC 28387

REGISTRATION FORM 99s INTERNATIONAL CONVENTION Canberra, Australia August 16-20, 1978

FOR 99s

Name _____

Name for Convention Badge _____

Address _____

_____ Zip _____

Country _____

Chapter or Section Offices Held _____

Registration and Convention Events Fee for 99s

AUS\$98

For 49½ers & Guests

Name _____

Name for Convention Badge _____

Address _____

_____ Zip _____

Country _____

Registration and Convention Events for Guests

AUS\$77

Airline, Arrival Date and Flight Number if Known:

If not known, send when available if you wish to be met.

HOTEL RESERVATIONS:

(If traveling in a Group Inclusive Tour DO NOT request accommodations.) If you are arranging your own accommodations, add AU\$20/person for room deposit.

Type of room desired _____ single _____ double

Number of people x \$20 each = deposit

AUS

Add boxes above that apply for your total

*TOTAL INCLUDED

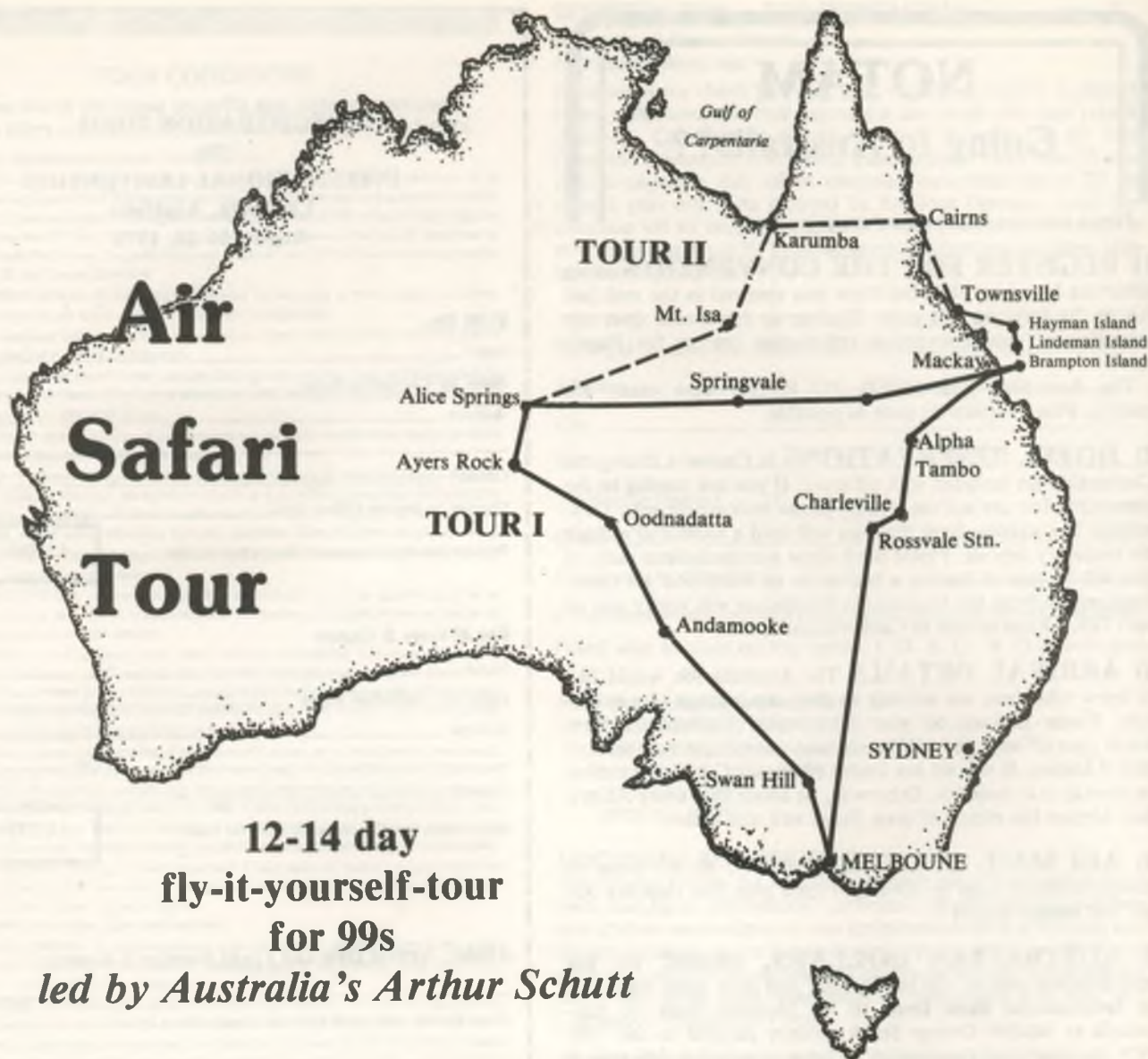
AUS

*No checks. International Bank Draft only. See below.

IMPORTANT: Your currency must be converted to Australian dollars. Have your bank draw an International Bank Draft drawn on the International Bank of Australasia at 340-346 George St., Sydney, Australia and payable to "99s 1978 International Convention."

Send to:

Rosemary Colman
Honorary Registrar, 1978 Convention
The 99s, Inc.
P.O. Box 153 Randwick
NSW, 2031
Australia



Bookings are now being accepted for the adventure of a lifetime—a fly-it-yourself tour of Australia.

The Air Safari, open to all 99s and guests visiting Canberra for the International Convention during August, will start from Melbourne, Victoria immediately following convention. It will be led by one of Australia's best known aviation personalities, Arthur Schutt.

Tour participants will depart Canberra on Sunday, August 20th for Melbourne. Monday and Tuesday (21st and 22nd) will be devoted to aircraft checkout, license validating, briefings, etc. The Safari will depart Morrabbin Airport, Melbourne on Wednesday, August 23rd. It will return to Melbourne on either September 3rd or 5th depending on whether the group participating selects the shorter or longer of the tours.

THE TOUR

Your flying tour will show you many different aspects of this unique continent. Swan Hill is an agricultural center bordering on the mallee country. It's light loam soil makes it a centre for wheat farming, and irrigations makes possible the production of cattle, dairying and the growing of fruit and rice as well.

Some of the world's best wines can be found in Australia, and Safari visitors will be able to

taste some of them at Mildura, one of several wine-growing centres in the country.

There are 13 times as many sheep in Australia as people. Safari guests will be able to catch some of the true flavour of the country and its people through visits to sheep stations such as Wertaloone Station and Longreach. Other aspects of Australia's great rural industries will be illustrated by visits to cattle stations such as Granite Downs, consisting of 4½ million acres and running up to 60,000 head of cattle.

And of course you'll love seeing the beautiful black opals when you stop at Andamooka, the second biggest opal mining town in Australia.

A spectacular overnight will be spent at Ayers Rock, the biggest monolith in the world. Circle it from the air and it is immense; look at it from the ground and it is awesome; more than 1,100 feet high five and a half miles around—bigger in area than the City of London. Dramatic colour flushes the rock face at different times of the day and the changing of colours at sunset covers the whole colour spectrum.

Enroute to Alice Springs, 210 miles to the northeast, Safari visitors will fly along the MacDonnell Ranges. An outstanding sight, these ranges look just as if they had been

formed in different shapes by a bulldozer with a blade 2 miles wide.

Alice Springs is the centre of Australia's great Outback. The only town for hundreds of miles in any direction, Alice Springs is like no other town in Australia or anywhere else. An oasis in the Outback, it is set among the red and purple MacDonnell Ranges where the air-conditioned motels, swimming pools and art galleries seem strangely out of character.

The streets are wide and tree-lined. Groups of Aborigines, in from the cattle stations, cluster in the shade of a gum tree. Across the road the "Flying Doctor" holds his morning surgery by radio; after the medical session the "School of the Air" teacher calls together his class of Outback youngsters who take part in lessons by two-way radio from isolated cattle stations up to 350 miles further into the Outback.

On to more sheep and cattle stations up to 350 miles further into the Outback.

On to more sheep and cattle stations with most properties ranging in size from 1/2 million to a million and a half acres! Tour I will then have a stopover at Clearmont which has the largest coal deposits in the world. All open cut mining, Clearmont supplies Japan, Europe and China with coal. Tour II will divert to the north for a visit to Karumba on the Gulf of Carpentaria.

Continued on p. 18

The Limited Edition **Cardinal Classic.**

John & Helen Brown

Flying An Airplane

Says You're Going Somewhere. Flying A Classic Says You've Arrived.

A classic tribute to the things that exude an air of exclusivity. Of elegance and individuality. Cessna's Cardinal Classic makes such a statement.

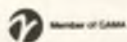
The Classic embraces the unique combination of everything a pilot wants in a package of personalized elegance. An airplane that is so personal we engrave the owner's name on a brushed metal medallion, set in a distinctive royal cherry wood laminate panel that highlights an array of avionics and instrumentation to satisfy the most discriminating pilot.

The finishing touch to the Classic's commitment to exclusivity is the special silver control wheel made of space-age Nylafil. It warms to the touch in winter, yet remains cool in the heat of summer.

No detail has been overlooked; from a handsome slide-out

writing desk to a special thermos in a caddy to match the Classic's interior. And, of course, seats that cradle you and your friends in a quiet world of all-wool Sundance fabrics and rich top-grain leather.

Cessna's Cardinal Classic is tomorrow's airplane. A special experience for the privileged few. In a word... a Classic.



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for some very down-to-earth reasons.**

Cessna Aircraft Company
Dept. N, P.O. Box 1521
Wichita, Kansas 67201, U.S.A.



AIR SAFARI

Registration Form

We wish to book one plane (Cessna 182) for Arthur Schutt's Air Safari departing Melbourne on August 23rd, 1978. The crew will be comprised of:

1. Captain _____

Address _____

Country _____

2. Name _____

Address _____

Country _____

3. Name _____

Address _____

Country _____

4. *Name _____

Address _____

Country _____

*With four people in aircraft averaging 160 lbs. each, baggage allowance will be 10 lbs. each.

We prefer _____ Tour I: 12 days
\$1500 AUS
(about \$1736 US)
_____ Tour II: 14 days
\$1700 AUS
(about \$1968 US)

This reservation will be good for whichever tour is selected provided deposit of 50% is made two months prior to tour departure.

Send form **AIRMAIL** (31¢ per HALF ounce) to:

Coordinator
99s Air Safari
44 Margate
Crescent Glenn Waverly
3150 Victoria, Australia

Air Safari (Cont.)

Both tours will then head for the East Coast where the world's largest and most beautiful coral formations with an area of 80,000 square miles, stretches 1,250 miles down the coast. This is the **Great Barrier Reef** which rises from warm, sunlit, crystal clear waters, and is studded with over 600 islands. Tour II will stop at **Cairns** where glass-bottom boats tour many of the reef areas, or you can view the coral and tropical fish through the portholes of underwater observations on Green Island. Both Tour I & II will stop at **Brampton Island** - one of the "High Islands" as they are called since they are summits of submerged mountains. Flora and fauna of all kinds abound here and bush walks are as much an attraction as a tour by boat to see the magnificent colours at the reef and the reef fish.

On the way back to Melbourne, Safari visitors will see the way sheep barons live when they stop at **Rosevale Station** where Ted Hill, a member of the original pioneer family will be your host. At **Manaro Station**, you will meet Jack Bonny, one of the first to use aeroplanes for mustering, bore and tank inspection. Nowadays, all big properties use aircraft for these purposes. At **Oxford Station**, Tim and Leale Squire-Wilson are both licensed pilots and fly a Cessna 175. Mum does the aerial mustering and Tim, in radio contact, handles the stock on the ground. Leale generally has her two children, age 2 and 4, with her. They are all real aerial stockmen.

In **Hay** you will be in the heart of the best sheep country in the world, and **Deniliquin** will illustrate what other products, such as wheat and rice, can be grown in this area with the help of irrigation.

And now you are back in **Melbourne**, Australia's second largest city with a population of 2½ million which is surely a contrast to the Outback of Australia you have seen on your flying Safari!

