

# *the 99 news*

IAL PUBLICATION OF THE INTERNATIONAL WOMEN PILOTS ASSOCIATION

MAY 1978



## NIFA SPOT LANDING

Seaplaning to Alaska .....	12
Special Section on Chapter Personalities .....	19



## THE 1929 AIR DERBY

Rolling for takeoff in this picture of the 1929 Air Derby is Thea Rosche in a Gypsy Moth. Lined up and awaiting their turn are (1st Row, L-R) Bobbie Trout in a Golden Eagle; Edith Foltz in an Eagle Rock Bullet; Marvel Creason in a special Travel Air J6-7; Pancho Barns in a Travel Air J-5; Blanche Noyes, also in a Travel Air J-5; and Louise Thaden in a Travel Air J-5 with a speed wing and the first of the full NACA engine cowls. In the 2nd Row are Gladys O'Donnell in a Taperwing Waco; Ruth Nichols in a Rearwin Ken-Royce; Margaret Cooper in a Spartan; Amelia Earhart in a Vega; and Ruth Elder in a Swallow.

Picture provided by Louise Thaden.

Photo Credit: John Underwood

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# the 99 news

## THE NINETY-NINES, INCORPORATED

International Headquarters  
Terminal Drive and Amelia Earhart Lane  
P.O. Box 59965  
Will Rogers World Airport  
Oklahoma City, Oklahoma 73159  
Return form 3579 to above address  
2nd Class Postage paid at Oklahoma City, Oklahoma  
and at additional mailing offices  
under 2nd class publication #390740.

**Publisher** ..... The Ninety-Nines, Inc.  
**Editor** ..... Jan Million (405) 682-4425  
**Circulation Manager** ..... Loretta Gragg  
**Headquarters Secretary** ..... Virginia Qualine  
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Published ten times yearly. Jan-Feb and July-Aug issues combined.  
Annual subscription rate is \$7.00 and is included as part of the annual membership of The Ninety-Nines, Inc.  
Additional subscriptions: \$7.00 per year.

Membership Count as of April 13, 1978

4897

# LOOKING UP WITH LOIS



On the first page of each Membership Directory it is stated: "Private Membership Listing - Not to be Used for Commercial Purposes Without Permission of the Board of Directors". There is certainly nothing new about this statement as it has been carried in every Membership Directory since I have been a Ninety-Nine. In the last few years, however, our directory has become "open-season" for many people, members, their husbands, friends, and various companies who can find an elite list of nearly 5,000 women that can represent profit in one form or another. Hardly a month goes by, now, that I don't receive at least one letter from one or more outraged members who attach a brochure or letter received in the mail where the roster was obviously used to obtain the membership listing.

As your President, I assume the responsibility of attempting to put a stop to this illegal and unauthorized use of our directory to flood our membership with "junk mail" solicitations. However, I am certain that you can appreciate the fact that we cannot take every person who so illegally uses our listing to court to stop such use. How, then, can we succeed in putting stop to this growing problem? I would suggest that if we all vow, collectively and individually, not to patronize, buy from, or use the services of any company or person, whether he or she be a Ninety-Nine or a relative of a Ninety-Nine, the message will soon come across, and these people will know that it is a waste of money and postage to use our list for the unauthorized solicitation.

I would appreciate it if the Governors of the Sections and the Chapter Chairmen would talk this up among our members to remind us all from time to time that our Membership Directory is indeed a "private listing", and that we demand that it be kept that way. Otherwise, we can expect to find all sorts of "junk" solicitations showing up in our daily mail, and this will constitute, in my opinion, a rank invasion of our privacy.

If you receive a solicitation, either by phone or by mail, which obviously comes through the use of our Membership Directory, and if you are in doubt, you should contact either an Officer or Headquarters to verify whether this is an authorized use of the roster. Certainly it will be an unusual occurrence, and under unusual circumstances, where the Board authorizes the use of our Membership list for a profit-making venture. In the meantime, we will do our utmost to keep our Membership Directory only for our members' personal use.

### ON THE COVER

Telltale chalk lines at five yard intervals down the runway centerline turn immediately into small white dust clouds as wheels touch the runway. Judges for the spot landing contests thus have little room for doubt as to how many yards before or after the "Spot" the landing actually occurred.

The cover photograph was taken at the National Intercollegiate Flying Association Regional competition held at the Air Force Academy in Colorado Springs. Photographer Mary Adams, Colorado Chapter Chairman, will also be on hand at the National NIFA SAFECON in Murfreesboro, Tennessee later this month to help with judging and to record the event for the 99 NEWS.



# Safety Education

by Barbara Goetz

I am pleased to introduce a second guest article on Safety Education by Diane Hadley, a member of the Austin Chapter.

Diane began flying in 1969 as a safety measure when flying with her 49½er, Wayne. Although most of her time is limited to "right seat" she has logged 100 hours on her own. As with most "flying companions" turned pilot, Diane is looking forward to obtaining many more ratings and flying many more hours in her Beech Musketeer.

My thanks to Diane for sharing her experience and knowledge with all of us.

## FAA Physiological Training

Recently, members of the Austin, Texas, Chapter attended an FAA Physiological Training session at Brooks Air Force Base, San Antonio, Texas.

For those readers unfamiliar with this program, Aviation Physiology deals with the physical and mental effects of flight on air crew personnel.

The focal point of the training was the demonstration of hypoxia at 25,000 ft. in an altitude chamber where participants learned their individual symptoms of hypoxia. In addition to being introduced to hypoxia's potentially deadly effects, we were instructed in oxygen systems and their proper use. Many other areas were covered during the all day session, including: physics of the atmosphere; respiration and circulation; hyperventilation; principles and problems of vision; self imposed stress, i.e. alcohol and drugs, to name a few.

However, this is primarily to share with you one part of the session that had a profound effect on this Ninety-Nine.

### Attention: Membership Chairmen

New member applications must be accompanied by Data Sheet (a second form) for speedy processing at HQ. Failure to attach Data Sheet will lead to return of the forms to chapter thus delaying the processing of your new members.

During the portion of the training dealing with spatial disorientation (vertigo), a recording was played of a transmission between a general aviation pilot and a Flight Service Station. The tape recounted a terrifying tale of a pilot, inexperienced in IFR flight, attempting to descend through clouds to a nearby airport.

No explanation was given of why it was so urgent that the pilot land at this particular airport. Only that he tried and came to the same tragic end as many other pilots who find themselves in circumstances beyond their training and ability. In short, the incident was a heartwrenching textbook example of a death spiral. No one wants to hear someone die. The effect it had on us all was indescribable, but the point was permanently etched in our minds.

We learned of the tricks one's senses play in the unnatural attitude of flight. Or how, while turning at a constant rate for any length of time, the physical sensation of turning is lost. Relying on sensory impulses, a pilot could "re-enter" the turn only to tighten the turn already established. Stopping the turn can create the illusion of turning in the opposite direction. Again, trusting only the brain's signals, an improper response could be made by entering another turn to correct the illusionary one. At this rate, the turning can continue with disastrous results.

This is fundamental to anyone trained in the field of aviation physiology. There are many highly skilled 99s who have much greater knowledge of spatial disorientation, but I'm sure their message would be the same. General Aviation pilots need to be aware of these illusions, to learn to recognize them for what they are, and believe their instruments if there are no visual references. Military pilots are required to have this training every three years and are encouraged to attend more frequently.

With spring and its beautiful flying weather, along with sometimes violent changes, an inexperienced pilot could find himself unexpectedly and unwelcomely in IFR conditions. We read of weather related accidents all too often.

This blue sky pilot would never intentionally get into such a circumstance, but, in an emergency, this training in spatial disorientation could literally be a LIFESAVER.

We, as pilots, have an obligation to ourselves, our passengers and our fellow pilots to be as knowledgeable as possible in all aspects of flight pertaining to general aviation. This training is the greatest bargain you will ever find for the time and a \$5.00 fee invested.

For information on where this training is available in your area contact:

Chief, Physiological Operations and Training Section

Civil Aeromedical Institute  
FAA Aeronautical Center  
P.O. Box 25082  
Oklahoma City, Oklahoma 73125  
Phone: (405) 686-4837 or 686-4881

## 99 Calendar

### 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
- Palisades Chapter Poker  
Run  
Greenwood Lake Air-  
port (RD-7th)
- 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
- 31-4 Flying Nurses Associa-  
tion Annual Meeting,  
Disney World, FL. Con-  
tact: Ethel Gibson, 420 S.  
Kings Ave., Apt. 3, Bran-  
don, FL 33511

### 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
- Poker Run  
Alberta Chapter (RD-  
10th)
- 10 Mini-Derby, Hayward,  
CA, Golden West Chap-  
ter Sponsors.
- 17 Great Navigators Air  
Rallye, NY Capital Dis-  
trict Chapter
- 18 Indiana Dunes Poker  
Run
- 24-27 AIR RACE CLASSIC  
Las Vegas-Destin/Ft.  
Walton Beach, FL
- 24-26 Wis-Sky Run (Profic-  
iency)  
Wisconsin 99s.

### JULY

- 1 July 99 Renewals Dues  
Items for Sale due for 99  
Catalog  
No deadline for 99  
NEWS



- 1-4 **PPD ASSOCIATION**  
Meeting, Hilton Del Rio  
San Antonio
- 10-13 **99 AEROSPACE ED-  
UCATION WORK-  
SHOP**, Norman, OK
- 15 **Indiana Dunes First  
Annual Air Meet  
Buckeye Air Rally**  
All-Ohio Chapter (RD-  
16)
- 21-23 **DOUBLE CELEBRA-  
TION** Atchison, KS.  
Honoring 15th Anniver-  
sary 99s Historic Fly-  
away AND 5th Anniver-  
sary of groundbreaking  
for International Forest  
of Friendship.  
**PALMS TO PINES**  
Santa Monica, CA to  
Independence, OR
- 29-5 **EAA**  
Oshkosh, WI

## AUGUST

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

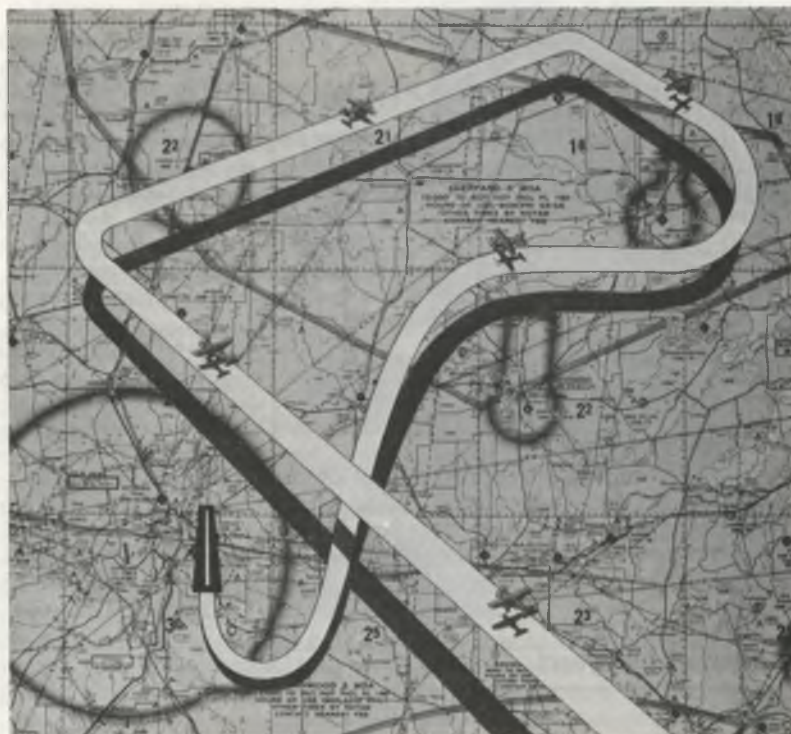
## SEPTEMBER

- 1 **September 99 Renewals**  
Due  
Deadline-October issue  
99 NEWS
- 22-24 **South Central Sectional**  
NASA Bay Hotel, Hous-  
ton area, Hostess: Space  
City Chapter
- 30-1 **North Central Sectional**  
Minneapolis, MN  
**Southwest Sectional**  
Apple Valley, CA  
Hostess: High Desert  
Chapter

## OCTOBER

- 1 **October 99 Renewals**  
Due  
99 NEWS Deadline for  
November issue
- 14 **Pacific Air Race**  
From Gillespie Fld., San  
Diego to Tucson, AZ via  
Needles, CA.

**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:

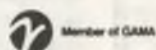
Contestants will compete in two primary areas: navigation and landing proficiencies. Your skills are tested in flight planning, chart reading, dead reckoning, weight and balance calculations, cross-country, power-on and power-off spot landings. All things the new pilot has just learned.

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.



**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

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





Judges spread out along five-yard lines marked on runway edge to be sure someone has a direct view of the touchdown.

### What they said about us last year!

Mrs. Lois Feigenbaum  
President, 99s Inc.

Dear Lois:

*I did not want to let the opportunity pass without personally thanking the 99s for their tremendous support of NIFA. As Chief Judge this year, I can say that the NIFA National Safecon could not have been administered without the diligent and enthusiastic participation of the 99s.*

*From a total perspective, 30 of the 55 personnel who judged the air meet, rode as checkpilots in the navigation contest, served as distance spotters in the landing events or assisted in organizing the competition were 99s. It is risky and difficult to single out a few members for recognition because so many did so much, but I want to acknowledge the extra special efforts of Hazel Jones and Linda Hooker who served as distance judges; Arlene Walkup who organized the checkpilots for the Navigation contest; the Oklahoma Chapter who rode as checkpilots; and Joyce Case and Ann Lawton who judged the Message Drop, Power-Off and Short-Field Landing Contests.*

*Please convey our thanks to all those who made it happen.*

*The 99s are super people in my book!*

Sincerely,

Alan Stephen  
Chief Judge  
Office of General Aviation  
Federal Aviation Administration

Come on over and help with . . .

# NIFA SAFECON

Murfreesboro, Tennessee

May 18-21

For many months the students from Middle Tennessee have been thinking, planning and working toward May 18th and the arrival of 500 collegiate aviation enthusiasts to the beautiful state of Tennessee for the 39th Annual NIFA SAFECON. Plans are complete and we hope that many of you Ninety-Nines are now making your own plans to be among those present.

For those of you who are unfamiliar with the National Intercollegiate Flying Association, the SAFECON is an annual "safe contest" in which collegiate aviation teams, having qualified by placing in a regional contest, compete to select a national champion. The many events test the skill and knowledge of these young aviators in every aspect of aviation...from Computer Accuracy to Aircraft Recognition to Spot Landings to Navigation to Message Drops, etc. Even Instrument Pilots will have their own NIFA competition this year in a new air proficiency contest sponsored by *Flying Magazine*.

Many other activities are scheduled to make this competitive event fun and educational as well. A special feature at Smyrna Airport will be the presentation of the spectacular AOPA multimedia show on all three days. There will also be seminars by: AOPA on flying for the airlines; by NASA; by the FAA on the medical aspects of flying; and one on the problems and challenges of maintaining your airplane by the Aircraft Maintenance Foundation.

A barbeque on the lake with a country

music show will provide fun and fellowship on Friday night, and Saturday evening will be reserved for the traditional awards banquet.

These fantastic programs would not be available without the support of many groups in the aviation industry and without the financial support and volunteer efforts of groups like the Ninety-Nines. If you can scrape up the time, come on over to Murfreesboro and lend a hand the weekend of May 18-21. You will meet some really great young people with whom you have a very strong common bond - a love of aviation.

Alan Stephen, the Chief Judge, has an outstanding panel of judges lined up, several of whom are Ninety-Nines. Our Board of Directors is planning on flying over directly from their Board Meeting in OKC to lend their support and help. The Middle Tennessee Ninety-Nines have been working for several months to be of assistance with the events. If you will be able to come to Tennessee and would like to help, please contact their chairman for an assignment.