THE COST

The cost of the tours are calculated on a "per aircraft" basis. Tour I will last 12 days and will cost \$1,500 Australian (about \$1,736.00 U.S.) per aircraft. Tour II will last 14 days and will cost \$1,700 Australian (about \$1,968.00 U.S.) per aircraft. These costs may be shared by the three or four crew members in each aircraft. Participants should also allow an extra \$35 Australian (\$40.50 U.S.) per person per day for bed, breakfast, transport and tours. All other meals are to be paid for individually.

THE CREWS

Ideally, each crew should comprise three people per aircraft. Cessna 182s will be used for the Safari and, according to Mr. Schutt, with three people in the aircraft, they are allowed 25 lbs. of baggage each. With four in the aircraft, they must average 160 lbs. or under and are allowed 10 lbs. baggage each. The captain will be responsible for collecting deposit monies for her crew.

REQUIREMENTS

All pilots should have at least 200 hours and must bring with them for Australian validation current licenses and log book showing they have made crosswind landings in a 182. It will be necessary for all pilots participating to be at Moorabbin Airport two days prior to departure for briefing and check outs. Planned departure date is August 23rd.

BOOKING

A minimum of eight aircraft must be hired for the Safari. Ninety-Nines are expected to group themselves into crews of 3 or 4. The captain of each crew will be responsible for collecting and forwarding the deposits - 50% of the aircraft tour cost - for their plane. Deposits are due two months before departure date with the remainder payable on arrival at Moorabbin Airport. (In the event that the tour for which you made the deposit was not the one selected, deposits will be adjusted accordingly on arrival at Moorabbin.)

Send your Air Safari Reservation to the Coordinator, 99s Air Safari, 44 Margate, Crescent Glenn Waverly, 3150 Victoria, Australia. She will keep you informed as to which tour has been selected, exact tour dates and when to send your deposit to Mr. Schutt. You may anticipate that deposits must be made by International Bank Draft to Schutt Flying Academy Pty. Ltd. in early June. Everything must be paid in Australian Dollars, both the deposit and the balance on arrival.

If you want to go on the Air Safari and don't have anyone to share a plane with, we suggest you advertise for crew members through the 99 NEWS. The editor will try to save space as late as possible for this purpose in the April & May issues.)

TRANSPORTATION TO AUSTRALIA

Intercontinental tours will be happy to make group reservations for Safari participants from the West Coast to Australia and back, and from Canberra to Melbourne (from the 99 convention to the Safari start.) Please send \$100 deposit per person to Intercontinental Tours, 609 South Grand Avenue, Suite 612, Los Angeles, CA 90017 (800-412-8775), and indicate that you will be part of the 99 Air Safari and want 99 ICT Package IV (no tours, transportation only). You may, of course, make your own travel arrangements if you prefer.

Be sure to request Hotel Reservations on your Convention Registration Form!

NOTAM

The 1978 United States Aerobatic Team would appreciate donations, large or small, to the Aerobatic Club of America. Most of the other nations participating in the World Aerobatic Championships receive government financing. The U.S. team must transport five aircraft and some 18 team members across the Atlantic, as well as manage support for the same at the pre-contest practice site, as well as during the world contest. An estimated \$50,000 must be raised before next August.

The IRS has approved tax-exempt status for contributions. Checks must be made payable to the Aerobatic Club of America and may be sent either to ACA, 1401 N.E. 10th Street, Pompano Beach, Florida 33060 — or to the ACA Public Relations, Emily Zimmerman, 8563 W. 68th Place, Arvada, Colorado 80004. If donations are made directly to the National Aeronautic Association, they must be marked "for the 1978 U.S. Aerobatic Team" in order for the ACA to benefit from the donation.

**YOU ARE
A NINETY-NINE,
RIGHT?**

**Then – You are
an important part
of the
HISTORY
OF THE NINETY-NINES**

We thought you'd like to see
Some of the many personal biographies
already received for the 50th Anniversary
HISTORY OF THE NINETY-NINES.

Here they are - where is YOURS?

New members, charter members
and all those in between—
whether you fly professionally
or for fun—

Send in your story TODAY!

Tell us what prompted your interest
in flying, when you began,
the ratings you've acquired, what you fly,
and any awards or interesting personal
sidelights of your flying hours.

Send in your story now, along with
a photograph which can be either
current or "ancient history."

YOU ARE a NINETY-NINE! This
limited edition will not be complete
without you.

Either a color or black and white print is
acceptable. If you have a "one of a kind"
picture, send us a black and white copy
print, since all photographs received will
be retained by The Ninety-Nines, Inc.



MILDRED BEAMISH received her private license in November, 1957, her commercial license in September, 1969, and her instrument rating June, 1975. She has ferried aircraft from Cessna Wichita, and flown solo all over the continent. She is a grandmother, music teacher, farmer's wife, and has been a member of the 99s since 1968. She served as governor of the Western Canadian Section in 1973-74, and received the Saskatchewan Flying Farmer of the Year award in 1967.

MARY LOU BROWN, Phoenix Chapter, in a 20-year career with the U.S. Geological Survey, piloted a Lockheed T-33 jet to collect data used by NASA in planning for photography from early satellites. She underflew Apollo as it traversed southern Arizona on two orbits to compare simultaneous photography. Brown managed the USGS flight program, and flew the Grumman OV-1B (Mohawk), Sikorski H-19 and Bell UH-1F helicopters, DeHavilland Beaver and Beech T-34 on data collection missions throughout North America. In 1975, she participated in USGS flight operations in the far Arctic for U.S.-Canadian Arctic Ice Dynamics Joint Experiment (AIDJEX) and the U.S. Government's Outer Continental Shelf Project.



BARBARA L. DEEDS. Married — husband's name Charles. Three Children. Teresa-14, Charles, II 13, John-10. Received Private Pilot's license at Ventura County Airport, California, December 8th, 1970. Commercial Pilot's license at Santa Paula Airport, California. Joined Santa Paula Chapter in 1973, one of the charter members. Attended 6 Southwest Section meetings, held various offices in chapter, flew 2 R's, and was on committee to open Camarillo Airport for General Aviation. At present am living on a farm in Ohio, am a All-Ohio 99 with a total of 460 hours flight time. January 1977, participated in Physiological Training at Pacific Missile Test Center, Point Mugu, California. Have a Cessna 172 based at Fairfield County Airport, Lancaster, Ohio.



ELIZABETH B. GLASER. I ran away with my intended Husband, Lee, (deceased), to Mexico in a Tri-Motor Ford airplane. We blew the oil line over the San Diego mountains. Fortunately, we made it to Mexico and were married. That experience so intrigued me that after the birth of two sons, home duties for years, I decided in 1937 to take lessons. Flying was very expensive. Hence my lessons were far and few. I finally soloed in 1938; a year later in 1939, I had my private license. In 1940, I had earned my commercial ticket, and in 1941, my instructor's rating. In 1952, I flew around the world in nine different air lines meeting with many women pilots of foreign countries; many joined the Ninety-nines. I continued again in 1954 through 1956. I will never be the best but hope to be one of the oldest. I do not fly personally anymore but I do remain on the active list of the Aloha Chapter in Honolulu where I live.



ELOISE GREENLEE. Joined 99's in 1975 after getting license to fly. Started flying in 1974 after all three boys were through with college. Was in the Womens' Army Corps Band, from Fort Des Moines during World War II, and was also a bugler — played trumpet and still do so. Work for husband as offset press operator, and bindery work. Was executive director of Calumet Housing Commission for 5 years — senior citizens' housing project built, '66 thru '71. Fly for fun and to see air shows. Fly from Hancock, Michigan airport. Husband bought me Grumman American Cheetah for 29th wedding anniversary gift. Red, White and Blue, 1976 model.




SUSANNE JANE (SUE) MOHNSEN. Member of the IN.Dunes Chapter since 1977. Earned PSEL in Oct. 1976. Total of 175 hours and working now on instrument rating. My husband Ray, and I "take turns" piloting our Cessna 172. We have two children. Besides working as an office manager for a custom home builder. I enjoy golf, gardening, and art. I was co-chairman of chapter airmarking, member of nominating committee, entered and worked on 1977 IN. FAIR Race and designed our chapter logo. For the future, I hope to learn to fly a helicopter and am also interested in aerobatics.




JANE DULANEY HILBERT. Received Private Pilot Certificate January, 1932. Was flight hostess with Eastern Air Transport (now EAL) 1933-34. From 1934 to 1937 was only woman Station Manager in the United States for American Airlines at Bristol, Virginia. Became member of 99's sometime in early to mid-1930's. Received Limited Commercial License in 1938. Commercial and Instructor certificate and rating in 1941. From 1941 until retirement in 1968 was Vice-President of Appalachian Flying Service, Inc., Tri-City Airport, Johnson City, Kingsport and Bristol, Tenn. Am a charter member of Tennessee Chapter of 99's.



JEANE WOLCOTT. Jeane and Buffie Wolcott are a flying team. Jeane, the pilot — Buffie, the navigator. Jeane earned her Private license in 1967. Bought her first Beech and was transferred to Germany by the US Army three months later. Upon her return in 1971, she sold the Beech and bought another one. This is when I came into her life. We went through commercial and instrument school together. Most of our flying was for pleasure until Jeane retired as an LTC and started to work as a corporate pilot. I have 750 hours and Jeane has 1240.



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All About AIR RACING

Competition is a great way to sharpen up your flying skills. But what makes a winner? What's involved in putting on an air race?

In the next few pages, veteran racers Helen McGee and Pauline Mallary let you in on the strategy used in winning both speed and proficiency races. Ursula Davidson gives you some insight into the future of speed racing and Charlene Falkenberg gives you some background in case your chapter would like to put on a proficiency event.

So, read on. We'll see you at the starting line.

Cross Country Speed Racing

excerpts from Air Race Classic Clinics for Racers

by Helen McGee

There you are, entry kit in hand. You've decided to race the 1978 Air Race Classic. What now?

Born at the end of the Powder Puff Derby, the Air Race Classic was founded by a group of experienced racers eager to continue the tradition of cross-country racing for women pilots. So that all who enter will profit to the utmost by the experience, they have offered to conduct race clinics to share their knowledge and expertise. Herewith, some of the topics covered in those clinics.

Choosing an Airplane to Fly:

The important thing in choosing an airplane for the race is the handicap of your

plane in relation to the handicaps of other makes and models. The Air Race Classic makes a concerted effort to assign each aircraft a handicap 20 mph below the sea level, full-throttle performance of an average airplane of that make and model. Therefore, your own airplane, in top

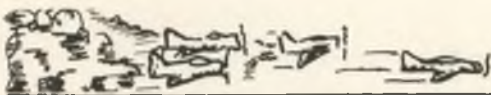
Two similar planes of the same make and model may vary 5 mph in speed. . .

condition should be competitive.

However two other similar airplanes sometimes vary five miles an hour or more in speed for no obvious reason. So, if you have a choice of airplanes, find a

measured course of 5 to 10 miles over an unpopulated area. Fly the course in both directions, preferably on a standard day with little or no cross wind. Compute the ground speed in each direction, average them, and subtract the handicap. Naturally the plane with the biggest plus will be your choice.

An altitude of 1000' MSL gives a close approximation of sea level performance, but should you live some place like Colorado, comparisons of several planes in relation to their handicaps will give you an idea of which would be best for you to race. You'll have to make allowances for non-standard temperature or pressure and the condition of the airplane. An old dog's speed can often be improved 3 to 4 mph by tuning and cleaning up, but a new



plane's can be improved very little.

Airplane Preparation:

The next consideration is how to put your plane in the best condition possible. Read the rules, for your airplane must conform to them. During the annual inspection, have the mechanic pay particular attention that the timing is as specified; the compression, good; the gear, up smoothly when retracted (if yours is a retractable); ailerons and flaps, not drooping; anything that will put your airplane in top form. Check that maximum allowable RPM are being obtained. Swing the compass.

A hundredth of a mile per hour has sometimes made the difference. . .

On the outside, remove extraneous antennas, etc. causing drag. Remove dead paint and smooth the surface with rubbing compound, then apply several coats of paste wax or some other drag-reducing finish. (Invite your friends to a waxing party.) During the race, keep the plane clean, especially the first third of the airfoils.

A hundredth of a mile per hour has sometimes made a difference in the standings, so it's important to pay attention to any little detail that might increase the speed.

Check to see that all the paper work is in order; it can save you trouble at the start. If you have a question regarding what constitutes stock, check with the ARC board.

Flying the Airplane:

As stated above, seconds count. Concentrate on flying precisely with perfect coordination.

Climbing out of a head wind or into a much stronger tail wind, climb at the best rate-of-climb speed. When the tail wind component difference is not so marked at

higher altitudes, opinions differ. Some climb about 20 mph above the best rate-of-climb speed, some climb at 500' a minute, some continue to use the best rate-of-climb speed. You'll have to experiment and decide for yourself, but whatever you decide, do it positively.

Make the transition from climb to cruise as smoothly and efficiently as possible. Climbing 100' above your planned altitude, then coming down on it is one way to accomplish this. In choppy air, don't chase the VSI. There is a lag in it anyway unless you're one of the lucky few with a IVSI. Try to maintain a constant angle of attack and let the up and down drafts take care of themselves.

Your descent will depend on how much help the wind has been. If it's been good you'll want to stay at altitude as long as possible; if the air is smooth, a speed at or near the red line is indicated. If the difference in tail wind component is not so marked at lower altitudes, a descent of 2-300' per minute seems to make better use of the speed build-up.

Always lean for best power. Consult your owner's manual. If you have an EGT, best power is usually 75-100 degrees on the rich side of the peak. Enrich as needed on descent.

Know your Airplane:

Know how long it takes to climb to various altitudes and how long it takes to descend at the red line (smooth air only) or what increase in the TAS to expect at various rates of descent. Determine the loss of cruise speed with altitude and temperature increase. Only then can you choose the best altitude for each leg.

Know your fuel consumption at **full throttle** at all altitudes, properly leaned. You may be surprised. Although weight is a factor in speed, never deprive yourself of the options a healthy reserve provides. An unscheduled fuel stop because of circumnavigation of weather or being off-course will ruin your score much more than a little extra weight.

Weather:

Some girls use a professional weather service; others consider it more of a

Pay attention to what conditions make for good winds aloft

challenge to do their own weather planning. If you do hire a pro, consult with him prior to the race so you'll know how complete his information will be and what he expects of you. Remember the "go/no go" decision is always yours.

If you're a do-it-yourselfer, spend some time studying up on the subject with particular attention to what makes for good

winds aloft and where to find the information you'll need. Then, during the race consider the whole course, not just the leg confronting you. On what part of the course might you expect to have to wait out weather? Maybe you'd better allow extra time for that leg to be sure to finish by deadline. Remember, you can only fly in VFR conditions (review the FAR's) and that you have four days to cover the 2583 miles. How many flying hours will that take you? Will there be better winds tomorrow? Or are there stronger winds ahead that you should hurry to catch up with? Survey the total picture.

Having decided to fly the next leg now, obtain the forecast winds aloft and, if possible, the actual winds aloft in the vicinity of your route. Using your performance figures for climb, cruise and descent, compute as accurately as you can what ground speed to expect at each altitude, and thereby make your choice. Then compute your drift correction and magnetic heading. After take off, hold this heading until you are **sure** of the effect it is having in relation to your course. Only then should you make a small correction if necessary.

Flying the race:

Draw the course lines as carefully as if you were a beginning student. Choose check points about five minutes apart. Prepare a flight log with mileages, both leg and cumulative, and note VOR radials and DME distances to help in identification. Enter ETE for the first few checkpoints; once you've determined your ground speed, you can fill in the rest. Deadreckoning is one of the navigation techniques you should use.

Starting with the first checkpoint after you have reached your cruise altitude, calculate your ground speed at each subsequent checkpoint from that point. This is more accurate than doing each leg separately. If after three checkpoints the wind is appreciably less than predicted, it's probably better to descend to a lower altitude where increased power is available. If the wind is better than predicted, you might climb another 1000'-2000' for another check. Winds usually increase with altitude. However two altitudes are enough to try out; too much time can be lost bobbing up and down. Continue to take ground speed checks all the way. If the wind gives out, head for a lower altitude. Then, too, you need to know the effect of the wind to plan your descent.

Continually check to see that you are on course. If you seem to be drifting, make very small corrections in your heading. A series of dots placed on spots you were directly over will indicate your drift and the effectiveness of your corrections. If you are off course, your intent should be to fly a straight line to your

Checking the Weather

The "go/no go" decision is always up to the pilot.



destination, not to return to the course line.

Periodically, check your mixture, DG setting and throttle—throttles have been known to creep. Monitor flight watch and be aware of the weather ahead. If you must deviate, the farther out you start, the less distance lost.

Flybys:

Prior to the race you will receive flyby instructions for each airport. Jeppeson will furnish current charts at the start. Draw your flyby course on the airport diagram, note flyby altitude, frequencies, navigational aids and landmarks which will assist you in making a proper flyby.

In the Classic, with tower permission, time will start with a departure flyby. You will take off, fly to some designated point, then turn in to fly the timing line. This innovation removes the advantage the longer range planes have had in being able to overfly some stops. Climb to at least

. . .using experience knowledge and judgement to fly precisely. . .

1000' above the flyby altitude before turning back for the flyby, then descend rapidly to flyby altitude to build up as much speed as possible (within airplane limits) to take advantage of the departure flyby.

When you make a flyby to cut off your time prior to landing—an arrival flyby—a different strategy prevails. Take full advantage of the speed built up on descent. Ideally you will cross the line just as your airspeed returns to cruise speed. Plan your descent accordingly. A word to the wise: stay 1000' AGL until you have the airport and your flyby path in sight. Be sure your altimeter setting is current.

So, what's new? You knew all this before you started reading, didn't you? There are no secrets to racing, after all. It's just a matter of using your experience, knowledge and judgement, of flying precisely and proficiently. The wider your experience, the broader your knowledge, the better your decisions will be. Start right now to make each flight as precisely as you can, concentrating on perfecting flying techniques. Then, when you cross the finish line of the 1978 Classic, you're bound to be a winner.

(If your chapter is interested in conducting a race clinic, contact ARC headquarters, 2386 Palomar Airport Rd., Bldg. 2, Carlsbad, CA 92008, Phone: 741-438-5179.)

★ ★ ★ ★ ★

**HAVE YOU ORDERED YOUR
HISTORY BOOK YET?**

The Future of Air Racing

Is it up in the air?

by Ursula Davidson

When she is flying home from an air race, Berni Stevenson, Los Angeles, is happy. "I know that I'm ten times the pilot that I was before the race," she says. This opportunity to improve their skills is what brings women back to air racing year after year.

Berni is a successful participant in cross-country and closed-course racing, as well as being one of the founders of the Air Race Classic, but her enthusiasm for the cross-country air race is voiced by so many women that it seems there will never be a shortage of racers.

Women who are not currently participating in air racing recognize its benefits. Lois Porter, Goldcoast, FAA flight examiner and accident prevention counselor, says that races give pilots the incentive to perfect their skills.

"They may benefit just as much from five hours of dual time, but they won't do it," observes Lois. She sees the instrument rating requirement for racing pilots in command as an important safety feature and encouragement to up-grading.

"The only time I strive for perfection and try to remember everything that I have been taught is when I'm racing," confesses Pauline Mallary, North Georgia, confirming Lois' point. The 1977 Angel Derby winner and her co-pilot Bonnie Quenzler, Florida Spaceport, flew their best race last year, and would feel that way even if they came in fourth or fifth. Pauline knows that the unexpected—weather and equipment—can change the outcome of a race.

That element of chance gives hope to first-time racers and kindles the fires of competition. Shirley Zillig, Western New

York, is glad that she competed as a novice and is raring to go again. She is looking forward to being a co-pilot for her daughter Bonnie in the 1978 Angel Derby.

Shirley and Bonnie were a mother-daughter team in the 1976 Derby, shortly after Shirley received her private pilot certificate. Shirley describes her first race as an inspiring experience. "I was with a lot of talented women and came away from it feeling that perhaps I could do more with my life."

Even in these changing times, the all-women's race is still viable. Most of the participating racers don't want to compete with men and enjoy the opportunity for female companionship that such a race affords.

Most people shrug off the energy crisis as a present threat to aviation or racing, but rising fuel and other costs are a factor. They won't stop women from racing, but participants may have to be more selective about their aviation activities.

It takes about 500 people along the way to put on a race

Berni encourages racers to get sponsors. She believes that national products can benefit from the racer's publicity and offer a potential monetary help to many racers. Some women take on an extra job to finance their racing. Being a winner is the nicest way to pay the bills and makes getting a sponsor much easier, too.

While the racers are heading home—pleased with themselves, discouraged, or more likely, thinking about what they will do better next year—about 500 other people who were involved in the race are trying to get back to normal and catch up on the things they let slide while they were doing their jobs for the race.

Most of these people are enthusiastic volunteers along the route, who at their own expense spend a day to a week

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helping with things like timing; providing food, weather information, or fuel; and keeping bathrooms operating as the racers speed on their way. Some of the workers may not even be pilots or get to see a racer, but they usually love the excitement.

Pauline, who does not plan to fly the 1978 Angel Derby, is helping with the stop in Athens, Georgia. She feels that having a race stop is bringing a new vitality to the North Georgia Ninety-Nines. Enthusiastic Ninety-Nines like Berni and Pauline, who are willing and able to support racing by participating, working on races, and encouraging others, are vital to the future of air racing.

Homeward-bound race officials usually face another month of post-race work, hoping to finish in time to get started on next year's race. Every year the experiences of the previous race, the increasing regulation of aviation, and inflation complicate the organization of a cross-country air race and impose increased demands on its organizers, especially the race chairman.

Virginia Britt, Gulfstream, has been chairman of the Angel Derby for all but three years since 1961. During one of her

years off, Virginia won the Powder Puff Derby and she would like to race again, but chairing the Derby has become a year-round, full-time, unpaid responsibility for planning, promoting, and running a national event.

Virginia is an acknowledged expert in aviation and competitive flying and her dedication is appreciated by all who want to see the Angel Derby continue, but as

ANGEL DERBY Dallas — Freeport May 6-7-8

her expertise and the demands of her position increase, the more difficult it becomes to find people to help her, let alone take over.

The changing status of women has not effected the number of women interested in racing as much as it has the women who are willing to do the year-round organizational work of a race. For each former racer who has gone on to other endeavors, another woman who might not have been so adventuresome several years ago accepts the challenge of racing.

Women who are professionals in aviation find that an air race sharpens their

skills and brings back the fun of flying. Air racing is a wonderful way to get back to flying for pilots who work in other fields. Working women willingly take on "one-shot" jobs like timing and judging, but are unable to provide the continuous support that a smoothly run race must have.

Money is another big obstacle for race organizers. Even with a volunteer staff, the costs of running a race escalate while the sources or acquiring financial support are drying up. Ann Ross, Goldcoast, believes that cross-country racing will die out because of these money problems.

Ann, a former WASP who was annoyed that women were not allowed to compete in the All-American Air Maneuvers in Miami, was one of the founders of the All-Woman Air Show in 1947, which spawned the Powder Puff Derby and the Angel Derby. Ann's prediction must be taken seriously in the light of the demise of the Powder Puff.

The future of cross-country air racing is not in the air; it's on the ground, in the hands and ingenuity of its supporters and organizers. There is an abundance of racers and many will find a way to participate no matter how expensive fuel and lodging become, but the difficulty is in organizing and running the race.

Costs must be kept down without lowering the standards. If less people can work full time on a race, then more people will have to volunteer some of their time. The leaders must be flexible and willing to change their methods of operations to meet today's challenges. Routes may have to be shortened or races held every other year. Perhaps prize money can be reduced or entry fees increased.

There should be a future for cross-country air racing because it has so many benefits, some of which have not even been mentioned here, but how to continue it is not obvious. If you have any suggestions or insights, please send them to all the All Women's International Air Race, Inc., P.O. Box 9125, Ft. Lauderdale, FL 33310.



Air Race Classic Ltd.