The Ninety-Nines were instrumental last year in the success of the judging of these events (see letter from Alan Stephen elsewhere on this page), and we certainly want to keep up our reputation in this area. If you can't be with us at Murfreesboro, think ahead and contact your local college team and volunteer to assist with the regional meet in your area next year. Yes, we'll be glad you did.

SIU team was easily identified by their colorful matching flight suits at last year's SAFECON. NIFA Judge, our Treasurer Hazel Jones (R), gave them a few pointers during the meet.







Competitor and Judge oversee the fueling operation before navigation event.

## Chapters Support

# NIFA

Each donation to NIFA is a show of confidence in the National Intercollegiate Flying Association aviation education program SAFECON. Fifty-one chapters have contributed to NIFA as of March 27, 1978. They are: Chicago Area, Phoenix, Puget Sound, Cape Girardeau Area, Wildflower, Eastern New England, Shreveport, Washington, D.C., Quad City Area, Cimarron, Coachella Valley, Tulsa, Long Beach, Kansas, Finger Lakes, Garden State, Orange County, San Fernando Valley, Greater Detroit Area, Greater St. Louis, Lake Erie, Fort Worth, Kitty Hawk, Monterey Bay, Columbia Cascade, Memphis, Houston, Far West, Sacramento Valley, Bay Cities, Santa Clara Valley, Nebraska, Hampton Roads, Chaparral, Florida Goldcoast, Alameda County, Western Washington, Albuquerque, Alaska, Panhandle, Fullerton, Indiana, Oklahoma, El Cajon Valley, Dallas, Long Island, San Antonio, Redwood Empire, Los Angeles, Wisconsin and Carolinas. The only section donor is the Middle East Section, but I'm expecting more support from sections because it's not too late!

As we get closer to SAFECON 1978, the TOURNAMENT OF CHAMPIONS, MAY 18-20 at Middle Tennessee State University and Smyrna Airport, gifts coming from the NINETY-NINES add up to \$2175.00. This amount includes a \$700 contribution from Ninety-Nine Headquarters which goes to the endowment fund to support the women's achievement award, and \$130 in contributions from the thirteen ladies who have joined NIFA as Associate members. All these "votes of confidence" show that the Ninety-Nines want women to continue their participation and involvement in the collegiate aviation program SAFECON!

Your important support is appreciated! Thank you.

Pauline Gilkison  
99s NIFA Co-Chairman  
Fund Raising

FBO BOXES ON THE WAY —

# Moving into High Gear

by Carolyn D. Sullivan,  
Special Projects Coordinator

I am sure you have all noticed in recent issues of the 99 NEWS the promotion of our new project: the Airport Aerospace Education Display Program. This exceptional program has been devised in concert with the Ninety-Nines, Inc. and The American Society of Aerospace Education. The Society is composed of professionals dedicated to the promotion and utilization of aerospace products, services and benefits.

Current publications of the Society are the *Journal of Aerospace Education* and the *Directory of Aerospace Education*. The *Journal* is issued monthly September through May and has become the prime source of aerospace information for educators. There is no other periodical which covers the field so completely and effectively. The *Directory* is revised and updated every two years and provides the only complete guide to the programs, people, places, and publications for aviation and space education.

The Airport Aerospace Education Display boxes ("FBO boxes") along with an annual subscription will provide source materials ("Free, take one") about aviation, aerospace, and THE NINETY-NINES on a monthly basis. After some delay and production problems with the boxes themselves, they are at last on the way. The boxes are now of plastic, rather than the original cardboard prototype, and we are very proud of them. They should be enroute for those of you who have already ordered one.

We are extremely excited about this program and have received many fine comments about it up to now. IT IS AN ONGOING PROGRAM which we plan to pursue for many years as well as an extraordinary opportunity to advertise the Ninety-Nines, Inc. (our name is prominently displayed on the box) and to assist in promoting aviation education - one of the most important features of our organization.

**This is what we are asking every chapter to do:** Purchase at least one display box so that you can promote and show the program to your local airport service operators (FBOs), teachers, librarians, bankers, etc. Bear in mind that these materials are useful in



school libraries (Memphis Chapter is donating one to the school library in the name of our Science Fair Winner this year), bank lobbies, community libraries, etc.

## TO ORDER:

- 1) Make check out to the American Society for Aerospace Education —  
For: \$15.00 for the box to be used by the chapter for demonstration purposes only.  
For: \$20.00 for the box including the yearly subscription of materials. In this case, the box and materials would constitute a subscription to a specific place and can be mailed directly to the place of your choice. It is presumed that you will have obtained permission to place the box and its contents at this location.
- 2) Give name of chapter and / or individual placing order.
- 3) Shipping instructions: Give name, address and zip code where box and subsequent material updates should be sent.
- 4) Mail all to Carolyn D. Sullivan, Special Projects Coordinator, 4807 Childs Drive, Memphis, TN 38163. Allow 6 weeks for delivery.

Order forms have been sent all chapters and sections with the exception of 2 or 3 whose chapter information is not in the roster. If your chapter has not received any information or order forms, please advise and this will be swiftly forthcoming.

Note: A limited number of descriptive flyers are available on request.



## Legislation

# User Charges for Airmen Certification

Joan Kerwin

A proposal to establish a system of administrative user charges will be sent to Congress shortly after the Easter recess, April 3, "if top DOT officials give final approval." The user charges would be instituted "for licensing and certification of airmen, airframe and powerplant mechanics and medical exams." (Does "medical exams" mean interpretation of results sent in by your doctor or certification of your doctor as a FAA medical examiner?) (Quotes from *Business Aviation Weekly*)

Past appropriation bills have been worded to prohibit such fees but this year DOT has omitted such wording from its budget. They hope to generate \$22 million for FAA operations by \$5 or \$10 landing fees at towered fields and a cost of more than \$80 for a private pilot license." (*Aviation*, March, 1978) DOT wants the prohibition eliminated and plans to seek approval of the user fee schedule from both the House and

Senate Appropriations Committees, and the Senate Commerce Committee and the House Public Works Committee. (Names and addresses for Committee members are available at your public library.)

Comment: While the FAA is encouraging everyone to get an instrument rating to upgrade their flying skills, they are discouraging any upgrading with prohibitive costs for same.

On one hand the FAA asks us, the general aviation community in general and the Ninety-Nines in particular, to spread the joys of aviation into schools, to encourage young people into aviation careers and on the other hand make it financially impossible to even get a start.

It is about time the FAA realizes that it is biting the hand that feeds it. I can't think of another federal bureaucracy that receives the voluntary unpaid assistance for their programs that the FAA receives from

general aviation. The Ninety-Nines alone, through our aerospace education committees our safety seminars, our accident prevention counselors contribute untold hours of woman power and unappreciated numbers of personal dollars to promote aviation and aviation safety programs initiated by the FAA.

Although most GADO people recognize and appreciate our efforts, it appears the word has not filtered through to the higher echelons. Perhaps if those FAA people in policy making positions would figure into their budget the cost to employ people and pay them for what we do to support their programs, they might take a less jaundiced view of general aviation. It's about time the FAA higher echelons come to realize what we contribute and to take into consideration in their "cost allocation" budget and consider it a part of our "fair share."

It seems to me that we have no one to represent us on high. We no longer have an assistant administrator for general aviation affairs. That position was branded as an "ineffectual" position with "no power to influence." If so, why so? If we are so numerous and so costly to the FAA it would seem to me that the sheer power of numbers would entitle us to effective and powerful representation. Taxation without representation is getting out of hand!

WRITE ON!

## Activities

# Food Concessions Can Make Money for your Chapter at Airshows and Seminars

Pat Mlady, Chairman

How about a money-making activity that can be put to use at airport open houses, air shows, seminars, and all kinds of other places your imagination can conjure up? Why not sell soft drinks, sandwiches and/or hotdogs, etc. You can easily make several hundred dollars in a weekend if you're working a sizeable event. Here's a few hints to help you get started.

After you have contacted the fixed base operator, the airport manager, air show chairman, or whoever is in charge to get approval to sell food and refreshment, you can begin to organize all the details.

Most local soft drink bottlers can be of real assistance as most of them have portable booths out of which you can sell your merchandise. Many bottlers will let you use the booth for free. They will even bring it to the site and get it all set up for you. The bottler furnishes the soft drink syrup, ice, carbonated water, and cups — you pay for the supplies used. To use this type of booth, you may have to be close to an electrical supply although some may have generators;

however, know ahead of time about the power supply.

Get your membership involved early in the planning. Plan ahead and establish a work schedule. In order to sell the maximum amount of food and soft drinks, someone has to be working in the booth at all times.

Carefully plan the food. If you are serving hot dogs and buns. A local meat packer might give you a good price on the hot dogs as might a local bakery on the buns. A few cents saved here and there builds the treasury, you know. Plan for the condiments ahead of time. Also napkins, plastic utensils and whatever else might be necessary. Figure out how you're going to heat the hot dogs. (My chapter once used a portable electric oven — it worked fine.)

Another good selling food item is homemade cookies. They can be pre-packaged — maybe two to a package. This is another good way to get your members involved. Sometimes some members can't spend time working in the booth, but they

can bake a few dozen cookies to be sold at the booth.

Not only is that a fairly easy way to make money for your chapter treasury, but it's also a good chance to tell the Ninety-Nine story and affords the opportunity to get some new members. Be sure you have a sign on the booth to let everyone know it's a Ninety-Nine booth. If possible, have brochures available and, perhaps, some sort of display to tell about Ninety-Nine activities.

You can add your own innovations and have a really successful fund raiser. In addition, it's fun and a really great way to meet new people. Give it a try this summer. In fact, once you get started you may want to have a booth at several functions.

Let me know how you do!

## Bones of an Organization

**THE WISHBONES** — who spend all their time wishing someone else would do the work.

**THE JAWBONES** — who do all the talking but very little else.

**THE KNUCKLEBONES** — who knowck everything that everybody tries to do.

**THE BACKBONES** — who get under the load and do the work!



# Microwave Landing Systems

by Thon Griffith

In early March, Bruce Chambers of the FAA's Western Region sent me an invitation which read: "The Federal Aviation Administration of the U.S. Department of Transportation will demonstrate its Microwave Landing System (MLS) at Crows Landing, California, on March 30. . . ." The invitation went on to explain that this is the system competing with the United Kingdom's candidate aircraft landing device which has caused so much controversy in Congress.

Well, of course I arrived at Los Angeles International Airport at the appointed hour of 7:00 AM on that rainy morning. The DC-9 was less than half full as we were to pick up the rest of the guests (mostly aviation writers and high level FAA personnel) in San Francisco. Crows Landing is a Naval Air Base about 65 miles east of San Francisco.

No sooner were we off the ground when Jim Bugbee, also of Western Regional Office, leaned over and asked if I would like to ride jump seat with the two FAA pilots who had brought the DC-9 from Oklahoma City for this event. I almost broke the man's leg sitting on the aisle seat in my haste to accept the offer. My jump seat was between the two pilots and slightly higher and in back of them which gave me a far better view of the entire panel than either of them had! What a joy (educational too) watching two professional, highly trained and competent pilots fly IFR—both ways. Yes, they let me sit in the same seat on the return flight. Pilots Burl Evans and George Budde obviously enjoyed their "work" although both were exceedingly busy with their duties. They swapped seats on the way back just as some of us do. This "special seat privilege" very nearly overshadowed the reason for my being invited in the first place.

At Crows Landing we were shown two films and a slide presentation narrated by Dave Scheffel of the Washington, D.C. FAA offices. The films explained the differences and many advantages of the Microwave Landing System over the currently used Instrument Landing System.

After lunch we watched several actual MLS approaches and landings. The equipment this day was a Twin Otter. We observed these demonstrations from several different locations, the most interesting was inside the monitoring room with TV screen showing the panel of the aircraft. There were multiple instruments describing every possible facet of each second (literally) of the flight and the explanations by the technicians all added to our

already high enthusiasm for the capabilities of the MLS.

What are the Microwave Landing System advantages?

## MANY APPROACH PATHS

MLS provides approach and landing guidance over a much larger area than ILS.

MLS can guide aircraft in an area up to 60 degrees to the right or left of the runway, up to 30 degrees elevation above the runway and provide segmented and curved flight paths.

The much larger coverage of MLS will:

- Permit aircraft to fly a variety of approach paths that are urgently needed for noise abatement,
- Make possible more efficient control of air traffic,
- Provide greater capacity of airports to accept incoming aircraft by permitting reduced separation and/or simultaneous approaches using different flight sectors.

## GREATER SIGNAL INTEGRITY

MLS overcomes the problem of radio signal interference. Buildings and local terrain can interfere with ILS by reflecting its signals. MLS solves this problem because it can distinguish between the "true" MLS signal and the "false" signal.

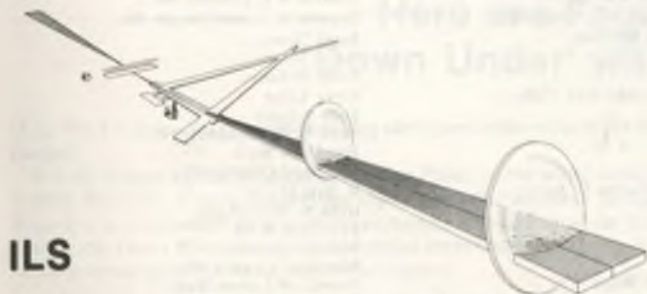
## ADAPTABLE TO CHANGING NEEDS

MLS can be easily modified to meet the needs of different size or growing communities. Small-community, basic and expanded systems are all available by using different combinations of standard equipment. Equipment can be added as needed. The system can "grow" to include 360 degree coverage (approach from any direction), and guidance for missed approaches. I like that.

## OFFERS A COMMON TECHNOLOGY FOR CIVIL AND MILITARY USES

ILS has only limited ability to expand and is not suited to many military needs such as transportability and quick installation on rough fields. MLS has these capabilities and is readily adaptable to special military applications such as shipboard configurations.

INSTRUMENT LANDING SYSTEM (ILS)



ILS

ILS (Instrument Landing System) - The Instrument Landing System provides a single flight path and operates at VHF/UHF frequencies.

MICROWAVE LANDING SYSTEM (MLS)



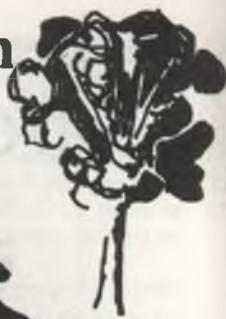
MLS

MLS (Microwave Landing System) - a New approach and landing system is needed that provides volumetric coverage for flexible paths in approach, landing and departure and has the advantages inherent in operating at microwave frequencies.





# Ninety-Nines Celebration Atchison, Kansas



## July 21-23, 1978

The Ninety Nines have scheduled another giant step forward in Atchison, Kansas on July 21-23, 1978, to commemorate important dates:

### 1. FIFTEENTH ANNIVERSARY

- First International Flyaway (July 24, 1963) honoring Amelia Earhart, on the introduction of her eight-cent Commemorative Air Mail Stamp;
- Coast Guard rebuilding and reactivating Amelia Earhart's navigational beacon on Howland Island in the Central Pacific which is approximately 1620 miles SW of Honolulu.

### 2. FIFTH ANNIVERSARY

Second Flyaway (July 24, 1973) spotlighting the groundbreaking ceremonies for the International Forest of Friendship.

The delightful air-conditioned accommodations at Benedictine College will again be available. Other varied historical activities will make up the program, including swimming, golf and tennis. The celebration will be climaxed on the morning of July 23rd with a colorful, impressive parade of the State Flags at the International Forest of Friendship, and the salute to the more than fifty new Honorees in Memory Lane.

For travel planning, the ceremonies will be concluded by noon on July 23rd.