2386 Palomar Airport Road
Carlsbad, California 92008

At the start, the world-famed entertainments of the Las Vegas 'Strip'; next, the challenge of a 2583-mile race with a major part of the United States as its arena; and at the end, rest and play on Florida's gulf coast. That's what awaits the contestants in the second annual invitational Air Race Classic, June 24-27.

Although the opening date for entries is past, women pilots have until April 24 to send in their entries. Race numbers for those entering on the first day, February 24, will be announced shortly following a drawing in Las Vegas, start city for this year's race.

Rene Crow, start chairman for the hostess chapter, has announced that the Frontier Hotel will serve as race headquarters. A bonus for those who have time for the bright lights: the Frontier management will help with hard-to-get reservations for the big-name shows. Hughes Aviation, FBO at McCurran Field, has offered its facilities for impound and inspection of race aircraft.

Along the route — Grand Junction, CO., Casper, WY., North Platte, NB., Olathe, KS., Burns Flat, OK., Hot Springs, AR., Gulfport, MS. — 99 chapters and friends of aviation are making preparations. Pauline Glasson, route coordinator, will leave shortly to finalize details.

The white sands and clear waters of the Destin-Fort Walton Beach area, terminus for the race, are a sportsman's paradise. There are charter fishing boats, surfing, swimming, bike riding, parachute rides, tennis and golf. Special events are being planned by the Florida Panhandle chapter under the chairmanship of Billie Hilton.

Race kits are still available to members of ARC with the payment of their 1978 dues of \$4.00. Women pilots who are not yet members may join by sending \$14.00 — 1978 dues plus a one-time membership fee of \$10.00 to

Air Race Classic, Ltd.
2386 Palomar Airport Rd., Bldg. 2
Carlsbad, CA 92008

ATTENTION PPD RACERS

Many of you will be disappointed when the Powder Puff Derby Album **UPDATE** is published without your picture. If your photo was **NOT** in the 1974 Commemorative ALBUM, please send \$3.50 and your photo for inclusion in the **UPDATE** now being compiled. (We have many official program photos for '76 and '77).

ABSOLUTE DEADLINE to get your photo in is **APRIL 1, so DO IT NOW!!!**

PPD Association members will each receive a copy of the **UPDATE**. If you are not a member, send \$5.00 for **UPDATE** to: Kay A. Brick, 6622 Golden Road, Fallbrook, CA 92028.

Among photos wanted from 1977: Racers eating watermelons at Thomasville, "Mass" sleeping at Thomasville, and story, Racers huddled over maps on floor working on contest at Dallas.

Have you always wondered how the winners of proficiency races could come so close to their fuel and time handicaps? Have you always wanted to participate in one of these events but been a little in the dark as to how one should go about preparing for such competition? Well, now's your chance! Veteran racer Pauline Mallary lets you in on the strategy that can make you a winner



St. Louis 99 Jean Lonnertson with her 49½ or Rich.

Three time winner of the Michigan Small Race, and first in numerous other proficiency races, this couple undeniably for years was the "best in the Midwest". Retired from air racing they are now winning first place trophies in husband and wife golf tournaments.

STRATEGY. . .

The difference between a Winner and an "Also Ran"

by Pauline Mallary

What deep dark secrets do the winners of proficiency events know that they aren't telling? Most will tell you it's just consistency and lots of practice. But what does this mean to the rookie pilot who is anxious to jump in and get her feet wet?

Perhaps the following guide line for testing the aircraft and flying an air race will better prepare the novice and offer a few words of encouragement to those who are still struggling for that Number One spot.

Preparing for the Flight Test

- A clean engine and clean spark plugs are a must. Complete the 100 hour inspection or annual before fuel tests are run. Fuel consumptions do change from inspection to inspection depending upon what maintenance has been performed.
- The surface of the aircraft should remain unchanged while tests are being run. If the aircraft is dirty, leave it dirty!
- The gross weight should always be identical. Run the tests with the person you are going to race with and carry only the essentials you would carry on the race.
- Fly the tests with the same identical outside aircraft equipment, such as pants, etc.
- Flight tests should be flown at an outside air temperature within ten degrees Fahrenheit of the temperature on race day. If this is impossible, the following is a good rule of thumb formula for adjusting your fuel figures:
For each ten degrees Fahrenheit above test temperature add 2% to fuel consumption, or subtract 2% for each ten degrees Fahrenheit below test temperature figures.
Checking past climatology for the date and area of the race is helpful.
- Always test fly the aircraft at an identical pressure altitude (29.92).

- Check out the gas truck or tank for accuracy. Simply fill a one gallon container. If there is a variation, it will be necessary to make an adjustment. Truck and tank meters do vary.
- Perform preflight run-up and then fill tanks to a predetermined level. Normal procedure race morning is to top off tanks after the run-up has been accomplished.

Determining Taxi, Take-Off, and Landing Fuel

- Preflight and run-up the aircraft.
- Fuel tanks to a predetermined level.
- Taxi out and record the time to taxi.
- Take-off and climb to 400 feet, fly pattern, land, and return to the starting position.
- Repeat at least two more times. Do not stop engine.
- Fuel aircraft the same as in step b. Divide the total fuel used by the number of take-off and landings for the average fuel consumption per take-off and landing. The taxi distance for each race will vary; the difference in taxi fuel used, however, will be of very little consequence in the over-all fuel score.

Determining Enroute Fuel Consumption

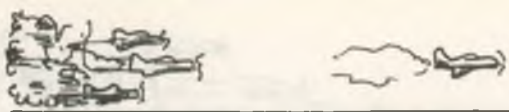
The fuel consumed on the flight test, less taxi and take-off fuel, equals the enroute fuel. To arrive at an enroute fuel consumption in gallons per minute, divide the enroute fuel consumed by the total enroute time in minutes.

Air Speed

Establish an air speed for your aircraft that will enable you to fly the race course under a variety of wind conditions and still make your handi-cap speed.

When determining the time to fly the race course, allow extra minutes for winds and any small errors in navigation.

Continued on p. 28



Strategy (con't.)

Remember also to allow for extra time for the pylon turns, which are approximately 120 degrees change of direction.

The Flight Test

- a. Fueling - Fill the tanks to a predetermined level.
- b. Taxi - adjust RPM, Manifold Pressure and Mixture to a predetermined setting.
- c. Take-off - Climb full power at a predetermined rate of climb to 400 feet. Start clock and lean mixture to a predetermined setting for flying the test.
- d. Climb to your selected pressure altitude at a predetermined rate of climb, power, and mixture setting.
- e. Once established at altitude, fly a predetermined length of time, return to the airport, and stop the clock at a finish line over the center of the airport. **DO NOT CHANGE THE RPM, MANIFOLD PRESSURE OR MIXTURE SETTING UNTIL YOU ARE OVER THE FINISH LINE.**
- f. Pattern - Adjust RPM, manifold pressure and mixture to a predetermined setting.
- g. Taxi - Taxi the aircraft the same as in step b.
- h. Fueling - Fill the tanks the same as in step a. Make sure the aircraft is positioned in the same spot and at the same attitude as in step a.

Race Day - The Critical Last Ten Miles

Prepare the sectional chart using the ground speed to adjust the inbound time to the finish line.

Eliminate any excess time at a predetermined point located at least five miles from the airport.

Fuel Consumption and Speed Records

Detailed records must be compiled of fuel to tenths of a gallon and time to seconds.

Several tests performed with identical consistency must be flown to determine the average fuel consumption and speed of the aircraft. Throw out any erratic test results.

Recommended Aircraft Equipment

A fuel flow meter or an EGT are most helpful in establishing a consistent fuel consumption. An elapsed time stop clock which records hours, minutes, and seconds is invaluable.

Essential

A check list for pilot and co-pilot to follow to insure repetition of their established race procedure.

A good understanding of pilotage navigation and the use of the sectional chart. Two sectional charts are advisable, especially when the race course covers the front and back of the chart. For flight planning they can easily be assembled into one.

The object of a Proficiency race is to demonstrate the ability of the contestant to fly a cross-country course in such a manner as to most closely equal the contestant's speed and fuel handicap. If you can do this, you're a **WINNER!**

Note: The ideas set forth here are strictly those of the author's and are not necessarily those of other winners. They are meant only as a guide to prospective racers, and for those seasoned racers who might enjoy an exchange of view.

Many races, both in speed
and proficiency
categories coming up.

See **CALENDAR and FLYING ACTIVITIES**

What's involved in putting on a

It is the first day of 1978. Snow is falling outside the window here in the Midwest, and what am I thinking about? **RACING!** The racing weather will be here before we know it, and it isn't too soon to start thinking about the races you want to enter this year.

Have you participated in a proficiency race? It was interesting and fun, wasn't it? Did you ever stop to wonder about all the "behind-the-scenes" work that's involved in order for you to spend this enjoyable weekend.

The work started at least a year previously. The **chairman, co-chairman**, and their **committees** are selected. Each person involved has a vital task necessary to the success of the event. One bad apple can spoil the entire barrel.

The first item on the agenda for the race board is to select a site for the race. This isn't the easiest chore. Some airports aren't aware of the importance that is given to **SAFETY** and are reluctant to have the event on their field. You sometimes have to do a public relations job. It is best to hold the race at an airport with a control tower, but one with a good unicom will suffice. Sometimes you can persuade the **FAA** to bring in a temporary tower.

Also, there must be housing facilities nearby. The motel chosen should have rooms large enough to hold the crowd for the awards banquet. Normally, proficiency races are weekend events and a briefing is held on Friday night, with race crew's attendance a must. The awards are presented after the race at a banquet. Firm up all details when making these arrangements in writing.

Once the site has been settled the chairman and co-chairman must decide on the race route. No one else is aware of the route, otherwise they would be barred from entering the event. A good route for a small race is a triangular course between 250 sm and 275 sm long and involving two additional airports. These airports must be contacted and agreement made to allow a low pass to be made over the airport by contestants. Some airports cooperate to the extent that they close the field for the race, but usually the airport remains open.

In the meantime the **FAA** must be contacted in order to receive their cooperation. They usually pitch in and are a great help, as is the State Department of Aeronautics.

It is wise for the race board to meet several times during the year. The **handicap chairman** will be busy determining handicaps for the airplanes. The **entry kit chairman** will have flyers printed which the **publicity chairman** sends out to magazines, newspapers, and hundreds of pilots. The **registration committee** comes to life when entries start arriving. The **hospitality committee** will be working on programs, name tags, and entertainment for the contestants during the weekend of the race. Fees must be determined for entry and meals before entry kits are mailed. These and hundreds of other details too numerous to mention will have to be taken care of to assure a successful event.

Entry kit requests usually start arriving about five months be-

PROFICIENCY RACE

by Charlene Falkenberg

fore the race date and the entries soon follow. The entry chairman is busy acknowledging and verifying handicaps while the publicity chairman busies herself sending out the publicity on the contestants.

Some races allow both males and females to enter as pilots, some only females with either a male or female as their co-pilot. Rules may be structured in any of several ways. You may require the person in the right seat to be a pilot, a student, or just a non-pilot observer. There are races that allow solo entries; others require a co-pilot. In the interest of safety I lean toward requiring a co-pilot.

The race date fast approaches and all loose ends are put together. Cooperating and working together to make this one day a safe, exciting event are many people including greeters, impound inspectors, briefers, flagmen, starters, timers, pylon spotters, tower operators, unicom operators and scorers. The cross country event is always flown under VFR conditions. The weatherman (meteorologist) is most important. Usually the local Flight Service Station provides him.

If the weather is not good, there are many anxious hours of waiting—sometimes until the next day. In the many years that I have entered small races I have only known of two having had to be completely cancelled due to weather. It can happen, though.

The day finally arrives. Everyone is up bright and early for breakfast and briefing, and then are transported to the airport. Excitement mounts as the planes line up for take-off. The planes depart according to numbers which have been issued in relation to handicaps. The fastest plane takes off first.