## Memory Lane

### INTERNATIONAL FOREST OF FRIENDSHIP

#### HONOREE

Fay Gillis Wells  
Alice Hammond  
Blanche Noyes  
Mary Von Mach  
Helen Ball  
Clifford Ball  
Dewey Noyes  
Pauline Glasson  
Neta Snook Southern

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Potlach Corp. (Committee selection)  
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Helen Delaney  
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Claire Walters  
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Donna T. Myers  
Eugenia R. Heise  
Betty Lambert  
Gloria Huffman  
Jerrie Cobb  
Doris Scott  
Virginia Thompson  
Nancy Hopkins Tier  
Grace Harris  
Phyllis Fleet Crary  
Major Reuben Fleet  
Ruth Nichols  
H. Glenn Buffington  
Claire Zimmerman Kurica  
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Viola Gentry  
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William Jackson  
Eileen Vene Redy Vollick  
Margaret Thomas Warren  
Louise Thaden  
Bobbi Trout  
Lois Feigenbaum  
Ruth Rueckert  
Geraldine Mickelson  
Alberta Hunt Nicholson  
Helen McCloskey Rough

Senator Jennings Randolph  
Senator Pat McCarran  
William A. Ong  
Jean Davis Hoyt  
Charles A. Lindbergh  
Pat McEwen

Dorothy Ann Tuller

Katherine C. Miller

Bob Hope  
President Dwight D. Eisenhower  
Gladys Wise

Gene Nora Jessen  
Vanecia Adderson  
Charles E. Paris  
Marge Paris

Friends of Linton Wells  
Friends of Linton Wells  
Friends of Linton Wells  
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Helen McCloskey Rough  
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Colorado Chapter 99s  
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Maryland Chapter 99s  
Northwest Section 99s  
Vanecia Adderson  
Marge Paris  
Charles E. Paris



# International Convention of

# The Ninety-Nines Inc.



## Australia, 1978

### Here are Four Reasons to Come 'Down Under' with the 99s this Summer

**Q. 1. What is so special about the building sitting out in the water in the top picture?**

It is the Sydney Opera House at Bennelong Point, on the world-famous Sydney Harbour, almost within the shadow of the Harbour Bridge. Regarded internationally as one of the architectural wonders of the 20th century, the Opera House is not only a complex for the performing arts, but an all-purpose unconventional convention center.

**Q. 2. How many species of kangaroo are there?**

Australia has 50 species ranging in size from the Big Red (about 8 ft. tall) to the tiny Rat kangaroo (about 12 in. long). Animal lovers can see wild kangaroos - usually the grey - on sheep stations. You can also feed the kangaroos and have your picture taken with them at most zoos and sanctuaries around the cities - a perfect souvenir for your Australian visit.

**Q. 3. Which city is Australia's capital - and who designed it?**

Canberra, our Convention site, was designed by an American, Walter

Burley Griffin. In 1913, he won an international competition, and the city was planned to his specifications. It was originally declared the Australian capital in 1927. On the edge of the city centre, a huge man-made lake is named after him - Lake Burley Griffin.

**Q. 4. Where can you see the penguin parade?**

At Phillip Island in Victoria, 70 miles from Melbourne, a treasure house of flora and fauna. The penguins attract crowds to shore every night to watch as they emerge from the water and waddle up to the beach to nearby burrows, after a day's feeding. Regular coach tours featuring this exciting experience leave from Melbourne.

**Q. 5. Why is it difficult to keep a platypus in a Zoo?**

Because this part-bird, part-fish, part-animal eats over 1 kg of worms a day! Any zoo that intends to keep a platypus must have a special worm farm, and several Australian zoos have one.





Gassing the hard way at Northway, Alaska

# Seaplaning to Alaska

by Priscilla Cook & Pat McWha

For some time we had been planning to fly from Seattle to Anchorage for the 1977 Ninety-Nine Northwest Sectional meeting. We had tried it earlier in 1974, but chickened out in Juneau because of the Gulf of Alaska weather. This time, however, we had built up more determination, and had, in addition, an alternate plan to fly the inland route if necessary. The Anchorage 99s had given us the dope on fuel stops and U.S. Customs clearances along the Alaska Highway. Priscilla had a good deal of experience flying with her husband in his Widgeon in British Columbia, Yukon and Alaska, but she had never taken her Super Cub north of the Canadian National Railway, which cuts British Columbia in two.

We started out again on the coast route since it is shorter from Seattle, and is also a very scenic sea level route - that is if you can see! From Seattle we proceeded north up Puget Sound to Pender Island, just over the border, where we stopped for Canadian customs.

The inside passage behind Vancouver Island has great scenery, and usually has good weather due to the shielding effect of the high

mountains of Vancouver Island. But north of Vancouver Island the Queen Charlotte Sound had to be crossed, and while there were plenty of landmarks to our right for navigation, the weather blowing in unimpeded from the ocean was in its usual state of low ceilings, drizzle, and poor visibility. That region has up to 240 inches of rainfall a year, and even the summer months have a fair share. We kept along side the islands for assurance, but had to give up and land at Namu, a small fishing village about 115 miles north of Vancouver Island.

The nice thing about a float plane is that there are many protected coves behind the islands where we could land if we had to. We carried sufficiently complete camping gear, a requirement in Canada for survival in the sparsely settled country.

In our opinion, the term "bush pilot" is much overworked. Experience is certainly necessary, but the flying in reasonable weather is much the same as we are used to in the U.S. The only real concern is the distance between fuel stops. There are no radio aids



of much use for contact flying. This is all old stuff to the Anchorage 99s.

Namu had nothing resembling tourist or business accommodations as it mainly houses the workers in the fish packing business and fishermen while they are in port. In that region, flying a float plane was supposed to be a man's job and the reaction of the onlookers at a dock, seeing two women pilots tie up the Cub, was always interesting.

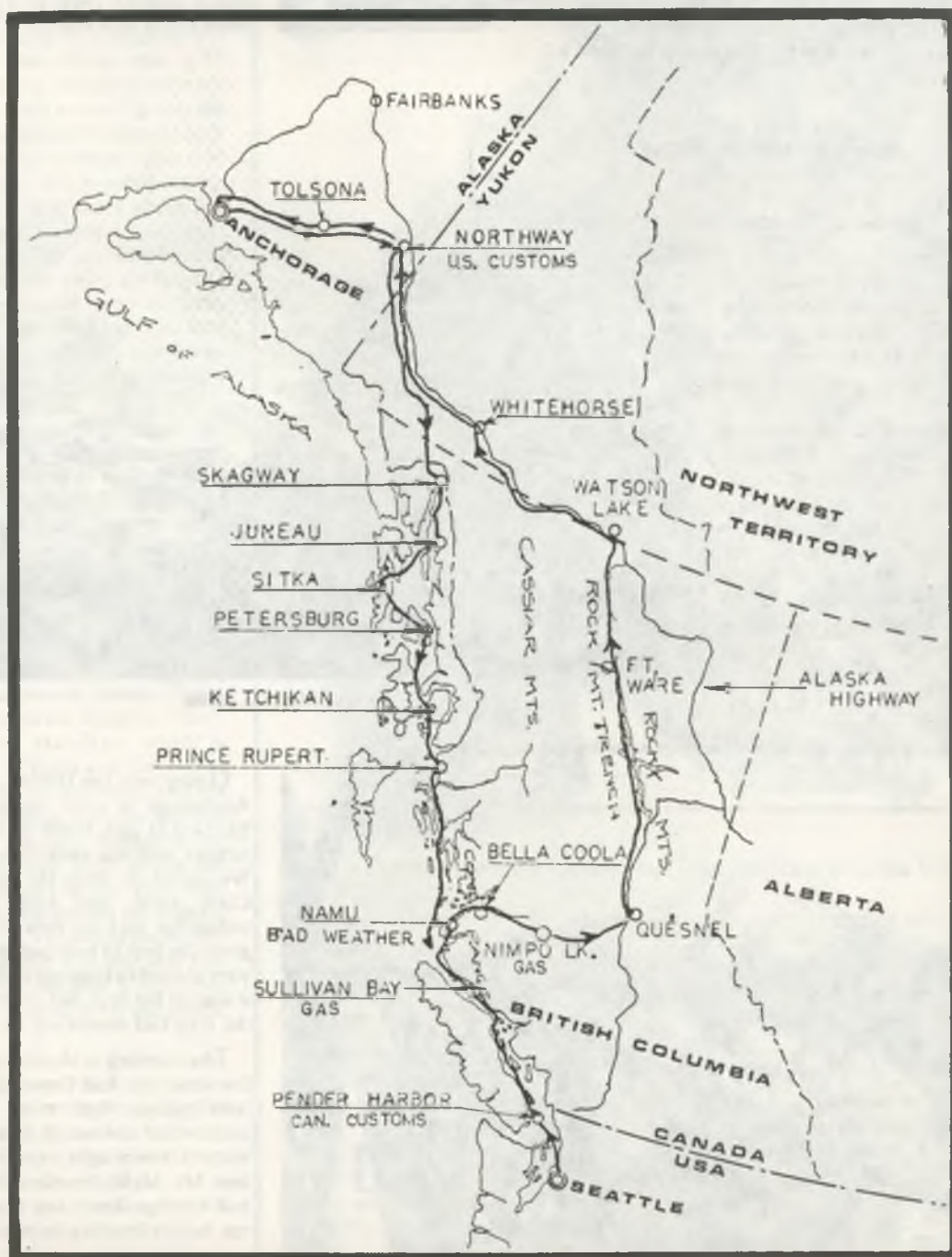
The next day at Namu the weather was not much better. We learned that Namu had archaeological digs dating back 9000 years; and we were invited to tea by two women who were wives of archaeological professors. What a delightful interlude from worrying over the weather.

A Cessna float pilot came in, however, and the pilot said we could fly up the inlet to Bella Coola with good visibility over the water at 300 feet. Priscilla knew that country from flying in the Widgeon. We could either stop at Bella Coola, or make it up the valley and go into the interior of British Columbia. The ceiling often lifts up such a valley, and the interior weather is usually good. Luck was with us this time.

The interior of British Columbia is about 3500 feet high with vast rolling spruce forests and various clumps of mountains laying between the Coast Range and the Rocky Mountains. The weather stopped us again at Quesnel which is nearly 300 miles north of the border on the Fraser River. We stayed overnight there with Gale Fowler, the local charter operator whom Priscilla knew.

The next day as we proceeded north beyond Prince George the ceiling was low with good visibility. At Mackenzie, a lumber mill town on the south end of Williston Lake, the ceiling was high with poor visibility. Williston Lake, 140 miles long, is the big flooded area resulting from the Hudson Hope Dam on the Peace River. Shortly thereafter the weather cleared and we had no more problems that day.

Proceeding north toward Watson Lake we flew up the Rocky Mountain Trench, a route that is long but straight and wide between the mountains. We made a stop at Fort Ware on the river where the 10 miles per hour current made the tie-up of the Cub a little interesting. The gas cost \$2.35 an imperial gallon but it is very comfortable to have enough gas to turn back in case of weather. A couple of teenage native girls really wanted to fly with us but settled







Moored on the Finley River at Fort Ware, B.C.

Indian village. We stayed over night at Watson Lake, which is on the main Alaskan Highway. The seaplane base is at the end of the runway which was built during the war for the ferrying of airplanes up to Alaska and Russia.

From Watson Lake we followed the highway to Whitehorse, on the Yukon, where we stopped for lunch and gas. Here the seaplane base is on a lake formed when the famous rapid of the gold rush was dammed.

From there northwest the highway is behind the St. Elias mountains with their tremendous glaciers. The route itself is easy flying, however, with plenty of lakes for a landing if the weather was bad. But we had a good flight, and landed on the river near the Northway Airport. We had called on the radio and a female customs officer and the gas man were there to meet us. We're sure that as women, we got service like a man has never seen!



Beautiful Sitka, Alaska

Alaska Highway just south of Northway in the Wrangell Mountains



A little beyond Northway the highway branches, one part going to Fairbanks, and one to Anchorage. We had a little weather and that, along with the winding road gave us some concern, but we made it to Tolsona Lake which is near the highway and has both gas and a motel. All the information about Northway and this stop had been provided by the 99s in Anchorage. We could have gone on to Anchorage but decided to finish the trip the next morning.

The A.M. weather was questionable but hearing airplanes we decided to take a look. After passing Sheeps Mountain and clearing the pass we encountered, for what seemed an interminable amount of time, very minimal visibility. A plane flew past going the opposite direction at nearly the same altitude. Just as we were about to do a 180 degree turn the sun streamed through the clouds and we knew we'd either made it or were flying into heaven!

Going into the famous seaplane lake in Anchorage is quite an experience. Lake Spenard is just north of the international airport, and one control tower serves both. We called in from the northwest side of Cook Inlet, and told them we were unfamiliar with the area. With that we were given the best of help, and all other airplanes were alerted to keep out of our way. Actually it was no big deal, but all the publicity about the lake had concerned us.

The meeting in Anchorage was super. A few other 99s had flown up the highway in land planes, but most had come by commercial airlines. Before leaving the area we took a two-night trip in the Cub to a lake near Mt. McKinley. One of the Alaskan 99s had a lodge there, and this was a peaceful rest before heading home.

*Continued on p. 16*



Help needed for...

## All Women's Air Ballet

by Lenora Eaton

A non-profit organization called Chesapeake Appreciation, Inc. for 13 years had boat races (like skipjacks, etc.), and for the last 3 years let me get an Air Show together for two days. Not to brag, of course, we are the big attraction.

NEVER THOUGHT I'D BRAG SO ABOUT FLYING...I'm more the type that gets a laugh when I talk about my flying. Like about 35 years ago when I tried to fly around the gas gauge. Huh? Well, picture this—a 65 HP Cub with a broad-shouldered instructor up front and he's giving me some hedge-hopping "because I could be a ground-shy student" and that way it was legal. So, hopping wheat, one wing up a little more above the ground and you cleared a bush, etc., having fun until he moved his head and there was this thing up front! I had to pull up quickly and veer to the right and he said, "What was that for?" and there it was—you know what—it sticks up in front and bobs in the gas tank.

Now, I know you don't need any more of my flying, but I'd like to latch onto a few (as many as I can get) up-to-date, ready-to-fly-anytime 99s in our All Women's Air Ballet — that's sneaky for fly-by — on the last Saturday in October this year, at Sandy Point State Park in Maryland's Show-case, Chesapeake Appreciation Days.

We accepted this job on the premise that we could present women flyers, and the news media loved it. That's something for Maryland, which is only mindful of boats and horses. So, the women fly on Saturday, and the men of the Potomac Antique Aircraft Squad fly on Sunday. In between, we have quite a show with aerobatics, balloons, banner-towing, etc., with just a little trouble getting the military to participate in a booming fly-by; but we're working on it. The past year Ray Wiseman, International Champion, flew his Pitts Special in his last public air show.

Wouldn't it be wonderful if we could have 99s in an All Women's Air Show? Well, I'm really bragging this time, because I know we have the whole force, finesse, and love of flying to show that women do fly!

Won't you let me hear from you? I NEED you, and you know I do!

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

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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.

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# New Ratings

## Middle East

Barbara Gay-Central PA-ME  
Annabelle Fera-Maryland-ATP  
Kay Bays-Maryland-CFI

## New England

Connie MacLiesh-Connecticut-Ses  
Marcia Spakoski-Connecticut-IFR  
Sue Haselmann-Eastern New England-Lear Jet

## New York-New Jersey

Diane Fisher-Long Island-CFI

## North Central

Rosalie Burchett-All-Ohio-CFI  
Dorothy Jane Weislogel-All-Ohio-IFR  
Donna Hruska-Indiana-IFR  
Mary Caroline Jenkins-Michigan-Comm.CFI  
Mary Anglin-Michigan-135 Charter

## Northwest

Jill Richardson-Yakima Valley-Ses,Comm,IFR.  
CFI,BGL  
Debbie Lindeman-Yakima Valley-Ses,Comm,IFR.  
CFI,BGL,AGI

## South Central

Evelyn Snow-Shreveport-CFI  
Virginia Thompson-Tulsa-IFR

## Southeast

Fran Oliver-North Georgia-ME  
Betty McGraw-Suncoast-ME  
Ann Werly-Suncoast-FAA Designee

## Southwest

Sheryl Russell Roberts-Reno Area-IFR

About those New Ratings: Marcia Spakoski's new Instrument rating was in part made possible by the Shirley Mann Memorial Scholarship Award which she received last year. Anne Cooter, a student of Oldfield Girls School, was inspired by Maryland 99s ground school course and is now working on her Private Pilots License as her senior project.