Let's now go along in the plane with two contestants. The race board tries to have the racers depart on the runway most nearly in the direction of the race route. This can't always be arranged due to wind conditions. You must always fly the full length of the runway before turning on course. Now you are using all your pilotage skills following landmarks to keep the plane on course. At the same time your power settings must be set-up so as to make the speed and have the fuel consumption that is your handicap. Getting lost can really mess up a good score.

The first airport is spotted and the plane lets down for the first fly-by, usually 200 feet AGL down the full length of the runway. Turn again on course, climb, and start the second leg. This is continued the entire race route until you arrive back at the starting point.

It is relaxation time now. Enjoy the hospitality provided by the hosts until the Awards Banquet. At the Banquet the prizes and trophies are given the top winners. However, every contestant is a winner. They have demonstrated their accuracy in precision flying and navigational skills. They leave with memories of fun and fellowship and with the knowledge that they are just a little more proficient as a pilot than they were before. They have greater respect for the safety of aviation which has added a spirit of sportsmanship among their "fellow pilots."

Fanni Flap, CFI



Okay, if you're so sure an aft CG will make us go that much faster, then YOU ride in the baggage compartment!!

"Racing is for the Birds"

by Juanita Blumberg

Actually, "burds" are smarter than you think. Look at how they practice fuel economy. Any bird worth his salt knows that you don't carry around a lot of extra fuel. When was the last time you saw a bird flying by with a load of worms on his back. They don't seem to run out of fuel either. At least, I've never been present when a robin or an oriole plummeted from the sky because of worm starvation.

Another way birds are smart . . . they don't talk to Flight Service or, if they do, they ignore what they say. Birds don't fly in the rain (it cuts down their airspeed) or get zonked by hailstones. And there's not one substantiated report of a bird being struck by lightning. As I said, racing is for the birds.

Would I do it again? In a minute.

I can sum it up in one short line. . . **Racing is For the Birds!** Yet, it's true! Have you ever seen a lost bird? They obviously know which direction to take to get where they're going in the shortest possible time. The homing instinct probably - an instinct which this writer sadly lacks.

Also, everyone knows that birds get up early. Think of all those quotations like "The Early Bird Gets the Worm" etc. Why, even Elizabeth Barrett Browning wrote of "All the birds singing at Dawn." I really can't say as prior to the Derby I had never been up at dawn and during the race I was too tired to hear any birds, but I'm sure it's true if ol' Betty BB said so. In fact, I've heard a lot of people say that she was strictly for the birds!

However, I'm digressing. The point is that early rising is definitely a part of racing. Not only rising, but being awake after you've done so! That's the hard part. Birds don't have that problem. Get up early some morning and listen to them singing and twittering and chirruping like they had good sense!

"We've hit 99 members!"

PHOENIX 99 MEMBER BASH

APRIL 22, 1978

Mountain Shadows Resort
Scottsdale, Arizona

Cocktails: 11:00 AM
Brunch: 11:30 AM

Reservations: \$6.75 Brunch only
by April 1 please!

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Mesa, AZ 85203
602 - 834-4640

Guest Speaker:
Ron Evans
Command module pilot
Apollo 17

Transportation on prior request from
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Highlights of

Spring Sectionals

Disney World
Site of April Sectional

The Florida Spaceport Chapter will be hosting the Spring Southeast Sectional at Disney World in Orlando, FL April 21-23. Reservations will be at the Dutch Inn. Land at Kissimmee Airport for Free Transportation to the hotel. Complete details in next issue. You all come to our Sunshine State.

"Fiesta Time"
Southwest Section

"Fiesta Time" will attract Southwest members to the La Jolla Village Inn on April 21-23, as Palomar Chapter hosts the Sectional Meeting. Friday night's festivities promise a "near-to-the-border" flavor. Saturday will offer a brunch meeting and time for a trip to San Diego's new Wild Animal Park.

Transportation will be provided from Montgomery Field and Lindbergh Field.

Space will be available for chapters

to display materials they wish to sell or share.

Registration forms should be returned to Valerie Grimsinger, Rt. 2, P.O. Box 319X, Escondido, CA 92025 no later than Mar. 31.

K-A-L-A-M-A-Z-O-O
Offers Preview for Australia-Bound
Section Members

KALAMAZOO is the place to be April 28-30 for the North Central Section Meeting. The Lake Michigan Chapter is planning an informative and enjoyable meeting at the Hilton Hotel at the new Kalamazoo Center.

The Saturday night banquet speaker will be Mr. Leonard Healey. In 1976, Mr. Healey and his wife flew the AOPA tour of Australia with Arthur Schutts' "Fly-it-yourself-tour". (See Safari in this issue) They enjoyed it so much they flew a similar tour of New Zealand in 1977.

This can be a preview for convention bound members and a wonderful "rocking chair" tour for all in attendance.

New Ratings

MIDDLE EAST

Dorothy L. Hines-Eastern PA-CFI
Deedee Bullitt-Eastern PA-IFR
Connie Colbig-Virginia-IFR
Ann Adams-Shenandoah Valley-CFI

NEW ENGLAND

Martha Dunbar-Eastern New England-IFR
Lynn Obelecz-Eastern New England-BGI
Janel Singhall-Eastern New England-IFR
Lorraine Richard-N. New England-Charter (135)

NEW YORK-NEW JERSEY

Wanda Mammel-Garden State-IFR
Janis Blackburn-Garden State-IFR, Glider,
CFI & ME

NORTHWEST

Vonne Bourgois-North Dakota-CFI
Kay McMillan-Wyoming-ME

SOUTH CENTRAL

Frances Wallace-Ft. Worth-IFR
Ann Waddington-San Antonio-Commercial
Evelyn Snow-Shreveport-CFII
Marion Brown, So. Louisiana, SES

SOUTHEAST

Merry Robertson-Blue Ridge-IFR, BGI
Carolyn Pilmar-Blue Ridge-SES
Katie Strehle-FL Goldcoast-Comm H
Jocelyn Dean-FL Goldcoast-Comm
Celeste MacIvor-FL Goldcoast-ME
Belle Hutchins-FL Goldcoast-FE Written
Sandy Plante-FL Spaceport-CFII

SOUTHWEST

Janie Postlethwaite-Golden West-IFR
Julie Ames-Golden West-ATP, Citation Type Rating
Kathi Wentworth-Golden West-CFII
Debby Powell-San Diego-Comm
Eva McHenry-San Diego-BGI
Carolyn Nichols-Utah-IFR
Carol Rayburn-Utah-FE Written

NIFA

Why Support Collegiate Flying?

by Pauline Gilkison

I believe in the NIFA flight program and continue to urge all of the United States Chapters and Sections of the Ninety-Nines to support collegiate aviation. Each gift can do much for NIFA students. Every gift demonstrates support of NIFA and assists in matching last year's goal. There are many of you who feel as I do and have joined the National Intercollegiate Flying Association as a 99 NIFA ASSOCIATE MEMBER. The number of supporters is noticed as well as the dollar amount. At the end of January 1978, thirty-three chapters and sections of the Ninety-Nines have made NIFA \$800 stronger by sending in their donations, ranging from ten dollars to one-hundred dollars. All this support is gratefully received.

Where are these grateful collegiate aviators now? The Military, FAA and the Aviation Industry draw many of the college and university graduates, and most of the women pilots join the NINETY-NINES. Today I talked with two former NIFA top women pilots; their phone numbers are listed in our membership

directory. GENE NORA JESSON, Idaho Chapter, International Board member and aviation writer is now working with the NINETY-NINES ANNIVERSARY BOOK committee. NIFA Queen CAROL LEE WRIGHT STEPHAN is now working at Joliet Airport in Illinois as flight instructor and charter pilot. She is the North Central Section NIFA chairman and member of the Chicago Area Chapter. There are many more outstanding NIFA Ninety-Nines who are active in aviation.

The support we give to NIFA helps the present students and those of the future. Each of your gifts, and finally the total 99s effort to support the college flying program generates other financial support. I believe in the Ninety-Nines too! Please help make this year a successful one for the 99s NIFA fund raising. Make donation checks Payable To:

St. Louis University [because of
501 (c) (3)]

Mail To: Pauline Gilkison
131 Walker Ave.
Clarendon Hills, IL

A Boeing 737 Captain - a Member of the 3rd Class of Air Force Women Pilots - a State Assembly Woman - 2 Whirly Girl Scholarship Winners are among the many members highlighting our organization this month.

99s in the News



Scholarship Winners. The winner of the 11th Annual Doris Mullen Whirly Girls Scholarship is Mrs. **Jennifer Ellen Anne Arton** of Cape Town, Republic of South Africa, and the winner of the first Whirly Girls/Enstron Helicopter Corporation Scholarship is Mrs. **Carol M. Prazak** of Lincoln, Nebraska.

A trained nurse and former Chief Air Hostess with Air Cape (PTY) Limited, "Jeni" Arton is now manager and pilot-instructor of Cape Town's Cape Aero Club. This divorced mother of two will use the \$3,000 scholarship toward getting her helicopter rating and then hopes to organize the first helicopter training club in South Africa. She also hopes to combine her nursing and pilot training on helicopter emergency and rescue missions.

Carol Prazak supports her family through her job as flight instructor, charter pilot and secretary for the Lincoln Aviation Institute, Inc. and has won praise for her work as an instructor. Carolyn will use her Scholarship towards obtaining her helicopter flight instructor rating and then train helicopter pilots at the Lincoln Aviation Institute, the only helicopter flight school in Nebraska.

First Woman 737 Captain Trained at Boeing. Seattle, U.S.A. — The first woman captain for a Boeing 737 twinjet airliner recently completed ground school and simulator training at Boeing's training flight center here, with flying colors.

Capt. **Yvonne Anne Marcelle Cunha** of Trans European Airways, a Belgium based charter airline, came to the Boeing Flight Training Center with 2,500 hours as a 707 co-pilot in her logbook. The slim, 31-year-old honey-blond pilot also had in her logbook time as an instructor in instrument flying and on multi-engine airplanes, as well as single-engine airplane instructor time. Farther back was the slowly accumulated time which led to her commercial license and instructor ratings on powered airplanes, and even earlier, beginning when she was 16, was flight time on gliders at the Belgium Royal Aviation Club.

"I wanted to be a pilot from the time I was a child of four,"

Captain Cunha says. "I started on gliders because my parents thought airplanes were dangerous."

How was she selected for the airline? "The chief pilot for Trans European wanted a woman pilot for publicity purposes. I was chosen."

It probably helped that she was already a member of the International Federation of Airline Pilots, qualifying by having trained airline pilots, those of Garuda Airlines among others. Also, she is fluent in four languages.

"Passengers are very proud they have flown on the airline with me as a pilot," Captain Cunha says. "They have seen stories in newspapers and seen me on TV, and often they ask me to pose for photographs with them."

Captain Cunha has now completed transition flight training at Trans European's base in Brussels. Her office is the cockpit of a 737, left front seat. Her working address: en route to or from the Canary Islands, Malago, Palma de Majorca, Athens, Costanza, Romania, Naples, Rome, Turin and other European vacation spots.

California Republican Assemblywoman from the 29th District is San Luis Obispo member Carol Hallett. First elected to the State Assembly in 1976, Carol previously served in the dual capacity of Administrative Assistant to a California Senator while also the Field Representative to an Assemblyman.

A private pilot, Carol commutes from her District to the Capitol each week in her Cessna 172. In the State Assembly, Carol serves on four key legislative committees: Agriculture, Transportation, Public Employees & Retirement, and Joint committee on the State's Economy.

Stephanie Wells in 3rd Air Force UPT Class. 1Lt. **Stephanie Wells**, of the 25th Weather Squadron and a **High Desert 99**, has been selected to attend undergraduate pilot training (UPT). She reported to Randolph AFB, TX in January



Capt. Yvonne Anne Marcelle Cunha of Trans European Airways has moved into the left seat of a Boeing 737 since this picture was taken.



Assemblywoman Carol Hallett

99s in the News (Con't.)

where she became a member of the third class of Air Force women pilots and began training in the T-41 trainer.

She was scheduled to begin UPT at Williams, AFB, AZ in mid February flying the two place, subsonic T-37 jet trainer and eventually stepping up to the supersonic T-38 "Talon" trainer.