Eastern New England's Sue Haselmann graduated from Lear school with a final grade of 95! Her "secret" was to go to school as far away from friends and family as she could get. She attended National Jet School in Ft. Lauderdale on a personal scholarship. Everyone enrolled there except Sue was a former military pilot with previous jet experience, but it all worked out as it forced Sue to study more on her own.

# NOTAM

TO: Section Governors  
and

International Committee Chairmen

Your 1978 Convention Report is due at Headquarters for reproduction by June 15, 1978.

These reports are to be limited to one page, single spaced, camera ready copy.

Loretta Jean Gragg  
HQ Manager

## FREE CATALOG

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Approaching Skagway on the Lynn Canal and the St. Elias Mountains

## Seaplaning to Alaska (Cont.)

Going back we retraced our steps to Northway. We camped out on a nearby lake, being careful to stay within the U.S. border. The weather on the coast was forecast to be good the next day, so we overflowed Yukon Territory and followed the highway to Haines in southeast Alaska at the north end of the Lynn Canal, a long saltwater inlet extending 85 miles north of Juneau. The weather remained fine for scenery and flying. We stopped at Skagway for lunch as Pat had never been to this jumping off place from the gold rush days.

From there we flew down to Juneau for gas. Here we decided to see Sitka, the famous town from Russian days on the outside of Baranof Island. A pilot at Juneau told us it was easy to navigate by heading for a distinctive cone volcano just north of Sitka. We did this easily and the scenery was breathtaking. But landing between water skiers, sail boats, fishing boats, sharp rocks and other air traffic made it exciting to say the least. We made two go-arounds before landing.

Sitka has many picturesque features including an old Russian Orthodox church which was restored after it burned down in recent years. We saw some more of the sights the next morning while waiting for high tide.

When pilots at the local charter company told us that a fog bank west of Sitka would be in within two hours, we got going - and just in time! We had a beautiful flight via a

stop-over in Petersburg, a fishing and lumber town situated on an island, to Prince Rupert, where we spent the next night. Prince Rupert, a port at the mouth of the great Skeena River, is the western terminus of the Canadian National Railroad running along the rugged, mountainous coast. We were lucky enough to get the last room in town as this was their busy fishing season.

When we landed at Sullivan Bay to refuel the next day we were bothered by flies. The gas boy mentioned he hadn't noted that problem before and we laughed. We travel light and had returned wearing the clothes we had started out in! Going on home from there was easy and the coastal route was thus enjoyed and conquered.

Flying a float plane in the north country is really a lot more pleasant and easy on the mind than flying a landplane since there are many lakes and sheltered inlets for a landing should bad weather cease to make flying enjoyable.

Seaplanes fly contact, and good visibility over the water rather than altitude is important. Even over the interior a seaplane has advantages and the many lakes in the mostly continuous spruce forest are very reassuring.

As far as women flying seaplanes, the only real problem is handling them in the wind on the water. Docking and tying up with a strong wind so that the floatplane is safe takes some real thinking.

Priscilla and Pat arrive at Anchorage





# S.A.F.E. INC.

by Melissa Messner, Mary-Ellen Webster  
and June Hanson

Louise Sacchi doesn't look the part. A casting director would be more likely to see this tall, slim, bespectacled woman with short-cropped graying hair as a small town librarian or owner of a women's specialty shop rather than cast her in the starring role of corporation executive and multi-rated pilot who regularly flies single engine and light twin aircraft across miles of lonely ocean. But, in real life, that is what she is and does.

Sacchi Air Ferry Enterprises, Inc. (S.A.F.E.) IS Louise Sacchi — a one-woman operation. When asked to speak at a gathering of aviation enthusiasts on "Women Ferry Pilots", she chuckled as she agreed, for she is the only woman pilot actively engaged in regularly ferrying aircraft across the oceans to new owners or dealers. She has made well over three hundred (exactly 333 as of the close of 1977) transoceanic flights east over the Atlantic or west across the Pacific in the past fifteen years.

In correspondence with prospective customers, she uses the signature of L.N. Sacchi ("N" for "none") since there remain some prejudices against women pilots. Thus

when she arrives at her foreign destination it is not unusual for the purchaser or government officials to look past her into the airplane for the pilot — even though there is obviously room for only one person on board with all the extra gas tanks filling every available inch of cabin space.

Louise's adventures in the air began back in 1939 when she fulfilled a long-standing ambition and learned to fly. She found piloting an aircraft just as fascinating as expected. During the early years of World War II, pilots were needed to ferry lend-lease aircraft to Britain and Louise wanted to be part of the program. She and several male pilots at a small Long Island airport applied but, when time came for the actual flights, Louise was left behind on the ground.

Undaunted, she quit her job with a New York life insurance company to become a navigation instructor when the government started five British pilot training schools in Texas in 1942. Her qualifications for this position had been acquired previously through study to become a navigator at the Merchant Marine School in New York City.

In two years time, the British had more pilots than planes so it was back to New



Louise Sacchi addresses Middle East Section Meeting.

York for Louise when she continued instructing, getting a mechanics rating, working as a mechanic, and earning more ratings. After the war, she got a seaplane rating before she moved to Pennsylvania, but it wasn't until 1962 that the first opportunity came to fly the ocean. Her efforts to gain employment in ferry flights had been unsuccessful for the companies wanted pilots experienced in transoceanic trips.

The famous and fabulous Marion Hart turned out to be the catalyst that established the career Louise Sacchi desired. Needing a navigator for one of her trans-Atlantic jaunts, Marion invited Louise to accompany her. Now "she had done it" — she had flown the ocean. With this new ammunition, L.N. Sacchi returned to the ferry companies that had refused to hire her and eventually got that longed-for first ferry flight across the Atlantic in 1963.

Working for a ferry company in Wichita, Kansas, her first overseas venture was to deliver a Bonanza to a customer in Belgium. The purchaser, who had come to Wichita to take delivery and ride back in her airplane, was a woman who spoke little English but Louise had some French at her command so they were able to communicate satisfactorily. Coincidentally, they are both members of the Ninety-Nines. The Belgian member, Jac Cousins, uses her airplane for charter and delivering tropical fish from Amsterdam to Brussels.

Then the same Wichita company had two Navions to be delivered to South Africa. Could Louise fly one? The other would have a former Norwegian fighter pilot at the controls and, in his plane, all the safety equipment would be stowed so he could save her if the need arose. (Dual ferry flights are not uncommon.) There was only one hitch — from five minutes after their dual take-off, she didn't see him again until the next landing place. He arrived at the rendezvous on Ascension Island two hours after she had landed.

The layover on Ascension Island proved

Continued on p. 18



SAFE, INC.'S Louise Sacchi with co-authors Melissa Messner, Mary-Ellen Webster, and June Hanson at the 1977 Middle East Fall Section Meeting in Wilmington, Delaware.



## S.A.F.E., Inc.

interesting. The down-range station of a missile range and military base, it had no facilities for females. This created more than a few problems for Louise as the Norwegian pilot's funk at going on held them on the ground for many days. Through the years she has learned to cope with many dilemmas and find solutions to fit her needs as a woman pilot in a career predominately male-oriented. Several weeks following this flight, new rules were issued forbidding future landings by civilian pilots on Ascension Island.

Most of her dual flights have not been as lonely. On a trip from Boston to Bremen, Germany, the American ex-fighter pilot in the other plane proved to be an excellent formation flyer. He was never out of sight for twenty five hours from takeoff to touchdown. Several later trips to Spain with him were also successful.

Being a woman ferry pilot has its advantages and disadvantages, one of which Louise rectified after her third extended flight when she invented a female-type relief tube — of necessity! The most frequent questions asked of her at stop-over points around the globe are: How do you navigate? Do you have enough gas? and What would you do if the engine quit? In her hundreds of safe flights, Louise has estimated flight time and fuel so carefully that on only one occasion has she arrived with fuel on board

for less than three hours continued flying.

Unmarried, Louise has received proposals and propositions in several languages — one little boy in Togoland offered to make an "honest woman" of her. Gentlemen can be found in any country, and special favors are offered to Louise because she is a woman. Those who refuel the aircraft quite often offer her a ride to the terminal in the fuel truck. One gasoline company had a rule of thumb that all inside fuel tanks must be filled by the pilot personally, but the drivers do that chore for Louise.

Overnight accommodations at her enroute stops around the world have not always been deluxe; in fact, she has been known to grab a few hours sleep on benches in air terminals. Others have been the best available. After delivering several Beech Bonanzas to the same South African dealer, they became good friends and her overnight stays there were in his beautiful home.

The Spanish government showed their appreciation and respect by honoring her with their highest award, "The Cruz de Aeronautica Merito Blanca". She had delivered a total of eighty-five aircraft from the United States to Spain and became the first woman and the first foreigner to receive this beautiful medal. She's wearing it in the accompanying photo.

Gaining experience in overseas flights and the know-how of the ferrying business was wonderful for Louise but there was one significant drawback. She wasn't making much money with an occasional flight for someone else. So in 1965 she decided to go

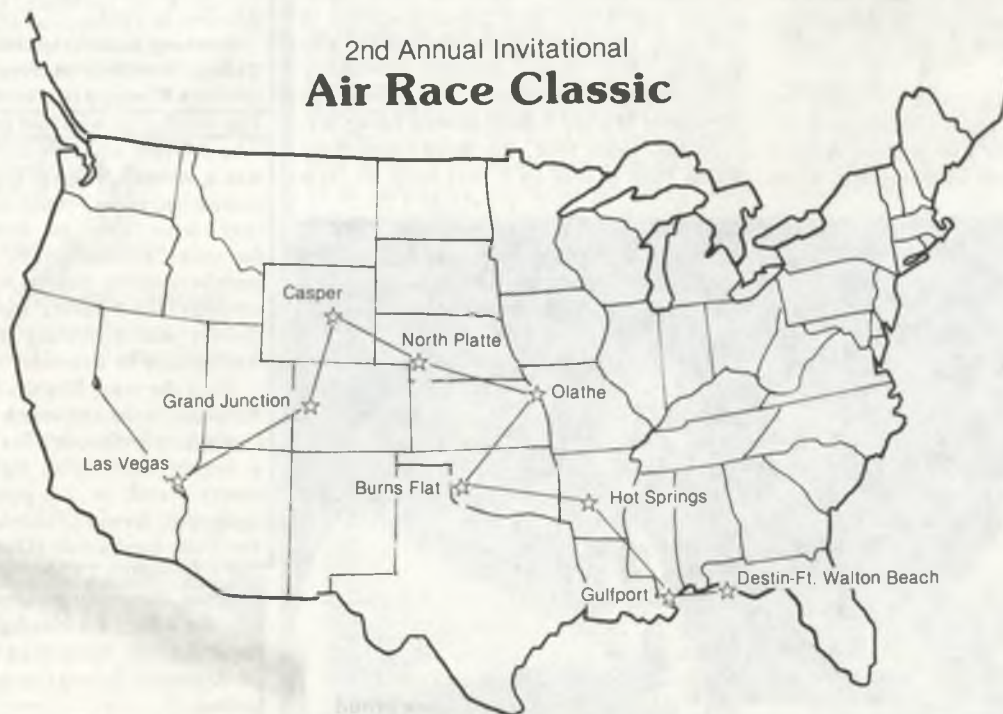
into business for herself and Sacchi Air Ferry Enterprises, Inc. was born. All except the first fifteen flights have been for SAFE, Inc. Her usual altitude over the Atlantic is 9000 feet and flight time averages twenty eight to thirty five hours to Europe in two and a half days, though it has taken as many as eight days depending on weather conditions. Ordinarily her return is via commercial airlines though there have been occasions when she has ferried a used aircraft west from Europe to the United States.

During her long hours at the controls, Louise makes use of the time to record with her camera some of the beautiful sights she sees. These she shares with those not so fortunate by presenting slide talks to interested groups. She speaks matter of factly about her experiences which seem fantastic to the audience but rather commonplace to the speaker. Throughout her talk, however, one is aware that here is a woman who thoroughly enjoys her way of life.

"If you like to meet people and go new places," says Louise Sacchi, "you would enjoy being a ferry pilot. Certainly there are a few accompanying woes but nothing that cannot be overcome or endured. One thing for sure - we nearly always fly brand new airplanes!"

*Author's note: (Since this article was written I received the following short note from Louise: "SAFE is out of business as I have retired due to an eye problem.")*

## Total Purse Now \$15,000, 1st Place \$5,000



June 24 - 27, 1978



# Chapter Personalities



**Australian 99, Shirley Smith, remembers looking out window and counting daisies during first flight....**

by Carol Kitching

Just over 10 years ago, Mrs. Shirley Smith, mother of four, climbed into the left-hand seat of a Piper - with considerable trepidation.

She was about to undergo her first familiarization flight. The idea was that when husband Les took the family away for a flying holiday, Shirley would be able to bring the plane down in the event of an emergency.

First impressions weren't enthusiastic.

"I was a bit skeptical. At that time, Moorabbin (Victoria's general aviation airport) was an all-over field, and I remember nonchalantly looking out of the left window and counting the daisies," Shirley recalls.

"With a bit of pushing, I went on to get my private license.

"I think I expected too much in the early days, and I never thought I'd achieve it. But now, I love it. I'd fly every week, if I could."

Perhaps the greatest sense of achievement Shirley gets from flying is the continual challenge of "wanting to do better the next

time. The more one flies, the more one realizes that there's still a lot to be learned, she says.

Now, with over 600 hours clocked aloft - 250 of them on twins - Shirley feels she's ready to tackle commercial license subjects, aerobatics, or possibly an instructors rating.

A lot of the fun in flying comes friendships made with other pilots, she says.

"If I hadn't learned to fly, there'd be a lot of people I'd never met. To me, women pilots have a different sense of priorities. I think it's great that they're treated the same as men - and having no special standards because you're a woman is very important to me," Shirley added.

That's not to say women aren't expected to perform better - sometimes.

Shirley recalled that when she did her twin endorsement, the departmental test officer, "failed the engine so many times, that I had blisters on my hands when I'd finished."

"But," she said, "I was really quite proud of that because he knew I'd earned it, and I could handle the aircraft. And I do give that

particular guy credit for caring."

Shirley, when she's not required at home, works part-time at Moorabbin, selling aviation supplies. Very handy when there's fair winds and blue skies, she says.

## **Every Chapter Should Have One. . .**

by Jean Herringway

Every Chapter should have one. Those chapters that do are indeed fortunate; those that don't, keep looking. There is one out there somewhere. All-Ohio possesses one — a very special person who will take on any task. If she doesn't volunteer, it is certain that when asked the answer will always be yes. Our salute is to Marilyn Miller.

Marilynn has been a 99 since 1961. She is single and multi-engine rated with an instrument ticket, and add to that a glider and seaplane rating. As a member of All-Ohio 99s she has held every office and moved on to be Treasurer and then Vice-





Governor of the North Central Section. This year Marilyn is running for Governor.

The list of activities Marilyn has accomplished are too numerous to list but a few should be mentioned just so the reader gets the feeling of the salute and the person.

Marilynn organized a Penny-A-Pound that flew 19 tons of people! She has chaired the Angel Derby start on two different occasions and co-chaired the 1st Buckeye Air Rally. She has flown four Angel Derby's and one Powder Puff. The successful FAA Safety Seminars in the Columbus area are to her credit.

When she is not doing anything else she is taking senior citizens to the Control Tower and Radar Room at Port Columbus. The grey liberators enjoyed themselves thoroughly.

For the past six years Marilyn has hosted the annual chapter Christmas party. This is her baby entirely and a large turn-out of members, husbands and friends attend the affair. Marilyn personally makes the favors for everyone, which are small airplanes, as well as a doorprize. This year champagne was served along with a lovely brunch.

To top Marilyn's Christmas this year, she assumed the pleasurable job of playing Santa Claus to 31 folks who reside in a nursing home. Marilyn had various members of the chapter donate head scarves for the ladies and big colored handkerchiefs for the men. She and another 99 purchased bed booties for the ladies and tube socks for the men and then topped that off with pounds of oranges. Marilyn had wrapped each present and put candy canes on them. One of the ladies who is bedridden and never speaks was so delighted that she laughed out loud. No one could recall ever hearing her laugh! Their joy was the best Christmas gift Marilyn could have received.

This is our salute to Marilyn Miller who has worked hard, and will, no doubt, work even harder.

Thanks, Marilyn Miller. Signed The All-Ohio Chapter.

Lorraine and Kurt Jadassohn



Years ago as he was landing at Wilmington, Del. Kurt observed a long line of people lined up at the FBO gate for 1¢-a-pound rides given by 99s. Who are they? Females, pilots, aviation boosters - his heart melted in that order. As for Lorraine, she couldn't wait to grow up and have a plane of her own. Two sons, eight grandchildren and one great grandchild later, she met and married Kurt Jadassohn (and his Twin Comanche). We doubt you'll ever run into a more enthusiastic 99 and her 49½er than in this pair.

## South African 99 Sets Hot Air Balloon Altitude Record

Jeanette van Ginkel, South Africa's first licensed woman hot air balloon pilot, holding License No. 1, established a South African altitude record last December reaching a height of 14,500 feet. Her balloon "Angel Baby" in which she achieved this record was the first to be manufactured in South Africa.

A well known personality in the South African aviation world, Jeanette has been a light aircraft private pilot since 1961 when she was taught to fly by her husband, Mike. At the time of their marriage in 1955 she had never been in an aircraft before. She reckons it was those inverted manoeuvres he demonstrated to her that really turned her on to flying.

The prestigious State Presidents Trophy Air Race, which draws competitors from all over South Africa, has been won by Jeanette (as pilot) and Mike (as navigator) on two occasions - a record yet to be beaten.

Aviation is very much a part of the van Ginkel family. Mike is a director of Avex Air, a company owning 43 aircraft (from a Dakota to a Pitts Special) and which has ventured into almost every conceivable type of aviation activity in this country - crop dusting, charter, survey, flying instruction and banner towing. Mike himself has represented South Africa in aerobatics and also happens to be a very keen glider pilot owning a Nimbus 2. He has entered many local and national championship events.

Two sons, a daughter and six dogs make up the rest of the family. Daughter Jeanine is married and has a beautiful 2½ year old girl - which makes Jeanette a grandmother. Her



eldest son is an aviation engineer while the youngest (16 years old) has also decided to make aviation his career.

Furthermore, this swinging grandma, after getting her Balloon License last year, represented South Africa at the Third World Hot Air Balloon Championships held in England last September, and came in 26th out of 52 entries, and was first out of the female pilot entries. She was awarded Woman Pilot of the Year 1977 by the South African 99s.

Jeanette spends most of her time running her curtain shop in Rosebank, a posh suburb of Johannesburg; and, if that is not enough to keep her busy, she is also Secretary of the Ballooning Committee of the Aero Club of South Africa, and Secretary of the Pioneer Balloon Club and apart from being Vice Governor of 99s South Africa she is also Chairwoman of the Transvaal Chapter. Where does she get the time?

Her next plan is to break her existing altitude record in her balloon, possibly in May this year.

## She Learns to Fly at Age 67

Lorraine Jadassohn says that her only claim to fame is that at the age of 67 with no previous flying experience, she got her private ticket. Still a low time SEL rated pilot, she nevertheless has over 100 hours stick time in their Twin Comanche, including some 30 hours of IFR.

Lorraine became interested in flying about five years ago when she and her husband, Kurt, were married. Since he had a plane that he used on business trips, it just



# Personalities

seemed natural to Lorraine that she learn to fly as well.

Now they travel coast to coast and border to border at least six months out of the year. Navigation comes easily to her and she feels that she is really some help to him and they make a good team.

An enthusiastic pair, Lorraine and Kurt have been responsible for a number of other older people, who were hesitant because they were over 50, taking up or resuming their flying.

## Chapter Proud of New Race Pilots

San Fernando Valley Chapter 99s proudly present Liz Nuckolls, pilot and Ceci Schmahl, co-pilot, two participants in the recent Palms to Pines Race, Santa Monica, California to Independence, Oregon. This was the first rally for these 99s and they made us proud by finishing exactly in the middle of the field.

Liz Nuckolls is a full time educator. She is assistant professor of biology at West Los Angeles College. She is at present vice-chairman of the San Fernando Valley Chapter 99s and has been involved in flying about 10 years.

Ceci Schmahl is a dedicated 99, willingly serving on several committees. She is a Peace Corps veteran, trained nurse, bearer of a masters degree and is employed by Union Oil Company as a telecommunications analyst. Union Oil Company came through with flying colors (blue and orange, or course) for sponsoring these two pilots and their Cessna 172.

Creason



## State of Michigan Hires Woman Pilot

Mary Creason of Grand Haven, member of Lake Michigan Chapter of the 99s, is Michigan government's first woman pilot. She has accepted a position with State Highways and Transportation's Aeronautics Bureau as an Aviation Specialist. Some of her duties include conducting safety clinics, and working with education boards (schools, colleges and Federal Aviation Administration) to develop aviation safety curricula. She will serve as standby pilot, and will edit the monthly safety bulletin which is sent to 17,000 pilots.

Mary has been flying since 1943 when she obtained her private pilot license while a student at Western Michigan University. Additional ratings include commercial, flight instructor, instrument, multi-engine, and ATP.

Muskegon's Ottawa Air Training and Transport Service has been owned and operated by Mary since 1967. This is a full service operation including FAA approved flight school, air taxi service, aircraft sales

and maintenance. Mary was chief air taxi pilot and chief flight instructor as well as manager and supervisor of the 10 employees.

Mary has produced a number of entertaining and informative slide films with taped narration including "Powder Puff Derby", "Michigan Small Race", and "Flying is Good Fun", which she has shown throughout the state. She also founded Boyne National Air Academy and Ottawa Air National Academy at Muskegon, summer camps for boys and girls where they learn about flying.

Mary, a 6,400 hour pilot has also participated in numerous air races and was serving on the FAA Citizens Advisory Committee on Aviation until it was disbanded this year.

Mary's husband, Dr. William Creason is a dentist and they are parents of one girl and three boys.

All Michigan will be merrier because of Mary.

Schmahl & Nuckolls





# "Profile of a Winner"

by Alberta Ninety-Nines

Robbie Taylor was a member of the Ninety-Nines for three years before she had ever met another Ninety-Nine! A commercial bush pilot in Northwestern Ontario, she was serving as Operations Manager of a charter airline when she was chosen "Canada's Outstanding Young Woman" by the editors of *Chatelaine*, a national women's magazine, in a nationwide contest in 1972. Along with the title "Mrs. Chatelaine", Robbie was featured in a two page article in the magazine and received an award of \$1000.

Hilda Devereux, of the Maple Leaf Chapter read with interest about Robbie's bush flying activities and consequently corresponded with her inviting her to join the Ninety-Nines. There being no chapter in Robbie's part of Canada, she happily joined the Maple Leaf Chapter although she knew there was little chance of ever making it to their meetings. The Maple Leaf Chapter was located some 1000 miles southeast of where Robbie lived and separating them were miles of desolate Ontario bushland and Lake Superior, the largest freshwater body of water in the world.

Although they never met, the Maple Leaf members kept Robbie well informed of the chapter's activities and made her feel as



though she belonged to their group. During this time she had an interesting career in aviation working for Superior Airways Ltd., owned and operated by her parents. Her duties included flying fishermen and hunters into remote camps on float-equipped aircraft, delivering supplies to mining and exploration camps, and flying nurses and teachers and other support people into remote Indian settlements, landing with ski equipped aircraft on frozen lakes in the winter time. Robbie's husband was Chief Pilot and Assistant General Manager of the airline, and she also assisted him in training newly licensed wheel-plane pilots in all aspects of bush flying.

In 1970, Robbie and her husband were blessed with twin boys. After a six month leave of absence, she re-joined the company part-time, and was soon credited with the development and teaching of the company's government-approved flight attendant training program for both male and female crew members serving on DC-3 flights throughout the north.

In the fall of 1972 Robbie was elected a member of the City Council for Thunder Bay, her hometown with a population of 120,000. Re-elected in 1974, she also served two terms as Deputy Mayor of the city, as well as giving birth to a bouncing baby girl.

Robbie's family encouraged her to keep her commercial pilots license current during this period even though there was little time left for flying duties with three small children, administrative duties in the airline and a political career.

In 1975, ill health in the family caused the Taylor's to decide to move west to British Columbia. They chose Cranbrook, in the Rocky Mountain Trench as their new home and started a small building construction firm. Peter has also obtained his aircraft engineer's license, and they have been able to do part-time aircraft maintenance on a contract basis for the local fixed base operator and flying school.

Robbie transferred to the Alberta

Chapter of the Ninety-Nines, since there was no chapter in British Columbia. In spite of being once again separated from her new chapter by geography (the Great Continental Divide - the Rockies - lay between the Alberta prairies and the valley in which Robbie resides), Robbie has been an active member of the chapter and is able to attend most meetings. Often this means a return 6 or 7 hour drive to an Alberta town, from where she "hitches a ride" in an Alberta member's airplane to the meeting.

In her new community, Robbie keeps her hand in aviation through search and rescue activities and aerospace education. She recently developed a teaching kit consisting of airplane photos, easy-to-read flying books, a model airplane, and a "pretend" aircraft radio complete with headphones and mike, which she used in elementary school classes where she gave "mini" courses in flying and aviation to kindergarten children.

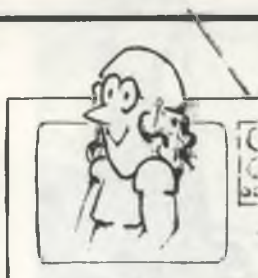
Robbie and her husband hope to eventually get into aircraft re-building. Since health restricts Peter's flying, Robbie will be needed to ferry and test-fly damaged and re-built aircraft as well as testing aircraft on which routine maintenance has been done. Knowing she would need a multi-engine rating in many of these situations, Robbie applied for an Amelia Earhart Scholarship.

Needless to say, both Robbie and the Alberta Chapter were excited and thrilled to hear she had been chosen a winner. An airline ticket given to her by her parents made it possible for Robbie to travel to San Francisco last summer to receive her award in person. Feeling humble and fortunate, she wondered how a little (she's only 4'11" tall) former bush pilot from northern Ontario could be blessed with the publicity, a trip to San Francisco and a scholarship award for a multi-engine rating. Then she remembered - it was all made possible following a letter from a lady pilot five years ago inviting her to become a member of the Ninety-Nines.





# 99s in the News



**A E MEDAL** Conferred on Hazel Bartolet. Helen Sheffer, on behalf of the Central Pennsylvania Chapter, presented Hazel Bartolet with an Amelia Earhart medal, the highest award in the Ninety-Nines. This was the chapter's way of thanking Hazel for all her hard work. Hazel was the Charter Chairman in 1965. She has served as Governor and Vice Governor of the Section, Chapter Treasurer, Nominating Committee, Corresponding Secretary and has chaired six Penny-A-Pound flights. Hazel is currently the Chapter's Historian.

**99 on Michigan Aeronautics Commission.** Kay Chamberlain was recently appointed to the Michigan Aeronautics Commission by Governor William Milliken. She is the first woman to be appointed to this commission.

**Ohio Member Featured in *Mental Horizons*.** Margaret Golledge was featured in the official newspaper for Ohio's Department of Mental Health and Retardation, *Mental Horizons*. Margaret uses her flying skills to travel around the state visiting institutions and county programs.

**99 Conducting Research on Female AF Academy Cadets.** Intermountain Chapter's Lois DeFleur has received a grant from the Air Force to continue research on the female cadets who are members of the first integrated class at the USAF Academy, and will return several times a year (for three years) to the Academy in Colorado Springs.

**Lady McReynolds Picked for Airport Authority.** Seven persons were selected by the Knoxville City Council to serve on a newly established independent authority to run Knoxville's airports. The members were appointed to staggered terms of one through seven years, and according to state law, two members must have pilot's licenses, one must be an engineer, one must have a finance background and one must have airline experience.

**Tennessee Chapter's Lady McReynolds** was appointed to the seven year term. A pilot since 1963, she has commercial and instrument licenses and formerly served on the FAA's Womens Advisory Committee on Aviation. She has been a member of the CAP flying search and rescue missions since 1970.

**Winner by a Slither.** Mt. Diablo Chapter's Julie Dryer and Grace Ellis entered and won the annual St. Patrick's Day Snake Race held in Zellerbach Plaza, San Francisco. "Amelia", the three foot gopher snake, slithered in third to win \$200 in cash and \$300 in radio time. The winnings will go into the Amelia Earhart Scholarship Fund. This was the first time either of the gals had handled a snake, which they borrowed from the Stone Valley School in Alamo.



Julia Dryer and Grace Ellis with "Amelia".

**Award Given.** Reno Area's Hazel Hohn received an award from the Nevada State Museum for her contribution to Nevada Aviation History during 1977. She also received a certificate of appreciation for her contributions to the 1977 Lindbergh Commemorative Tour from the EAA.

**Flying Nurses Officer.** North Georgia member, Fran Oliver, who recently received her multi-engine rating, has been elected National Vice President of the Flying Nurses Association.

**CAP Draws Alaska 99s.** Pat Polsky has recently been appointed Personnel Officer for Polaris Squadron of the Civil Air Patrol. Pat, Margaret Snider, Carolyn Kennedy and Marion Zaegel have been flying on recent searches for downed aircraft.

## SUN SEMINAR '78

Offered at Embry-Riddle

This seminar will be presented in two identical sessions, July 6-23 and July 27-August 13. It is a comprehensive, introductory look at professional aviation, designed for the 16 to 21 year old sons and daughters of professional aviation families. Students receive a full orientation to aviation college life as well as potential careers in all areas of aviation. They also receive sufficient flight instruction to permit solo flight during the seminar.

For additional information and registration contact Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, FL 30214 or call toll free at 800-874-7041, x372.

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## Ninety-Nines

# Projects

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



### East Canada Projects

#### 99s Canadian Award in Aviation

The 99s Canadian Award in Aviation is a project of the **East Canada Section**. A trust fund has been established from which an annual award of about \$1000 is made to the Canadian applicant(s) that the Board of Trustees deem most worthy. The Board met in Ottawa in March to prepare publicity and plans for the 1978 award to be announced in September. Serving on the Board are: **Elaine Magee**, 1st Canadian Chapter; **Felicity McKendry**, E.O.C.; **Heather Sifton**, 1st Canadian; **Mary MacMillian**, E.O.C. and **Joan Mitchell**, Montreal Chapter.

### Middle East Projects

#### Penny-A-Pound Scheduled

**Central Pennsylvania** is planning on a pennies-a-pound function at the Capital City Airport in Harrisburg in May. Due to the increase in gas prices, they are charging three cents a pound this year, but not to exceed \$5 per person. **Mattie Pool** is Chairman of this event.

#### Maryland Active in Aviation Education

**Maryland Chapter** sponsored a Safety Seminar put on by DOT's Jack Cox and their own member, **Donna Suwall**. Donna, along with **Joan Bates** and **Ginny Vogel** attended an Education State Aviation Administration Seminar on the presentation of aviation material to schools and groups.