A native of Bethesda, MD, Stephanie received her pilot's license while a student of meteorology at Iowa State University. She joined the Air Force shortly after her graduation from college in 1975.

"Why I Fly". Wisconsin 99 Diane C. Gorak was the only woman whose essay on "Why I Fly" was among the eleven selected for publication in *Air Progress Magazine's* Operation Inspiration Contest. There were approximately 850 entries in the nation wide contest, according to *Air Progress* editor Keith Connes.

Diane won a \$200 computer which she plans to activate in her instrument flight training.

Balloon Record. According to the *New Mexico Flying Review*, Sue Hazlett, an attractive blonde balloonist from Albuquerque set a world altitude record for women in Cheltenham, England, where she soared to 28,500 feet in a hot air balloon. After the record ascension, she experienced a 20,000 foot drop-out in which she contemplated parachuting from her basket, but landed safely 100 miles from her take-off point.

Serving on the Governor's Technical Advisory Committee dealing with Juvenile Justice is **Phoenix Chapter's** Maris Hawes. She flies herself and her co-volunteers around the state in her Navion to conduct "Hands Up" workshops, implementing the Juvenile Justice and Delinquency Prevention Act in Arizona.

Congratulations are in Order. We want to share the news about the many honors earned by our members in the field of aviation in the recent months.

Vonnie Bourgois, Chairman of the **North Dakota Chapter**, has been elected President of Alpha Eta Rho Flying Fraternity at the University of North Dakota.

Evelyn Snow, Shreveport, was honored at the annual Zonta Club Banquet when she was presented with the Amelia Earhart Zonta Award, given annually to a person making contributions in the field of aviation. Helen Wray showed slides of Evelyn at work in aviation. Newly initiated into this Zonta Club is Shreveport 99, Joyce Wildins.

Rosemary Colman, Co-Chairman of our International Convention in Canberra, Australia this year, has been elected to the General Committee for the Royal Aero Club of New South Wales. Rosemary is the Chairman of the Newsletter Subcommittee of this very large membership club.

New Safety Council Counselor for the Airport at Lampasas, TX is San Antonio member Jane King. South Louisiana's Marlon Brown has been named an FAA Examiner and an Accident Prevention Counselor.

Participating in aerobatic contests at Marana, AZ and Borrego Springs, CA in her Decathlon has qualified Pam Marley, **Phoenix Chapter** for her Sportsman patch.

Winner of the AOPA Industry Exhibit Hall Grand Prize - an Attitude Orienter Artificial Horizon - was Clara Johansen of the **Minnesota Chapter**. (Wish you would have passed around some of your luck to the rest of us while you were helping out in the 99 booth in the Industry Exhibit Hall)

Public Relations is very important to an organization like the Ninety-Nines and we are proud of all of you who are spreading the word about general aviation and women pilots.

Betty Nicholas, **Indiana Chapter**, WASP, former skywriter and test pilot appeared on an Indianapolis TV news interview. Betty did a great job explaining the position of the WASPs in relation to the legislation being passed. A long film clip showed different stages of training and the various airplanes they flew.

"Enjoying Retirement as 'Grandma, the Bush Pilot'" was the title of the feature written about Marie Porter, **Mt. Diablo 99**, in the Contra Costa Regional newspaper. The first of many trips planned for their retirement took the Porters and another couple to Juneau, Alaska last summer for a fishing expedition. Marie, a 1,600 hr. pilot who is also a Whirly Girl, was the only pilot among the four.

Addressing the Lansing International Club on the topic "The Historical Accomplishments of Amelia Earhart" was Sister Marie Emery, **Lake Michigan 99**. Marie also explained the interests and accomplishments of present-day 99s.

British Aviatrix Sheila Scott's picture recently graced the front page of the Yanuca News, a publication for guests of the Fijian Hotel. Sheila is becoming a regular guest as she drops in on her round-the-world flights.

Icing on the Cake. Richard Collins, editor of *Flying*, featured an **All-Ohio** member in his "On Top" column in the November magazine. Collins had stopped in Port Columbus and, while enjoying a cool drink, watched a blue Grumman American pull off the active runway. A young woman in a red skirt got out, said a few words to her student and waved him off. The three solo landings were well-done in Collin's opinion, and Bonnie McSwain was not only proud of her student but of the complimentary comments in the story as well. ♣

Direction Finding Saves a Life

(Golden West Chapter, reporter Pat Palmer)

A ten year old girl, Michelle Robson of Fort Collins, CO, was found alive December 29, 1977 beside the wreckage of a Cessna 182 that crashed into 3600-foot El Capitan Mountain near San Diego. The crash, which killed her grandparents, occurred almost two days earlier.

Michelle's rescue, after 42 hours in the rain and imbedded thunderstorms that grounded light search planes, was the culmination of the dreams and work of hundreds of volunteers, but, in particular, **Golden West's** Janie Postlethwaite and her husband.

The Postlethwaites have spent endless hours developing radio direction finder equipment and the techniques to make locating a downed plane with a transmitting ELT a more precise and efficient procedure.

According to Hart, "Many ELTs have been located in less than half an hour, but none with the hazards of Michelle's rescue." Despite the instrument flight conditions, the San Diego Sheriff's Office Air Squadron pilots were able to locate the site within three minutes of contact, at 12,500 feet and with an accuracy of better than 1/8th mile even though they could not see the ground.

Following the IFR descent, the two search pilots broke out under the storm only to discover that the search area of the mountain itself was cut off by clouds. While they were making a "DF" run at the mountain, another plane higher up reported a small opening in the clouds near the crash site. Immediately the Sheriff's Rescue Helicopter darted in and out of the small hole to rescue Michelle.

"It has been a great feeling to know that a life has been saved directly because of our personal efforts," Janie commented. ♣

Ninety-Nines

Projects

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



East Africa

Flight to Game Park Planned

East African Ninety-Nines are sweating and groaning over a ten part, 100 question aviation quiz prepared by our secretary, Sheila Bell. The prize that spurs us on is a flight to a Game Park and a night for two in a Game Park Lodge, but meanwhile we are having to revise all our P.P.L. theory and quite a lot more besides. E.g.: "You land at a game park strip which is wet and muddy and the aircraft's fuselage, wheels, wings and tail are covered with mud and elephant dung. What action would you take before attempting take-off and why?" "You are on a mercy flight for the Flying Doctor Service and you HAVE to go through a thunder storm. What flying technique would you adopt to afford the safest possible penetration of the storm?" "You are flying past Nanyuki and a Kenya Air Force aircraft appears on your port side and begins rocking its wings. What would you do?" "What is hyper-ventilation?"

Western Canadian

Alberta to Celebrate Anniversary

The Alberta Chapter is planning a tenth birthday party for the chapter to be held in Calgary on April 8th. Eleanor Bailey is hoping to arrange a tour "behind the

scenes" of the newly constructed Calgary Air Terminal on Saturday afternoon followed by a banquet with a guest speaker. Chapter members are trying to locate previous and charter members for this event. Any such persons could contact **Anola Laing**, at Claresholm, Alberta.

Middle East

Virginia 99 Flies with CAP

Hampton Roads member, **Mary Cooper**, was busy lately flying CAP missions in search of a downed plane near Cape Charles, VA. She worked with the Coast Guard and ground teams, flying a Cessna 150 with a partner over a ground track about 500' AGL.

Golden Wings Over Richmond

On October 15 and 16, 1977 the eighteen members of the **Virginia Chapter 99s** took an active and meaningful part in the air pageant "Golden Wings Over Richmond." The pageant celebrated the 50th anniversary of the dedication of Byrd Field, Richmond by Charles Lindbergh on October 15, 1927.

Among the static displays available to over 25,000 browsers was the Ninety-Nines tent, which included a display board, handouts and a thirteen-minute slide tape presentation on the History of Women in Aviation. Over background music from

"Jonathan Livingston Seagull" and the Boston Pops "Around the World in Eighty Days", slides and narration relayed women's aviation history from the first balloons circa 1750 right through the 1977 graduation of women pilots from Williams Air Force Base. The presentation will be on display at the NASA Visitor's Center in Virginia and will be available on loan to groups requesting it.

99 at Zonta AE Dinner

Liz Monroe represented the **Shenandoah Valley Chapter** at the Washington, D.C. Zonta Club's annual Amelia Earhart Dinner where the guest speakers were seven women pilots who are presently flying for various national airlines. Liz was fascinated with their flying histories and experiences.

New England

No Mistakes Visible Above FL240!

After being rained out most of October, Eastern New England 99s **Jean Doherty**, **Harriet Fuller** and **Pam Hawes** managed to get to Mansfield, MA to outline the air-marking on the ramp figuring to at least have that much ready to fill-in next spring. But, when the weather turned out perfect for an unprecedented two weekends in a row, they zoomed back. Aply assisted by **Alma Martin**, **Pat Thrasher** and a couple of "airport bums" conned into lifting the



An interested browser learns of the 99s at their booth at "Golden Wings over Richmond".



Virginia 99s present Women in Aviation at "Golden Wings over Richmond".

5-gallon cans of paint, then finished up another super job. No mistakes visible from FL240 and above!

Another New England 99, Chris Seaver is working with a Troop of Girl Scouts on their Aviation Badge requirements.

New York-New Jersey

CFI Refresher Course Sponsored

Finger Lakes Chapter co-sponsored the Flight Instructor Refresher Course January 21-23, 1978 in Rochester, NY. Serving as registrars were Sally Hershberg, Carol Mohandiss and George Ann Garms. Instructors from all over the Northeast braved the bitter weather to attend.

North Central

Proposed Ohio Bill to Close Airports at Night

Many members of the All-Ohio Chapter have joined forces with the Aviation Safety Institute to defeat Ohio Bill #931. The bill would close any Ohio airport between 11:30 p.m. and 6:30 a.m. where there is a population density of 1800 people per square mile within 3 miles of the airport. The only aircraft affected are general aviation aircraft! This is intended as a cure for the noise abatement problem; however, all or nearly all aircraft built comply with FAA noise control standards. The real problem lies in having to choose an alternate airport OUT OF STATE (due to weather) which defies all reasoning and sure as heck blows the you-know-what out of a safe operation. Jeane Wolcott, All-Ohio, is now a member of the Ad Hoc Committee along with many other aviation organizations and she promises a long hard fight to ensure the bill's demise.

"The Pilot is the Key to Safety"

Greater St. Louis 99s were involved in the sponsorship of a General Aviation Pilot Education Clinic in February. The exciting all day program, organized under the direction of Clinic Chairman Nelda Lee, focused around the theme, "The Pilot is the Key to Safety."

Ceramic Decoration Project Continued

Quad City Area Chapter voted unanimously to continue their Ceramic Christmas Decorations project with each member making two dozen or contributing the net profit per dozen. Joanne Walker and Lilli Soomre will be helping new members learn this craft.

Wisconsin 99s Encourage Aviation Safety & Proficiency

Wisconsin Chapter 99s are already busy with special projects to encourage aviation

safety and proficiency and to demonstrate the importance of general aviation to the community.

(1) Another Wis-Sky Run is scheduled for June 24-25, 1978. This proficiency run, which will begin at Cable, WI, with impound June 23, is open to all 99s (PIC must be a woman). Details and race kits available in near future from Wis-Sky Run chairman, Caroline Morey.

(2) Wisconsin 99s also co-sponsored an aviation weather seminar with the state Division of Aeronautics on January 7th at the University of Wisconsin-Madison. Madison TV weatherman Terry Kelly, a licensed pilot and meteorologist, was the featured speaker. Wisconsin 99s financed the audio-visuals for this project which will be available to other groups later in the year. Chapters wishing to use this presentation should contact Louise Yeazel.

(3) Featured at the January 8th meeting was a Box Lunch Auction with proceeds donated to NIFA. A \$50.00 contribution to the Women's Air Museum in Dayton was raised through our Fall Poker Run entrance fees.

(4) Jane Thorow is finalizing details on the Wisconsin Chapter's participation in an innovative Red Cross Blood Transportation program. The chapter offered its services to the Red Cross to fly blood in emergencies to help reduce the dangers of highspeed automobile conveyance when blood is urgently needed at distant locations.

Northwest

Columbia Cascade 99s Join in Red Cross "Blood Flights"

Six Columbia Cascade members, Mary

Hill, Mary Wohlgemuth, Pegge Blinco, Billie Dutcher, Carol Smith and Jo donated blood on Saturday, January 14, prior to meeting and getting acquainted with Hazel Eggleston, the Blood Program Director and Ann Zoll, Administrator of the Oregon Trail Chapter of the American Red Cross. The chapter was treated to a tour of the new Red Cross Headquarters and laboratory facilities. Columbia Cascade 99s are excited about being participants in the "Blood Flight" program. Minnesota 99s have been flying blood for the Red Cross for the past couple of years, and Wisconsin Chapter members will also be joining in the program this year.

Far West 99s Meet for Safety

Safe take-off and landing techniques were the topic at a safety meeting arranged by Joanne Rice for Far West Chapter members and pinch-hitter graduates. FAA films on the subject were shown and a discussion was lead by Larry Hay, CFI of Far West Aviation. Scenes of the final Powder Puff Derby were also shown.

Density Altitude Clinic Scheduled

Del Randals from the Spokane, WA GADO office will be assisted by the Inter-mountain 99s and the Idaho State Department of Aeronautics in the presentation of the Northwest Section Density Altitude Clinic to be held in Coeur D'Alene, Idaho August 24-26, 1978.

99 Decals Available

Wyoming Chapter Treasurer, Elizabeth Grieve has a good supply of 99 decals for sale. These circular decals are ideal for use on flight kits, bags, books, bumpers, etc.

Columbia Cascade member donating blood to Red Cross.



Lubbock 99s conducting Sky-Pals Seminar for men and women non-pilots in their area.



Aloha officers, Sharp, Fagan, and Wetheroux Commemorate AE's Flight.

South Central

Arkansas Airmarks and Puts on Clinic

An Airman Educational Clinic, sponsored by Arkansas 99s was held in Fort Smith and was well attended by area pilots.

Eureka Springs Airport was airmarked by the chapter and a new bulletin board was presented to the airport.

Carroll County Airport runway also has newly painted numbers courtesy of the Arkansas Chapter where much work was also done by the Nervous Navigators.

500 Attend Colorado Clinic

On September 23rd, 1977 the Colorado Chapter co-sponsored with the FAA a Safety Meeting in Denver at which approximately 500 people attended. At this meeting 4 members of the Colorado Chapter were named as General Aviation Safety Counselors. They are: Mary Adams, Ann Pringle, Vanita Faatz, and Grace Mayfield.

Sky-Pals Seminar Held in Lubbock

Thanks to help from the local FSS and Wes-Tex Aircraft, both publicity and enrollment were at a peak for the Sky-Pals seminar sponsored by Lubbock 99s for men and women in that area. Since this was the first time the program was presented, help was solicited from experienced teachers in the program, but 99s hope to do it again "on their own".

Nebraska 99s Aviation Art Festival

During the month of February, children

in Nebraska are making posters to display in the Nebraska 99s Aviation Art Festival. Local 99s are sponsoring the Art Fests. First place posters will be entered in statewide judging and displayed at the Nebraska West Art Gallery in Scottsbluff. Ann Rosenberry is statewide Chairman for this Aviation Art Festival.

Christmas Flight for Handicapped

Nebraska 99s conducted a service project in cooperation with the Lancaster Office of Mental Retardation in Lincoln. Sally Van Zandt and Betty Edison flew a young man who is handicapped from Lincoln, Nebraska to Windham, Minnesota so that he could spend the holidays with his family. Mildred Barrett and Betty Edison flew to Minnesota and brought him back to Lincoln in early January.

Weekend Aerospace Workshop for Educators Planned

Nebraska 99, Evelyn Sedivy, who is the current chairman of the Nebraska Association of Aerospace Educators, is helping organize a Weekend Aerospace Workshop for educators. The workshop, scheduled for February 10-12, is being co-sponsored by NAAE and Kearney State College, Kearney, Nebraska.

Airshow Stimulates Airmarking

During the Ord airshow, so many pilots complained about the worn numbers on the runways that the airport manager offered the Omaha Area 99s the job of repainting them. After two postponements due to cold weather and high winds. Betty O'Brien, Suanne Townsend and Rosemary

Block finally were able to fly to Ord, Nebraska to remark the runways.

Every year October has been proclaimed "Aviation Month" in Nebraska, and every year the Omaha Area 99s have set up a display featuring the activities of the Ninety-Nines in the Westroads Shopping Center mall. It has given us an opportunity to explain the answer to the many people who ask, "A Ninety-Nine? What is that?"

Dues Paid for NIFA Chapter

The South Louisiana Chapter has once again paid the dues for the Flying Tigers of Louisiana State University, the NIFA chapter for that school.

99 Speaks to Zontas

Joan Alyea, Spanish Peaks Chairman, spoke at the Pueblo, Colorado Zonta Club January meeting. Her topic was "Amelia Earhart—the Woman". Joan also spoke in January to the Capella Club, a Pueblo YWCA women's group on "Today's Women in Aviation" . . . sort of a one-person speaker's bureau!

Tulsa Sponsors CFI Clinic

April 7th, 8th and 9th are the dates for the CFI Revalidation Clinic sponsored by the Tulsa Chapter and the Oklahoma Aeronautics Commission. This will be an all new, FAA approved program held at the Airport Sheraton in Tulsa. Cost: \$35. Contact Earline Biles, 5222 S. 68th E. Ave., Tulsa 74145 (918) 627-1975 or Jan Mauritson, 6367 E. 39th Place, Tulsa 74135 (918) 835-7651.

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Southeast

Goldcoast 99s Support NIFA

The Goldcoast Chapter has voted to donate \$100 each to the A.E. Scholarship Fund and to NIFA.

Scholarship Established

Kitty Hawk Chapter of 99s and the First Flight Society together have established the Kitty Hawk Scholarship which will be presented to a North Carolina aviation student for the first time this spring.

99s Participate in Aviation Forum

Kitty Hawk Chapter members participated January 12 in an Aviation Forum held at the Raleigh-Durham, N.C. Airport. The forum, held monthly, is sponsored by the FAA and features programs of special interest to local pilots. Chapter members were invited to present a brief history of "99s" this month in addition to a filmed safety program.

Southwest

Aloha Officers Commemorate AE's Flight

Remembering . . . that Amelia Earhart was the first pilot to fly solo from Hawaii to North America, landing at Oakland, CA on January 11, 1935, Aloha Chapter officers marked the monument to Amelia's accomplishment with a lei in a brief ceremony on January 11, 1978. The monument is at the foot of Diamond Head in a sight-seeing lookout, Honolulu.

SFV 99s Become Las Angelenas

San Fernando Valley Chapter 99s were called upon to send representatives Vesta Malby, Beverly Woodward, Barbara McKenna and Wanda Schramm to attend a meeting with Mrs. Tom Bradley, wife of the Mayor of Los Angeles. Mrs. Bradley is the honorary Chairman of Las Angelenas, the Mayor's Volunteer Corps to City Government.

Las Angelenas is composed of volunteers to city government who serve as

hostesses for the city, conduct tours of city hall, serve at all city sponsored events for visiting dignitaries and assist city departments with special projects. Membership in Las Angelenas is by invitation of the Mayor.

SCV Chapter has Busy Aerospace Education Committee

The Aerospace Education Committee is helping several Girl Scout troops in the Santa Clara Valley get their Aviation badges. The Committee provides a series of four lectures to each troop, covering such topics as the requirements for a pilot's license, women employed in aerospace, history of aviation, etc. "One troop completed - two others in the works - four more standing by," reports Stella Leis, Chairman. Willie Gardner, Pat Rowe, Sue Windus, and Mayetta Behringer are helping.

"ACE" Program Being Prepared

Members of the Santa Clara Valley Chapter are working to prepare the "ACE" program - the Airman Challenge and Education Seminar - so enthusiastically described by Lois in her column in the last issue of the 99 News. Pat Davis is serving as coordinator. The one-day cram session, which will require approximately



Bill Krunk, Ogden Tower Chief, receives Certificate of Appreciation for Ogden's cooperation during the 1977 ARC from 99s (L-R) Sidney Sandau, Chairman Carol Clarke and Carol Rayburn.

one 99 per pilot tested, will be followed by a no-host banquet, with Lois Feigenbaum and Thon Griffith as honored guests.

90 Third Graders in Aerospace Class

Holly Broadus, Joan Robbins and Carol Valette, Santa Rosa Chapter, had an Aerospace class for ninety (90) third grade students. The gals have pooled their talents and are terribly excited about their adventure. As part of this Aerospace project, they brought the youngsters to the airport to visit the control tower and to take a ride in an airplane. Our guess would be that the gals had more fun than the youngsters!

Safety Seminar Held

February 21st was the date of the FAA Safety Seminar at Santa Rosa Junior College sponsored by Santa Rosa 99s. They like being associated with Safety Seminars - SAFETY is something we are all concerned about.

Race Clinic Scheduled

Helen McGee, Sonora, CA will be conducting a workshop on racing for Santa Rosa 99s in March.

July Brings Density Altitude Clinic

Utah Chapter will sponsor a Density Altitude Clinic to be held in Wendover, Utah-Nevada on July 29th, 1978.

Indian 99 Visits Utah

Saudamini Deshmukh, Indian Section, was the guest of Alberta Nicholson. Alberta gave an open house for Utah 99s and friends to meet Saudamini. Her stay in Utah included a day in the snow covered mountains, a tour of Salt Lake ARTCC, and listening to the Mormon Tabernacle Choir.

★ ★ ★ ★ ★

Chapter Histories Due NOW!!

Santa Clara Valley members Stella Leis and Marilyn Orloff are in a T43 enroute to the Pacific Region Aerospace Conference.



San Fernando Valley members delivered homemade cookies to towers and associated facilities at Van Nuys, Hollywood/Burbank, Santa Monica, Lancaster and Whiteman Airports. (L-R) Ely Rickabaugh, Doris Totans, Lola Ricci, Ruth Mayle, and Audry Schutta.



99s spreading their wings . . .

Flying Activities

Australia

Australian 99 Has Secret Mission in U.S. Australian 99, Mrs. Edith Dizon, returned home last month after an 8-day American holiday. But her secret mission, she says, was to persuade as many 99s as she could to visit Canberra for the International Convention in August.

In **Calgary**, contact was made with Mrs. Pat Vasseur; in **Lansing, Michigan**, with Mrs. Winnie Duperow, Dr. and Mrs. Moore, Fran Myers, and Lorraine McCarty; in **Torrance, CA** with Louise Sacchi; in **San Diego**, with Lea Lierschy, June McCormick, Eva McHenry, Lynn Briggs and Betty Gillies.

East Africa

Golden Jubilee Safari - The Pan Am Golden Jubilee Flying Safari was held in October 1977 in celebration of the 50th anniversaries of both Pan Am and the Aeroclub of East Africa. The double celebration was very fortunate for the Aeroclub, as Pan Am sponsored the Safari very handsomely, and provided the trophies.

Thirty-two aircraft, ranging from a tiny 1946 Auster and a beautifully restored Luscombe, both handicapped at under 100 knots, to a Beech Baron handicapped at 200 knots, were flagged off at intervals from Wilson Airport, Nairobi, on their way via 14 control points and a distance of over 500 nautical miles to Mnarani Club, a luxury hotel between Malindi and Mombasa on the East African coast. The route and maps were only given out 30 seconds before take-off, and from then on it was all eyes straining to look for tiny dusty airstrips or road junctions in the middle of the arid bush country. There were no NDBs or VORs to help and the navigator was fully occupied in hurriedly working out co-ordinates or bearings and distances, while also helping the pilot look for the controllers, standing under thorn trees or umbrellas against the fierce African sun. There was a half-way stop, where a spot landing was required, at a hot dusty strip alongside the main Nairobi-Mombasa road. One point was deducted for each second late or early, and it was soon apparent that the Mooney, flown by the well known East African Safari Rally driver, Peter Hughes and Chris Astheimer, was to have a ding dong battle with the Piper Colt of Alan Herd and Gordon Bird.