Trustee of the '99s Canadian Award in Aviation' are (L-R) **Elaine Magee**, 1st Canadian; **Felicity McKendry**, EOC; and **Heather Sifton**, 1st Canadian.

Another member, **Jeanie Ball** spoke to the Zontas on the Ninety-Nines and general aviation.

### New York-New Jersey Projects

#### Maintenance Program Held

**Long Island 99s** held a Pilot Maintenance Program at McIntyre Aviation. **Bill Fisher**, **Diane's** husband, conducted the clinic.

#### Fund-Raiser Planned

A Rummage Sale is scheduled by the **Long Island Chapter** in Glen Cove, NY in June to raise funds for the 1979 International Convention.

### North Central Projects

#### Pilots React to Ohio House Bill 931

Judging from a letter received by **Vi Blowers**, **All-Ohio Chapter Chairman**, from **Vern Riffe**, Speaker of the House of Representatives, the pilots of Ohio inundated his office with mail concerning Ohio House Bill 931. The bill would place a curfew on general aviation flying out of Ohio airports, virtually eliminating night flying. The bill would also require all Ohio pilots to be licensed by the State as well as by the FAA.

A unified group of 24 opponents, including **All-Ohio member Jeane Wolcott**, spoke against the bill before the House Committee considering it. Later, they learned according to Committee Chairman **Thompson** that the bill will soon bite the dust (runway?!).

#### NIFA Supporters

**All-Ohio Chapter** assisted **Kent State University** in the NIFA meet on April 7-8. The chapter has also purchased a new rotating trophy to be presented to the school having the top woman pilot.

#### Maintenance Seminar

**Indiana Chapter** sponsored a one-day pilot maintenance seminar conducted by the Aviation Department at **Purdue University**, Lafayette, IN. The sessions included preflight maintenance, regulations, aircraft aerodynamics, maintenance procedures demonstrations and ended with a tour of the

Aviation Technical Laboratories and simulators.

#### Third Aviation Clinic Planned

**Indiana Dunes Chapter** will repeat their successful Aviation Clinic for the third time this spring under the direction of **Vicki Harding**. A \$5 registration fee covers lunch and BFRs for pilots or classes on the basics for non-pilots, as well as sessions on ballooning and gliding and travelogs on Alaska.

#### Girls Introduced to Aviation

**Charlene Falkenberg**, **Indiana Dunes**, gave a slide presentation to high school senior girls. The presentation covered careers in aviation, training necessary to be licensed, aviation as an avocation, the Ninety-Nines and air racing.

#### Window Display

A local TV and Radio Station, **WHBF** is donating window display space in downtown Rock Island, IL so that the **Quad City Area 99s** may display Ninety-Nine information and history during the month of June.

### Northwest Projects

#### Airplane Quilts Successful Fund-Raiser

The **Stillaguamish Chapter** has had a lot of success raising funds by making airplane quilts. Their first one was raffled, but since then they have been receiving orders for personalized quilts.

### South Central Projects

#### Outdoors Attracts Austin

Now that the sun is out again, **Austin Chapter** plans to resume airmarking and other outdoor activities, including flying! In March (before the sun), **Jo Payne** and **Kathy Griffis** presented an evening of aerospace education to a small civic group in Georgetown, TX.

#### 30 KT Winds Hamper Egg Hunt

A week before Easter, the **Golden Triangle Chapter** held an Easter Egg Hunt for all the area children in the picnic area of the Grand Prairie Airport. The wind was on the plus side of 30 knots but it was still a beautiful day and enjoyed by everyone.



## Houston Puts on Flying Seminar

Houston 99s conducted a Flying Companion Seminar the 28-29th of April. A new fund raising project coming up will be the sale of 99 Key Chains.

## 99 Advisor to Explorer Post

Jackie Breeden, Air Age Education Chairman for the Nebraska 99s, is serving as an advisor for an Aviation Explorer Post in Grand Island, NB. The group has 27 enthusiastic members who meet once a week. A recent activity was a tour of Offutt Air Force Base at Omaha.

## Annual Clinic Draws 200

The annual Aviation Safety Clinic, sponsored by the Omaha Area Chapter, drew the largest crowd ever - over 200 people - this March. Needless to say, the FAA Safety Chairman was pleased to see so much interest in so vital an aspect of aviation.

## NASA Program Sponsored

Shreveport 99s and the FAA sponsored a seminar in Shreveport featuring NASA's Calvin Pitts with his most outstanding presentation on the benefits derived from the space program.

## Airshow Sponsored

Several members of the So. Louisiana Chapter gathered to address mailouts for the airshow in Baton Rouge in April.

## Lapsley Conducts Seminar

The Texas Dogwood Chapter held a Safety Seminar March 8, 1978, at the Spanish Trace in conjunction with their dinner meeting. Tiner Lapsley, Accident Prevention Specialist with the FAA in Dallas, led the meeting, which was well attended.

## Topeka Helps Flying Farmers

March 17, 18, 19 the Topeka Chapter served refreshments to Flying Farmers arriving in Topeka for the Kansas Convention, and provided them with transportation to the motel and to the airport. One more case of flyers helping flyers.

## Southwest Projects

### "What's Up?"

Fran Grant and Donna Vasko, Golden West Chapter, are part of the planning board for a unique aviation/aerospace workshop, "What's Up?" scheduled for June 2-3 in Millbrae, CA. The workshop, which will include tours of NASA Ames Research, International Airport and seminars, is the brainchild of an extracurricular activity, the Mills High School Space Consortium, one of only seven throughout California. The workshop will cover a wide range of topics, including women in space, space settlements and industrialization, space phenomena, commercial and military aviation and future space experimental projects.

## Fete for Blue Angels

The Navy's Blue Angels do their winter training at the Navy El Centro Base. We are pleased to have them here, and Imperial So-Lo Chapter participated in two activities to honor them.

We served a barbecued beef dinner



Shown with their beautiful airplane quilt are Stillaguamish members (L-R) Kandy Harve, Gail Bashforth, Fedora MacKenzie and Jean Garrett.

sponsored by the Imperial County Board of Supervisors and the Elected Officials. We asked three of the Blues to come to the serving line for pictures. They enjoyed it so much they stayed and helped.

We also attended a carne asada dinner in which we shared the cost with the Crop Dusters Association.

## AWARE Clinic Sponsored

On March 19th, Imperial So-Lo Chapter put on a workshop entitled AWARE.

A  
W oman's  
A wareness  
R eassures  
E veryone

The FAA co-sponsored and sent out the announcements. Chapter members presented the topics: flight preparation; aircraft familiarization; chart reading and navigation; flight physiology, emergency situations; flight instruments and flight simulator.

During a trip to the Tower, class members were thrilled to watch Marie Woods take

off, declare she was lost, and then see the procedures used to locate her and guide her back to the airport.

Six of the 28 women in the AWARE class became so enthusiastic they signed up for the pinch-hitter course.

## Long Beach Urges DFR Flights

Margaret Merrifield, Chapter DRF Chairman, urged all Long Beach members to get behind this chapter project. Medical supplies are needed in many corners of the world along with any assistance the Ninety-Nines can supply, be it airplanes or supplies. Margaret also gave members a most interesting account of the involved proceedings often connected with this worthwhile project.

## Food Booth at Expo

Monterey Bay again handled the food booth at the 7th Annual Monterey Aviation Exposition, Monterey Airport, April 21-23.

## Orange County Tries Flight Companion Seminar

Orange County conducted a Flying Companion Seminar, based on San Diego's

*Continued on p. 34*



FETE FOR THE BLUE ANGELS: On the serving line are members of the Imperial So-Lo Chapter and three of the Blues. (L-R) Kathy Dirian, Cdr. Bill Newman, Chairman Sarah Talbot, Louise Dirian, LCDR Don Simmons, Marie Woods, Mari Hurley, and LT Bruce Davey.





# Woman & Machine

## New Airport

**Orange County's Gwen and Charlie Haynes** have purchased five acres of desert, 244 nm from SNA and 30 nm from Buckeye, at "Eagle Roost Airdrome." They plan to fly their Navion (with new prop) there on weekends.

## Do-it-Yourself-ers

Ever see a 150 tail dragger? No, not from a bad landing but from a new kit being sold in Ohio. **Jeane Wolcott, All-Ohio**, is in the process of converting the 150 from a tricycle to a conventional gear configuration. The advantages will be more utility on unpaved strips, a gain of 8-12 MPH in airspeed with no reduction in gross weight. Jeane and **Marilyn Miller** have even tried their hand at re-upholstering the doors of the 150 and report that the project turned out beautifully.

**Celeste MacIvor, Florida Goldcoast**, and husband Jim are busy renovating their recently purchased DC-3, which they obtained in Spain. The aircraft has a unique interior with some original German instruments.

After overhauling the engine themselves on their **Beech Bonanza**, **Palisades Chapter Chairman Judy Roth** and 49 $\frac{1}{2}$ er, **Bruce** flew to Key Lime Resort in Florida.

The 182 is great for cross country flyin', but **Amy and Jack Laws, Greater St. Louis**, have decided to put some fun back into their life and are going to roll out the old J-5 Cub, fix it up, and get back into the sky with it this spring. Meanwhile, **Val Johnson** has blossomed out in a brand, spanking new Bonanza this spring. Hm! Some gals get new clothes, Val gets a new flying machine!

**Susan Lea, Redwood Empire**, and five friends have bought a 1941 Piper J-5A Cruiser. Newly restored, it has a 75 HP engine and a top speed of about 70 MPH. They are finding out, however, that this is not just a plane you fly, but also a plane you fix!! The tower at Buchanan Field, where NC38045 is based, has been heard to complain that it is slow.

Another project **All-Ohio's Jeane Wolcott** has in the mill is the rebuilding of a J-3 Cub, vintage 1941, which she found in some fellow's barn. Hopefully, the Cub will be restored to its original condition in time to be shown in competition at Oshkosh this summer (that is, if she learns to fly a taildragger so she can get it there by then.).

## New Acquisitions

**San Diego Chapter** members have landed two new aircraft. After an extensive shopping search which tired everyone who watched, **Marion Kelly** is the proud owner of a brand new Mooney 201 (does it really do over 200 mph flat out, Marion?) The chapter's horse trading award goes to **Pat Volkerts**, who wouldn't even think of completing the purchase of her Cherokee 180 without the seller's putting in a new, full IFR radio panel. With acquisitions like these, San Diego will soon have a full squadron.

Lots of new Cessna's in the hangar this spring. **NY Capital District Chapter's Betty Humphris** and her 49 $\frac{1}{2}$ er, **Dennis** have acquired a Cessna 182, and **Topeka's Judy Kitchen** and husband **Brent** are enjoying the extra room after replacing their 150 with a 172. **Reba Tolbert** and her two partners from **San Antonio** flew to Kansas themselves to pick up their new Cessna 172 XP Hawk, and **Utah's Ruth Kendrick** has a new 182. A Cessna 310 now belongs to **Elaine** and **Dr. Snow** of **Shreveport**. A Cessna 140 has been added to **Margie Wood's** fleet in **Walla Walla, Washington**, and **Jeanna Kautter** in **Omaha** has added both a '78 Skyhawk and an Archer to her ramp area.

**Mercedes Crabtree** flew her newly purchased Seneca II into Yoakum recently for the **Coastal Bend Chapter** meeting. Another Texan, **Ann Lowell, San Antonio Chapter**, just made a trip to Oklahoma to pick up the Stearman she and husband **George** had purchased.

## Replacement Parts

In **Utah**, **Ronna Crouch's** Tripacer finally has a new engine (200 HP!) to replace the one which ended up on an airboat during the duck hunting season. New King radios have filled the empty holes in **Dot Clum's** 206 panel out in **Oklahoma** after some sticky fingered type had helped himself.

**Kuechle's** Bonanza 901L, ordinarily stationed in **Minnesota**, is in "critical condition" at Los Angeles awaiting surgery to replace its engine. **Wyoming's Shirley Everett** and husband are now highly visible in the sky after their Skylane received a new coat of orange/dark orange and black paint.

## WHY I WANT TO BE A PILOT

I want to be a pilot when I grow up because it's a fun job and easy to do. That's why there are so many pilots flying today. Pilots don't need much school. They just have to learn numbers so they can read instruments. I guess they should be able to read road maps so they wouldn't get lost. Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they will know what to do. Pilots have to have eyes to see through the clouds, and they can't be afraid of lightning or thunder because they are closer to them than we are.

The salary the pilots make is another thing I like. They make more money than they can spend. That is because most people think flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like except that girls like pilots and all the stewardesses want to marry pilots so they always have to chase them away so they won't bother them. I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot, and then I'd have to go to work.

*By a ten year old schoolboy—printed in the San Fernando Valley Chapter Newsletter, October 1977.*

**RETURN  
YOUR  
BALLOTS!**





## Denise Blankinship Flies for Piedmont Airlines

The North Georgia Chapter is especially proud of Denise Blankinship who has been hired by Piedmont Airlines as a first officer on the YS11. Sharing this pride is her father, Captain Clyde D. Blankinship, an Eastern Air Lines pilot for 22 years. Captain Blankinship had advised his blonde, 5 foot 11 inch daughter to "fly only because you love it, not because of the money."

Denise began flying during her freshman year at West Georgia College. She graduated from the University of Georgia with a degree in home economics. By that time she had attained her private, commercial and instrument ratings. Denise now also holds her instrument instructors, advanced ground school instructor and Air Transport Pilot ratings. The State of Georgia named her Flight Instructor of the Year in 1975, and the North Georgia 99s named her Pilot of the Year in 1976. She was also awarded The Amelia Earhart Medal.

After graduation she made the decision "that flying was what I really wanted to do — so I gave up everything but flying." From August 1973 until March of 1977, she says emphatically, "I flew." She accumulated 3,700 hours — first with an aircraft firm in Scranton, Penn., ferrying planes from factory to delivery and later as a corporate pilot for a contracting firm.

The passengers, she says, often do a double-take when they learn the first officer is a woman. However, Denise who "is so thrilled to be able to do what I want to do" is encouraging to other women pilots. "It is an ideal time to apply; if they are qualified, they have a chance now."

*Continued on p. 28*





## Bread & Butter Continued

### Students and Instructors fill in for Airport Staff during Strike

Neither rain, snow, wind nor strike kept the Ohio University Airport, Athens, Ohio closed. During a recent strike at that university, the aviation students and instructors, including All-Ohio members Joan Mace and Connie Tobias, kept the airport open all night, pumping gas, parking planes and doing all those neat things that the strikers were supposed to be doing.

### Darlene Fletcher Fire-Spotter in Washington

This summer will be Darlene Fletcher's second season as a pilot for the Department of National Resources in Washington. She flies as a fire spotter, a job she is very proud of since she was once told that "grandmothers can't learn to fly." Darlene is a member of the Stillaguamish Chapter.

### Ninety-Nine to Train as Controller

Congratulations and best wishes for continued success to Christine Kadey, Eastern Pennsylvania Chapter. Christine will begin her training as an FAA controller with a two-week orientation in Chicago followed by a four-month course at the FAA Academy in Oklahoma City. Christine has been a passenger service agent for Altair for the past five years and her resignation was accepted with regret.

### Assistant Chief Pilot Position Goes to Ninety-Nine

Nichole Radecki, past chairman of the Long Island Chapter and former A.E. Scholarship winner, has been appointed Assistant Chief Pilot for McIntyre Aviation, flying Cessnas 310-337 and the pressurized 421 Turbo Prop on charter flights.

### "Introduction to Aviation" Meets with Great Success

Carol Stites, Eastern New England 99, has just completed teaching her first course, "Introduction to Aviation," which included eight hours of ground instruction covering the highlights of aerodynamics, navigation, weather, maneuvers, etc. Each student is now entitled to one hour of flight instruction and a logbook. Fifteen enthusiastic students attended, and several signed-up for their flight time the very next day after the last ground school class. The response was so enthusiastic in fact, that Carol has been asked to give two more classes — one starts immediately, if not sooner.