There were four Ninety Nines from the

East African Chapter competing - Veronica Scott Mason and Gay Stephenson flying in Veronica's 24 year old Cessna 180, Linda Pearson flying with her brother in their Piper Pacer of the same vintage, and Julia Rutherford flying a Cessna 182. Veronica and her husband run a sheep and oats farm in the Kenya highlands with an airstrip at a height of 9,000 feet, and she is a race-horse trainer. Gay had her commercial rating at a very early age, and worked as sales promoter for Piper aircraft with the Cooper Motor Corporation. Julia works at the headquarters of the Flying Doctor Services, and Linda and her brother received a prize for being the youngest competitors in the Flying Safari - their combined ages add up to less than 40, while the oldest pair had a combined age of over 140 years!

At Mnarani, after the first leg, Veronica and Gay surprised themselves by being placed 5th at that stage. The next day was devoted to a separate navigational rally, organised by Geosurvey, a company specializing in aerial surveys, with high altitude photographs of the empty country to the north of Mnarani being provided for identification and filling in of the blanks at various places. Navigation questions also had to be answered enroute. Gay and Veronica once again did very well, being placed third. The next day was

a much needed rest day, with people lounging by the pool, mini sailing or big game fishing.

On the last day, after a very amusing treasure hunt and a picnic lunch half-way back to Nairobi, the last leg started with an almost direct handicap race back to Wilson. Peter Hughes consolidated his lead to win the Safari for the first time outright, after numerous attempts, with Alan Herd in second place. Gay and Veronica held on to their 5th place with a tremendous effort in the last leg, in which they only lost 55 seconds! Julia came in 15th and Linda 28th. Gay and Veronica were really bitten with rally fever, and are busy organising a one day rally for Ninety-Nines in January.

East Canada

"Christmas Lights Flight" Delayed until January. First Canadian Chapter, under the direction of Adele Fogle, Activities Chairman, played hostess to 12 Little Brothers, aged 10-14, on January 5, 1978. "The Christmas Lights Flight", originally scheduled for December, but postponed because of continuing bad weather, got off the ground from Toronto Buttonville Airport with pilots Daphne Schiff and Adele Fogle and 49½ers John Innis and Warner Smith. Not only were the Little Brothers airlifted,

Big Brother, Harold Ruthven and Little Brother, Hardy Karl climb aboard 99 Daphne Schiff's Piper for a view of Toronto's Christmas Lights.



Flying Activities (Con't.)

but also any interested Big Brothers were given the opportunity of seeing Toronto from the air at night.

Unfortunately, the weatherman provided only 6 miles and haze, so the view was not as spectacular as it could have been. However, Mr. G. Borowski, Recruitment Officer for Big Brothers, reported that one Little Brother described the flight as "Neat!" and his Big Brother found it "Exhilarating!"

Betty Innis, Heather Sifton, and Maurleen McGraw worked on the ground providing hot dogs, pop, cookies and fruit as the flyers returned from their flight. Each child was presented with a T-shirt which read, "I flew with the 99s", and chapter photographer, Louis Apperley, was kept busy photographing the event. Many interested and astute questions were posed by the young passengers, as they observed the instruments from "engine on" to "engine off". Chapter Chairman, Shirley Allen, has ordered better weather for next year's flight.

Western Canadian

Poker Run Planned - The Alberta Chapter is planning a Poker Run for June 4th. Participants must land at 4 out of 8 possible airports located in central Alberta, with the terminus being Red Deer. Prizes are being arranged and the rain date will be June 10th. Chairman for the Poker Run is Nancy Rand.

Middle East

Air Derby Planned Next Month - The Greater Pittsburgh Chapter will hold its Third Annual Air Derby, April 29, 1978. (Rain date, April 30). Starting at Latrobe Airport, it will be a 200 nm proficiency derby. For kits, send \$2 to: Mary Lou Waite, 2388 Oakview Drive, Pittsburgh, PA 15237 (412-364-8595).

New England

The New England Air Race, a 300 mile round-robin proficiency contest, is scheduled for June 2-4. Open to all licensed pilots, the event is sponsored by the New England Section. Entry deadline is May 11th. For entry kits, send \$2 to: Pam Hawes, George Hill Road, Lancaster, MA 01523.

New York-New Jersey

The Garden State 300 will be held the weekend of May 19-21st, 1978 at Cape May County Airport, Cape May, New Jersey. It's a 300 mile round robin proficiency contest. Limit 50 planes. PRIZES!!!! For details contact either Diane Shaw, Chairman of the race or Wanda Mammel, Chapter chairman.

North Central

Illinois Air Derby, with both speed and proficiency categories, will take place May 26-28. The event will be limited to 60 planes and is open to both men and women with co-pilots mandatory. Entries are open from Feb. 1 to April 30. Entry kits are available for \$3 from: Joan Boyd, 46 Cumberland Dr., Lincolnshire, IL 60015.

The Wisconsin Chapter Poker Run was held over two months as Wisconsin weather thwarted 99s' flying activities. Jane Kriha won first prize - a computer - for a full house; second place and a night flying flashlight went to Caroline Morey. Twenty-five percent of our members participated in the Poker Run, picking up their hands at six state airports which offered experience at both controlled and uncontrolled, paved and sod fields.

HELP!

Our mailbag runneth over. We promise to save your chapter news to include with next month's items.

The second Wis-Sky Run is slated for June 24-25 at Cable, WI. Details and race kits will be available in near future from Wis-Sky Run chairman Caroline Morey.

Southeast

Louisiana Air Tour - Fran Salles, New Orleans 99 and Coordinating Chairman of the 1978 LA Air Tour announced that the tour will be Friday, April 7 to Sunday, April 16 with over fifty pilots coming in their private planes to tour Louisiana together.

Highlights of the tour include wine and cheese at the Governor's Mansion, an afternoon at the Jazz Festival in New Orleans, flying contests, deep sea fishing, horse races, dinner at famous Oak Alley Plantation and a Fais-do-do.

If at first you don't succeed" Blue Ridge Ninety-Nines used perspicacity and finally conquered the weather! After two rain dates, who notices a twenty knot wind? What a Poker Run - all over upper South Carolina and back to Orr Aviation in Spartanburg for a delicious barbecued chicken dinner cooked by none other than Chief Pilot, Buck Moss. Even though Louise White was the only 99 winner, our treasury was greatly enhanced by the tremendous turn out of 99s and visitors.

Southwest

Shirts 'N' Skirts Air Race, sponsored by Fullerton Chapter, is planned for April 1st. Race kits are available for \$2 from Jo Clyde, 1470 Sierra Vista Dr., La Habra, CA 90631.

The Mini Derby, Golden West Chapter's 6th Annual Cruise and Proficiency Contest, will take place at Hayward Air Terminal on Saturday, June 10th. Prizes and trophies will be awarded to men, women and mixed teams. Entries are open from April 1 to June 1 and will be limited to 50 planes. For kits, send \$2 to: Donna Vasko, 3898 Magnolia Dr. 33, Palo Alto, CA 94306.

Death Valley Site of Fly-In - Death Valley is such a popular winter attraction for travelers by car and by plane that Palomar Chapter made reservations six months in advance for their January 21 fly-in. Whitts, Grimsingers, Mulholles, Boylls, Santosuosos, and Medlings enjoyed the flight to the national park as well as the lunch stop at Las Vegas on the way home Sunday. Joan Sandborn and family, Orange County Chapter also flew in to join the group.

Direct Relief Flights - In October, Susan Lea, Redwood Empire 99, flew from Oakland, CA to Bend, Oregon in a Turbo-Centurion to pick up some medical supplies for the Direct Relief Foundation. Eleven Boxes (220 lbs) were brought back to Buchanan Field, Concord, California. On November 13 Susan and Nina Rookaird, in two Cessna 172's, completed the mission by delivering the boxes to Santa Barbara.

Surprise Glider Rides Highlight Fly-in - San Fernando Valley 99s January
Continued on p. 39, Column 2



Amanda Whisenand and Deborah Taylor operate the weigh in station for San Gabriel Valley's 36-a-Pound Airlift.

New Horizons



Lynn Williams, British Section.

The British Section will greatly miss Lynn and Neil Williams recently killed while ferrying a vintage wartime Heinkel from Spain to a British Museum.

British aerobatic champion, ex RAF test pilot, and Captain of the British International Aerobatic Team, Neil was admired worldwide for his impeccable flying. At the time of his death, he and Lynn had started a new aviation business.

A true husband and wife team, 99 Lynn was determined to qualify for the British team with him. She devoted much ground support to the team, and was frequently seen attracting the crowd aerobating a Pitts or a Stampe at airshows to earn the money to pay for her training. Both were always willing to help the truly dedicated pilot, but most of all we shall miss their warm hearted smiles to all of us across the field.



Lynn Williams

Jene Hopkins Grunerud, Mt. Shasta Chapter.

Jene received her Private License in 1976 and joined the 99s, a dream of years come true. She was assistant manager of the Haigh Airport in Orland, CA at the time of the aircraft crash in which she was killed.

Betty Adams, Wyoming Chapter charter member.

Geneva Oleson Engel, formerly North Dakota.

Geneva, born in 1924, was copilot in TAR #60 in the 1971 Powder Puff Derby. She was killed in a car/train collision while driving from her ranch home on December 26.

Dorothy Morgan, Oklahoma Chapter.

Dorothy, who learned to fly in 1929, was the first licensed woman pilot in Okla-

Flying Activities Continued

fly-in to California City Airport was blessed with gorgeous weather after weeks of rain. Fly-in chairman **Delores Pynes** made the day by contacting **Nancy Crews** of California City and she introduced those present to **Larry Barret**, a glider instructor. Larry had a drawing planned and our two lucky winners, **Joyce Neal** and guest **Hank Greck** had a surprise ride in a glider. **Lola Ricci** and **Erlene Peebles** rode along in the tow plane for extra fun. It was a wonderful day. Thank you **Nancy Crews** and all those in California City.

★
One Hundred Fifty "Introductions to Aviation" were given at the **San Gabriel Valley Airlift** on November 19th even though clouds hung low much of the day.

★
The Fifth Annual Jim Hicklin Memorial Air Race, sponsored by the **San Fernando Valley Chapter**, will take place April 7-9th at Bullhead City, AZ. Entry fee is \$40. There will be trophies through 10th place, cash awards through 5th place and many "special category" awards. For entry kit, send \$2.50 to **JHMAR**, PO Box 8173, Van Nuys, CA 91409.

★
The Tucson Annual Flying Treasure Hunt, sponsored by the **Tucson 99s**, will be held May 5, 6 & 7 in Tucson, AZ. Cash and trophies will be awarded to the top 5 teams and there will also be other prizes and awards. Entry kits are \$2 and are available from: **Tucson Treasure Hunt**, 3525 N. Camino de Vista, Tucson, AZ 85705.

★
Pennies-A-Pound Supports Three Scholarships - Early November saw the Tucson Chapter working up a storm on their annual **Pennies-A-Pound** airlift. The event is always a hit with the Tucson folk, and this year was no exception. Plenty of pounds were carried, a good time was had by all (especially at the party afterwards . . .) and enough money was realized to award three scholarships. They went to **Mary Beth Fogg-Worman**, Private; **Joan MacDonald**, CFI; and **Chanda Sawant**, Instrument.

homa. A barnstormer for the **Curtis-Wright Flying Circus**, she was also the first woman to become an airport manager when she received an interim appointment as manager of the **Oklahoma City Airport**, now **Will Rogers International**, in 1933.

Losing her license to fly when she became pregnant in the late '30s, she encouraged the 99s to fight and have this act of legislation repealed.

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.

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Special rates to those 99s trying to find companions to fill a plane for the **Australian Safari** led by **Arthur Schutt**. Advertise right here, listing whatever characteristics you desire in your flying companions . . . smoking, snoring, etc. Five lines for five dollars. Ad deadline for May issue: April 10th.

★ ★ ★ ★

COMING NEXT MONTH

. . . A fascinating look at "**Helen Richey—First Lady of the Air-lines**" by **Glenn Kerfoot**

9th Annual

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