### How Would You Like to Seed Fog? or...Would You Rather Sand Rivers?

Alaska 99 Claire Drenowatz has been kept busy seeding fog at the Anchorage International Airport. Now with that contract having ended, she is instructing until she starts river sanding the end of March. Sand is flown out and spread in lines on the river ice. The sand is warmed by the sun and melts ice, preventing ice jams. Alaskans are glad to have Claire in their midst to help cope with the problems of living in the Arctic!

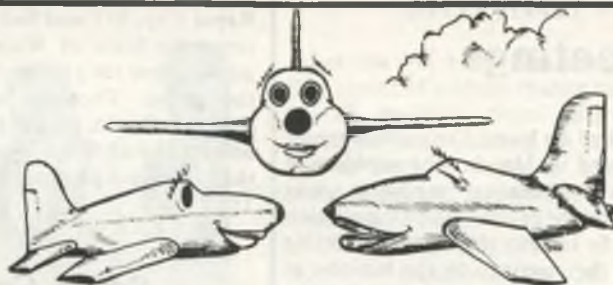


Diane Fletcher  
Fire-spotting in Washington



99s getting together

# Meetings



## East Canada

The site of Eastern Ontario Chapter's March Meeting was Rockcliffe Airport where the Canadian National Aeronautical Collection is housed in World War II hangars. Mr. Bradford, the curator, guided the tour, describing in detail how various aircraft were acquired and showing the restoration in process. They are currently working on the Curtiss HS-21. "La Vigilance".

The tinder dry wooden building in which this irreplaceable collection is housed is a growing concern. A group of aviation enthusiasts met in November and concluded that there was enough interest to form an association to solicit and provide help from all facets of Canadian aviation - private, civilian, military - to bring pressure to bear on and to assist the federal government in the proper preservation of the collection. A second meeting, which two Ninety-Nines attended, was held in February.

Over sixty-five pilots, student pilots and friends joined with members of the **Maple Leaf Chapter** at Huron Aviation in Sarnia for their March meeting. A four hour special safety seminar was conducted by Mr. Andy Carswell, Regional Aviation Safety Officer from the Department of Transportation and Dr. George Takahashi, Regional Medical Doctor.

Mr. Carswell expressed concern over the browing number of aircraft accidents and cited human errors as being largely responsible. He stated that women pilots and student pilots have fewer accidents but that the reasons for this have not yet been established.

Dr. Takahashi answered questions on pregnancy, blood pressure, heart murmurs and numerous other medical problems. An introduction to his disorientation chair was experienced by one young member of the audience and met with approval by many other eager volunteers. This highly interesting and informative programme was exceeded only by the charming manner and occasional sense of humor in which it was presented.

Mr. Carswell's account of an accident that shouldn't have happened is a must for sharing. The lady disposed of her unwanted hair spray in the toilet and walked away without flushing. Her husband walked in, sat down, promptly lit a cigarette and

dropped the match in the bowl. Need any more be said? A safer and far less painful route would have been to contact a 99 and gone flying the conventional way.

## Middle East

**Hampton Roads and Virginia chapters** joined ranks in February to tour NASA's Langley Research Center in Hampton, Virginia.

The exciting visit began with a short stop at the Visitor's Center and climaxed with a briefing by a NASA test pilot on some of the flight tests being performed at Langley. Other interesting highlights of the day were visits to the aircraft crash site, several different simulators and one of the larger wind tunnels.

In addition to memories of a pleasant and educational day, each participant left the center with a limited edition copy of **Aircraft Progress Since 1903**. We are looking forward to a return visit to Langley to see what we missed the first time.

## New York-New Jersey

"Everything you wanted to know about ballooning but were afraid to ask" was the topic of Greater New York's monthly meeting, presented by three chapter balloonists — **Ann Meuer, Bobbi Kennet and Penny Amabile**. They discussed the principles, techniques and safety measures of ballooning. Hopefully we will have a first hand demonstration later this spring.

**Barabara Phillips, R.N.**, was the program speaker for the March meeting of NY Capital District Chapter. On staff at St. Clare's Hospital in Schenectady, and also a flight nurse with the National Guard, Barbara is a private pilot too. She demonstrated some types of survival equipment which could be easily assembled from ordinary articles. She showed her own outfit, containing such common items as coffee cans, "space" blankets, granola bars, bouillon cubes, tea bags, mirror for signalling, strike-everywhere matches, and many more. Barbara gave many practical tips which could save a life, and told of the survival training she had received in the Guard.

A tour conducted by **Russ L. Presti** of his aviation instrument repair shop was the after-dinner highlight of the March meeting of **Western New York Chapter**. The group met at the Packet Inn in North Tonawanda.

## North Central

Guest speaker at the Greater St. Louis March Meeting was Mrs. William Smith who brought perfectly delightful color slides of "Australia, Land of Enchantment" to encourage our members to go to convention this year. If wishes were dollars, everyone who viewed the lovely pictures would be on their way "down under!"

Section Chairmen got together at a



Virginia and Hampton Roads members at NASA's Langley Research Center.



## Meetings

meeting called by North Central Governor, **Lois Kennard** in March. The problem of getting and keeping members was uppermost on the problem list. One solution seemed to be to limit the business meeting portion of the meeting (do the business at board meetings), and have a program chairman whose sole duty is to plan educational, interesting meetings.

**Charlene Falkenberg** gave a session on the advantages of a private pilot being able to use instrument charts in preflight planning at the **Indiana Dunes Chapter** meeting.

**Fog** was the order of the day for **Iowa's** March meeting at **Fort Dodge**. Consequently only three members and two guests were present. **Ann Clay** and **Gloria Harmon** were the hardy members who drove to the meeting held at **Helen Flaherty's** home.

The guests were very special people - former 99s who belonged to the **Iowa Chapter** in its early years. They were **Betty Barton** and **Virginia Kestner**, both now living in the **Fort Dodge** area. All five had a delightful day, reminiscing, looking at scrapbooks and hangar flying.

**Quad City Area Chapter** has been conducting educational programs for the last three meetings. They have had **Richard Hill**, Training Supervisor at the airport talk about **Stage III Radar**. Members **Kay Madsen** and **Karen Davidson** conducted a program reviewing procedures for planning a flight, and **Captain Ed Goosen**, Pilot with **Army Aviation Section**, gave a very interesting and informative program on weather.

## Northwest

**Alaska Ninety-Nines** learned more about fuels and lubricants from an informative talk given by **Jerry Lewis** at their March meeting. Another guest speaker, **Lou Monger** of **FAA Safety**, invited the 99s to become active in **FAA Safety Counseling**.

**Greater Seattle Chapter** was treated to a briefing on **Flight Training** at **Boeing Aircraft Company** in February. The visit included a tour of the **Audio Visual Training** and the **Boeing 747 Simulator** which, as a special treat, we were each allowed to fly.

**ARTCC Tour**. A small group of **Wyoming 99s** met at **Longmont, Colorado** on **March 11** for a tour of the **Denver Center**. It was most informative. Of particular

interest was the fact that the **Air Route Traffic Control Center** interfaces with **Rapid City, SD**, and **Salt Lake City, UT**, to cover the **State of Wyoming**. One of the guides asked for a show of hands of pilots in the group. Then he asked how many airplanes flew in. He was perplexed that only one plane had flown in and wondered how that many people managed to get into one 182!

## South Central

In March, **Austin** members **Diane Hadley**, **Irene Glass**, **Marty Thompson**, **Eileen Pariseau**, **Kathy Griffis**, **Chris Howard**, and 49½ers **Wayne Hadley** and **Rick Pariseau** participated in the **FAA Physiological Training Program** at **Brooks Air Force Base** in **San Antonio**. Special thanks go to **Major Jerry Williams** and his capable crew who so carefully guided our apprehensive and excited members through simulated vertigo, hypoxia, and sudden rapid decompression. This is a very worthwhile chapter activity, but plan to spend the whole day and be very, very tired that evening.

**Cowtown Jamboree** in **Ft. Worth**. **Meacham Field** was the home base for arriving aircraft to the **South Central Section Convention**. **Green Oaks Inn** was the convention center. It is located near **Ridgmar Shopping Mall**, one of the largest and most beautiful in the Southwest.

The program began on **Friday, April 22** with committee workshops; an **Aviation Safety Workshop** with **Huard Norton**, **FAA**, **Washington DC**; and a **Safety**

Seminar with **Pete Campbell**, **FAA** from **Ft. Worth**. A planning session for the **1980 international convention** concluded the programs for the day.

**Saturday** was highlighted with bus tours of **General Dynamics**, lunch at the **Officers Club** at **Carswell Air Force Base** as well as a tour of the **Base**. **Neil Anderson**, **Test Pilot** for **General Dynamics**, was the banquet speaker **Saturday night**.

**Mary Worder**, a registered nurse who teaches life support systems, was the guest speaker for **Golden Triangle's** March meeting. She had two very interesting films on choking and heart attack victims with instructions for emergency procedures to take for each. Written material was also provided for take-home reference.

**Houston's** February meeting was an address by **Butch Parks** on the subject of aerobatics. In March, they heard **Les Hamilton** talk on instrumentation and he also demonstrated his vertical **Card Compass**. It was quite impressive.

The **NIFA Chapter** from **Louisiana State University** joined the **South Louisiana 99 Chapter** for their March meeting at **Moisant Airport**, **New Orleans**. **Pat Ward** arranged for a tour of the control tower and radar room, and her 49½er, **Roger**, a **Delta Airlines** pilot, had made arrangements for the group to tour **Delta's** jets and offices.

**Topeka Chapter** toured the **Topeka Museum of Yesterday's Air Force** organization in February. What fun to



Greater Seattle Chapter members at the Boeing Airplane Company.





Bay Cities Officers pictured at the 46th Anniversary celebration are (L-R) Marge Carmine, Secretary; Dorothy Dunn, Treasurer; Gail Wagg, Vice Chairman; Vivian Harshbarger, Chairman; Virginia Gratton; Verna West, SW Section; and Thelma Cull, SW Section Secretary.

actually sit in the left seat of a B-24 or B-17.

A joint meeting with the **Omaha Chapter** is planned for May when the groups will visit Atchison, KS, to see the forest and tour the museum with its AE display. They will be gearing up for the July celebration at which time they hope to see you there too!!

## Southwest

**Bay Cities Chapter Celebrated its 46th Anniversary** in March. It was especially enjoyable having members from **Alameda, Golden West, Mt. Diablo, Redwood Empire, Sacramento, Santa Clara Valley and Washington, DC** chapters join us in the celebration.

Virginia Gratton presented a narrated slide documentary on the life of Amelia Earhart. Virginia, who is not a pilot, feels that there has been so much emphasis on the mystery surrounding Amelia's last fatal flight, that many of her extraordinary accomplishments have been overlooked, so Virginia's presentation is on Amelia—the person. The result is a giant step toward improving our Woman and Pilot image along with Amelia's. I'm sure everyone present felt as I did; proud to be associated with an organization that Amelia inspired, and yet sad in speculating as to what might have been had she lived.

"A New Way to Fly" was the subject of Dick Fouquet's talk to the **Golden West Chapter** April 11. The author of *Pilot's Guide to California Airports* views computers as a new way to approach flying. "With a computer you can figure direct routes easily and efficiently; it's sort of an inexpensive RNAV," he enthused. In addition, it is a quick way to figure ETA's rate of descent, and other aspects of both IFR and VFR flying.

If you think the **Long Beach Chapter** has fallen off the International Radar Scope, you must try tuning a little closer. We are alive and well and ACTIVE. Thanks to **Fran Bera**, the chapter has found a "home" for its second Wednesday of the month meetings. Unless otherwise arranged for, we meet at **BEECH AERO CLUB, 3605 Spring Street, Long Beach, CA**. It is just below the LGB Tower.

Corky Ballenger, Goodyear Blimp Pilot, showed movies and told **Long Beach** members all about blimp ratings and operations at their April meetings. Members **Ellenor Wagner** and **Joyce Failing** had already received their Blimp Club cards when they spent a previous afternoon

### MOVING?

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

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

Affix Old Label Here	NAME	STREET	CITY & STATE	New Address	STREET	CITY & STATE
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visiting the Goodyear Blimp Operation and taking a courtesy hop on "Columbia". Believe it or not, Joyce did about 90% of the flying...all except take-off and landing. She reports that it takes strong legs and right arm.

The **Monterey Bay Chapter** was privileged to have genial Governor **Verna West** at their last meeting. Besides all the good ideas she shared with them, she also shared her beautiful collection of slides on hot air ballooning.

The March meeting of the **San Diego Chapter** featured a dinner with **Phoenix** members, **Ruby Sheldon** and **Mary Lou Brown** who gave a slide show of Northern Alaska beyond Pt. Barro!!

One of the best programs **Santa Rosa** members have enjoyed this year was presented by 49½'er **Billy Hoskins**, air tanker pilot extraordinaire for **Sis-q Flying Services**, and **Blaine Moore**, California Division of Forestry. We've seen a lot of those air tankers the past two dry, dry years, and after their informative program, we came away with an even keener awareness of their knowledge and flying proficiency.

**AIR AGE**  
**LEADERSHIP WORKSHOP**  
July 10-13, 1978

## Fanni Flap, CFI



"I realize it was a direct hit, but Liz is going to have to limit her 'Message' next time!!!"



# Microwave Landing Systems

Continued from Pg. 9

## MORE RADIO CHANNELS

Because MLS uses much higher radio frequencies than ILS, MLS provides far more radio channels, any one of which can offer the full range of guidance functions. MLS has 200 channels - ILS has only 40. In metropolitan areas where more and more landing systems are needed, this small number of ILS channels limits the number of ILS installations.

## AIRBORNE SYSTEMS

In the future aircraft operators need buy only as much MLS equipment as they require. Private or business aircraft may need no more than basic MLS receiving equipment. More components can be added later when and if desired. MLS receiving equipment can be used with existing cockpit instruments; no special new displays are needed. The MLS equipment in the aircraft also can be linked to existing autopilots for automatic approach and even for automatic landing.

Most of us present that day at Crows Landing were curious about the controversy between the United Kingdom's Doppler MLS and the U.S./Australian Time Reference Scanning Beam (TRSB) MLS. I was surprised to learn that the United States

analyzed and developed both MLS systems. Both are U.S. patents.

During a 15 year period of research and development, numerous different systems were analyzed and compared. Eventually, the field was narrowed down to two techniques - TRBS or Scanning Beam and the Doppler scan. These two types of MLS were further developed in a process that involved experts from other countries. The objective was to identify the technique better suited to the requirements for the new MLS.

As a result of this intensive effort, a final comparison was made on the best performance features of each type of MLS and in 1975 the U.S. decided that TRSB was significantly better than Doppler scan.

In 1976 the All-Weather Operations Panel (AWOP) of the United Nation's International Civil Aviation Organization (ICAO) recommended the U.S. TRSB/Australian "Interscan" for approval by the full ICAO membership as the new international standard MLS. The United States and Australian systems use the same method of transmitting signals for guidance to aircraft.

The United Kingdom was given all research data on the U.S. developed Doppler system and they began additional refining. The manufacturers of the Doppler system, the Plessey Co., Ltd., then hired Michael L. Lehrman to initiate a public relations campaign aimed at overturning

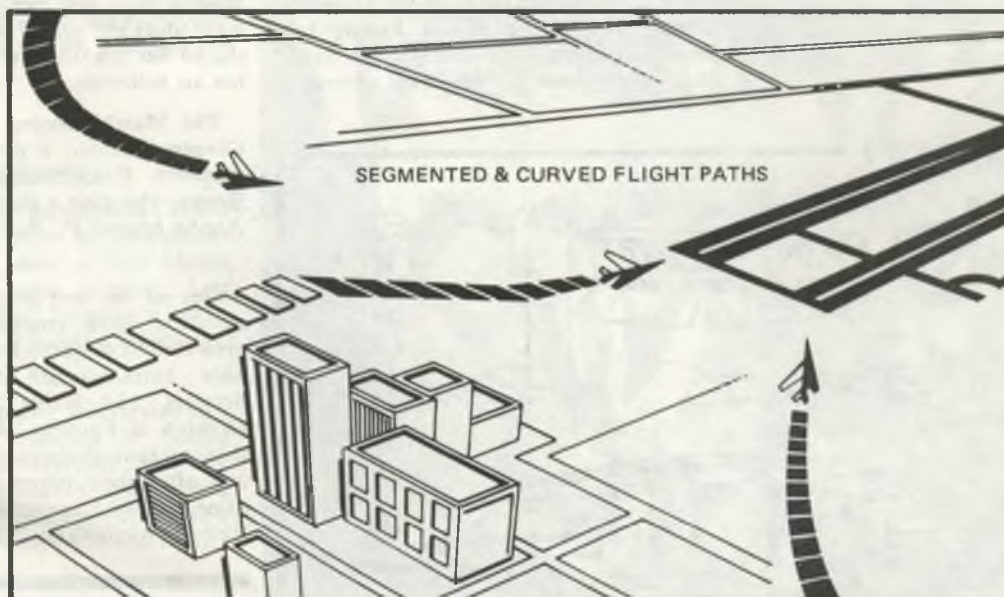
approval of the American TRSB MLS in favor of Plessey's Doppler MLS. The 142 member states of ICAO will meet to make their recommendation April 4-21, 1978. By the time you read this, the decision and recommendations will have been made.

Why standardize? Aviation throughout the world has benefited from the standardization of systems. This means aircraft of any nation can use the "standardized" landing systems of any other nation. It also means that only one kind of receiving equipment need be installed in aircraft, and only one kind of transmitting equipment installed at airports. Different companies can manufacture the equipment, but it all uses the same radio "language." Obviously, there would be a considerable cost savings for airports and aircraft operators if they use a single type of system.

## WHAT DOES THE ADVENT OF MLS MEAN TO US?

During the transition from ILS to MLS, two types of systems will be in use. But the transition—lasting a number of years—will apparently be gradual enough not to cause inconvenience or financial loss to airports or aircraft. One of the advantages of TRSB/MLS is that it can be co-located with existing instrument landing systems (ILS) at airports without causing signal interference. This will permit the ILS to continue in service during the transition period to accommodate aircraft equipped with ILS receivers while other aircraft enjoy the benefits of MLS service.

From what I understood it will take months and maybe even years to obtain approval of one of the MLS systems. Then begins the manufacture and installations—more time. It will most probably be well into the 1990s before we will need to begin considering making the changes in our aircraft equipment.



TRSB provides precision guidance for curved and segmented approaches for noise abatement and traffic separation, as well as for autoland and rollout.



99s spreading their wings . . .

# Flying Activities



## New York-New Jersey

**Poker Run** - The Long Island Chapter and the FAA co-sponsored a Poker Run in April. Pilots reviewed a film on safe landings as well as participating in the event.

## Great Navigators Air Rallye

**Scheduled** - The NY Capital District Chapter is sponsoring the Second Great Navigators Air Rallye on Saturday, June 17th. This is a great way to test your pilotage and sleuthing skills. For details, contact Betty Elliott, 27 Crumitie Road, Loudonville, NY 12211.

## North Central

**Buckeye Air Rally** - All-Ohio Chapter announces that the Buckeye Air Rally has officially left the ground. Flyers have announced the July 14-16 dates and 22 entry kits were sold on the first day they were available. The kits are available for \$3.00 from: Buckeye Air Rally, 4656 Burbank Dr., Columbus, OH 43220.

**Lunch Bunch Flight** - Greater St. Louis members tried for lunch in Carbondale in March but the weather didn't cooperate. They tried again in April and planned to award prizes for the best aviation costume and the most sectionals/charts on board. (Watch the weight and balance, girls!)

## Northwest

**The Intermountain Lunch Bunch** meets every Thursday at 12:15 pm at Felt's Field, Spokane, WA. All area pilots are invited to attend these round table discussions of flying activities.

## South Central

**Woodville Fly-In** - Houston 99s had a fly-in to Woodville, TX in March where they had lunch at Pickett House Restaurant and Antique Shop.

Houston Chairman Paula Faught and member Ann Sturgis had a special honor and treat earlier this year when they were treated to a ride in the Goodyear Blimp. Each one even had a turn at flying it! They noted that the controls were sluggish when compared to other aircraft.

**Poker Run Scheduled** - Nebraska 99s are making plans for their annual Flying Poker Game which was scheduled this year for April 30th. The route was set up to be Lincoln, Utica, Aurora, Grand Island, and Crete. Nancy Alley, Flying Activities Chairman, organized the event.

**WOWEE!!!** The Oklahoma 99s took on the Oklahoma State Flying Aggies in the competition for about the fourth time. Due to the high winds, there were only two events in the meet. Jan Million won 1st in her half of N99NJ in Power-On Spot Landings, and Phyllis Howard won 2nd in a 172 in the Power-Offs. In every meet, we've gained a little on the Aggies win-wise. BUT this is the first year we've tied them in the overall meet. Lee Coates flew her Beech A-36 and Dot Clum, in her Cessna 206. The Flying Aggies used Cessna 150s. Oh, by the way, the Aggies used their 2nd team to compete against us...their first team ran the meet!

**Judges for NIFA** - Amy Pilkinton, Marian Piner, and Gloria Hodel of the Shreveport Chapter helped judge the NIFA Regional Meet at Ruston, LA. There were 9 colleges competing at this meet with Louisiana Tech taking top honors.

## Southeast

**Goldcoast Fly-In** - A March fly-in

meeting and lunch attracted 15 planes full of Florida Goldcoast members to Ft. Meyers.

## Southwest

**Sonoma County Fly-In Planned** - Glider rides and wine tasting will highlight Golden West's fly-in to Sonoma County Airport on May 20th. They will be joined there by the Santa Rosa Chapter for a fun weekend. Santa Rosa's Sherry Knight will coordinate transportation, using "poodle buses" to take members to a local winery for a Saturday afternoon of wine tasting and glider rides at Calistoga the next day.

**Picture Hunt** - Guys and Gals both were eligible to fly in the 9th Annual Orange County 99's Picture Hunt last month. Hopefully, we'll have the winners to report in the next issue.

**Chapter Reports Two Fly-Ins** - San Diego Chapter had two fly-ins during the past month. One was to Borrego Springs to collect pink grapefruit and one to Death Valley to visit the famous Scottie's Castle.

**"Tea House" Attracts 99s** - San Luis Obispo's flying activity for the month was a fly-out to Santa Barbara with luncheon at the unique and fun place, "The Tea House". Five aircraft participated.



Highlights of a recent Golden West and Santa Clara fly-in to Travis Air Force Base were the simulated ILS approaches in the simulator and the tour of the C-5.



## 99 CLASSIFIED

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

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

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

### AIRCRAFT FOR SALE

#### 1976 GRUMMAN CHEETAH

4 place, 600 TT, \$29,000. Fully IFR, Transponder, Autopilot. Eloise Greenlee, 432 Pine Street, Calumet, Michigan 49913. 906-337-1300.

### ARTICLES FOR SALE

**LOCKETS:** Sterling Silver or 12 carat goldfilled, hand-engraved lockets. \$20.00 plus \$1 postage. Greater Kansas City Chapter, Ginni Hansford, 6015 W. 94th Terr., Overland Park, Kansas 66207.



**99 RING:** 10K Yellow gold (see Catalog, p. 8C September 99 NEWS). Notice of Price increase:

Satin finish—\$71.00

Florentine finish—\$78.00

White gold, either finish, add \$2.50. Illinois State residents must add 5% State Sales Tax to order.

### TRAVEL

#### SAFARI COMPANIONS WANTED

I MUST go FLY around Australia!! (Very experienced 182 & X-C pilot.) Need 2 or 3 to share plane cost & FUN!! Write or call Hialeah Reilich, 4413 Bartleston Rd., Sebastopol, CA 95472. 707-823-6778.

**SAFARI:** Mother with daughter along wishes to share plane and expenses on Air Safari. Margaret Golledge, 56 Forest Ridge Drive, Worthington, OH 43085. 614-888-1869.

## New Projects

Ava Carmichael's book, "From White Knuckles to Cockpit Cool," during March. By sometime in February, they already had enough reservations for three additional seminars! Margo Smith and Stevie Parker co-chaired this first venture, with the assistance of CFIs Shirley Cote and Diane Hixon and Ground Instructors Joan Hill, Joan Sanborn, and new member-to-be, Tina Bartell. The next one is on the schedule for May 5 and 6.

San Diego Chapter, originator of this program, also filled their spring seminar early and have had to schedule additional ones for later this season.

### 150 Scouts Earn Aviation Badge

Phoenix 99s helped 150 Girl Scouts from all over Arizona earn the Girl Scout Aviation Badge! On Saturday, March 4, the eager seventh and eighth graders converged on Luke Air Force Base for an unforgettable weekend of exposure to aviation, both civilian and military. First the girls were given a tour of nearby Phoenix-Litchfield Airport, and were introduced to general aviation aircraft by Sandi Anson and Carole Tomlinson. Then, back at Luke, the girls were divided into three sections. Each section heard each of six presentations made by the Ninety-Nines. Joan Roney outlined a brief history of aviation and space exploration, using a poster of aircraft and aviation organizations made by Maris Hawes. Sandi Haag gave the girls a handout describing the parts of an airplane, and then explained the functions of the parts and the principle of flight. Bev Risley told the girls about learning to fly, explaining the rules and regulations, and the FAA and State Aeronautical Commissions in promoting general aviation. Marilyn Peters showed enormous posters depicting the uses of airplanes and helicopters, and the work women are doing in the aerospace community; and Barbara Landis demonstrated aerial photography. Carol Tomlinson explained the importance of weather knowledge and weather reporting to pilots; and Joan Strand explained preflight planning, discussed the compass, gave the girls Sectional Charts and discussed the symbols on the charts, using posters developed by Pam Marley.

The Air Force hosts gave the girls a tour of the Base on Sunday demonstrated parachute packing, and allowed them to inspect fighter planes. Nine very tired Ninety-Nines felt enormously rewarded by the interest and enthusiasm of the Scouts. Wouldn't you like to hear the reactions of the Scouts? Just think of the seeds that were sown for general aviation — maybe, military aviation, too — in one weekend! A super educational event!

### Talk Given on India

Anita Worel, Reno Area Chapter, used slides to highlight her talk on the Ninety-Nine trip to India She spoke to the Lyon County Homemakers Club in March.

### Scholarship Started as Memorial to Stella Hardin

In memory of a very active and inspirational member of the San Diego Chapter, the Stella Hardin Memorial Scholarship has been started by her husband, Don. It is to help students study nursing, the field Stella was very active in until she passed away.

### Women's Room Slated for Aviation Museum

The Chairman of the Aerospace committee in the San Diego Chapter is now Sandi Clary (714) 475-6312. She is in charge of collecting funds and exhibits to rebuild the collection in the San Diego Aerospace Museum which was destroyed by fire in February. Any information, leads or funds toward exhibits would be greatly appreciated. There is going to be a Women's Room!

The loss of the museum was a particular disappointment to Santa Paula Chairman Gwen Dewey and 49½er Jim. Jim had donated a Luscombe Phantom (NC 1010) that he had restored. A difficult-to-fly-plane, it had had many owners and many accidents. It is thought to have been the only flying Phantom left.

### Flood Fails to Keep Pilots from Safety Seminar

Despite heavy rains in the midst of California's "flood of '78," seventy pilots attended a safety seminar held in Santa Paula. Mr. Vince Brophy of the FAA gave good illustrations of "see and be seen" methods for "How to Prevent Midair Collision." Arranged by Chairman Gwen Dewey, publicity for the event went out to radio, television and newspapers. Excellent doorprizes were donated by the airport and downtown businesses.



Mt. Diablo's fly-in to Sacramento's Red Baron Restaurant was small but congenial. Pictured are (L-R) Joan Eychner, Ellen Powell, Helen Byers, Sharon Ketchen, Joan Mason, Lorraine Hoag and Julie Dryer. Photo: John Hoag.



Announcing .....

## Six New Chapters

Several new chapter charters have been issued from Ninety-Nines Headquarters recently. Newly organized in the Southwest Section are the **Palms Chapter**, which hosted the start of the Palms to Pines Air Race, and the **Siskiyou Chapter**. A **British Columbia Chapter** has been issued a charter, and a new chapter in the South Central Section is **Waco Centex**. Alaska Ninety-Nines won't have to fly so far for meetings now that they have the **Cook Inlet Chapter**, and in the North Central Section, the **Aux Plains Chapter** is about to be formed.

One of the most interesting aspects of membership in the Ninety-Nines is that our interest in aviation seems to unite women with enormously varied backgrounds. It is always fun to meet new people in aviation and we'd like to take this opportunity to introduce you to some of our newer members.

**MARK FEIK**, a new member of the **Maryland Chapter**, has a very interesting background as the only woman flight engineer at Wright-Patterson Air Force Base and the designer of the first flight simulator to train pilots for specific aircraft

**Finger Lakes Chapter** welcomed **TERRY BARR** who deserves an award for perseverance. Terry finally received her license after making no less than seven appointments for her check ride! That Rochester weather again!

**Central Illinois Chapter** has an active "66" program and recently graduated **LORRAINE REYNOLDS** into chapter membership when she passed her checkride. Already an active member, Lorraine is their "66" Chairman. Flying, snow skiing, and crafts are some of her hobbies.

**LIZA FUSSNER**, new member of the **Alaska Chapter**, is an Assistant Attorney

General for the State of Alaska, working with natural resources representing Big Game Guide Licensing. Liza is the owner of a 1946 PA-12.

**LOLA ROGERS**, of Lafayette, LA, became interested in flying in "self defense," after her husband got his Private License. At first she only planned to take just enough lessons in case something happened to him, but she became completely hooked after her first lesson. Lola is a Division Manager for Sears, Roebuck & Co.

The **Florida Goldcoast Chapter** is pleased and proud to announce that **VIOLA GENTRY**, Charter Member, has transferred her membership to their chapter.

The **Alaska Chapter** also welcomes new member **JUDY BROWN**. Judy is Office Manager for the Alaska Convention Visitors Bureau and sells real estate in her spare time. She is currently acquiring some training in aerobatics and working on her instrument rating.

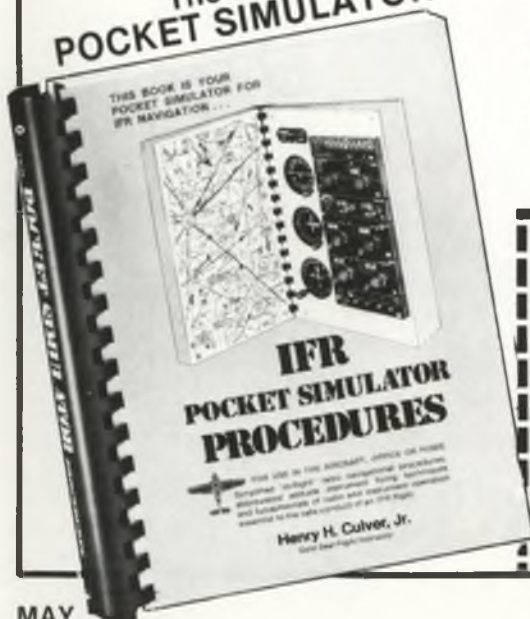
**DOLLY GIBBONS** is busy with the new Aero-B Company at the Victoria Regional Airport, TX, which she runs. Dolly is a new member of the **Coastal Bend Chapter**. Another new member, **JUNE NORTH**, is an accomplished artist and has her new business, "Art by North" is off the ground. She gives art instruction, sells supplies and art work.

We hope to hear much more about these gals and their Ninety-Nine activities in the future.

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