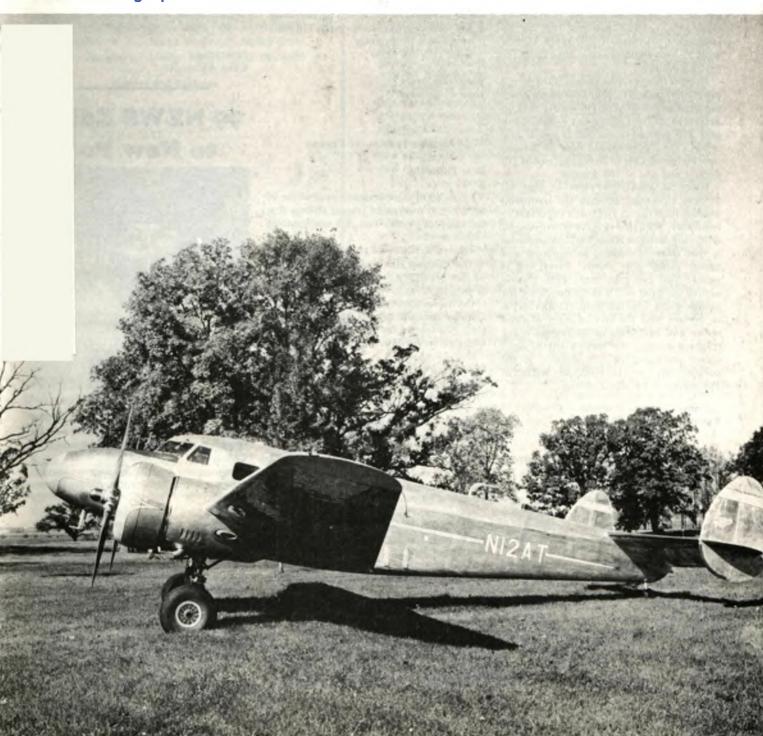


July-August 1978

50th Anniversary Flight
See "Looking Up With Lois"



Viewpoint:

Holding Patterns

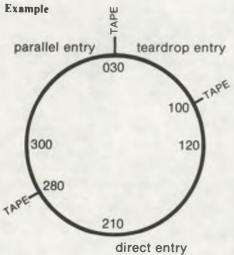
Dear Editor:

My wife Barbara and I both look forward to reading your publication and would like to congratulate you and your staff on its fine editorial content.

In the April 1978 issue was an article by Helen Hewitt describing holding patterns and entries. I'm sure that Helen has made life a little easier for the newly rated instrument pilot. The purpose of my letter is to describe an even simpler method of determining entries to holding patterns that as an instrument instructor I had much success with. You may wish to pass it on to Helen for her comments.

Using a thin piece of colored tape (1/8") or smaller, stick it to your instrument panel top dead center of your DG. Move over 70 degrees to the right and repeat. Finally move over 110 degrees to the left of center and repeat. Your gyro should now be divided into 3 sections. One of 70 degrees, one of 110 degrees and one of 180 degrees.

Helen is absolutely right in that all holding clearances contain the outbound heading from the fix and that's important to remember. With that in mind the only major difference between Helen's system and mine is that there is nothing to compute and bother pretty little minds. Everything is visual. You can even mark each section around the gyro with a D for direct, a P for parallel and a T for teardrop. I think I forgot to explain that the section right of dead center and consisting of 70 degrees is for teardrop entries, the section left of dead center consisting of 110 degrees is for parallel entries and the remaining section of 180 degrees is for direct entries.



With this system, simply remember the outbound heading, look at your gyro and determine the entry.

Regardless of your present heading the outbound from your clearance will always determine the correct entry. In the above example your heading is 030. If you were cleared to hold on the 085 radial, it would be a teardrop entry. If you were cleared to hold on the 345 radial it would be a parallel entry. If you were cleared to hold on the 110 radial it would be a direct entry.

Hope this will help.

Very truly yours, John E. Brown

Another Lady in the Cockpit

Dear Editor:

I noticed in the December issue of the 99 NEWS you mentioned several airlines that had lady co-pilots. You did not mention "Mexicana".

When Charles and I returned from a trip in the Yucatan climbing Mayan pyramids, we flew Mexicana Airlines (they have a fleet of Boeing 727s).

On the return trip we had a lady co-pilot, Concha Barnard, who is based in Mexico City. She invited me to the cockpit enroute when the steward told her that I was a pilot.

Sincerely, Gwen Haynes Orange County Chapter

Thanks, Gwen. We like to keep up with the progress of women in professional aviation.

A Helping Hand

Dear Ms. Feigenbaum:

I have just recently arrived in Miami to work and I am a lapsed East African member of 99s.

Anyway, now that I am here I hope I can rejoin and become a member of the Gold Coast Chapter.

My main reason for writing to you is to tell you that two 99s from here have been absolutely marvelous to me and really helped me out of a hole.

Fran Sargeant, through some mutual friends, helped me find a place to stay, and Helen Mennitto, as a result, has put me up in

her house. I have come to Miami to get my CFI and ATP and then to hopefully get a job. I have been a charter pilot in East Africa for the past few years.

Fran Sargeant also took me on a 99s Flying Poker Rally all over south Florida and I was able to meet some other 99s, too.

I do not know how else I can get Fran and Helen's kindness to me known — except by writing to you. If I can ever be of any help to a "99", I will do anything I can.

Sincerely, Celia Alexander

99 NEWS Editor to New Post



Jan Million

Jan Million, 99 NEWS editor for the past two years, announced her resignation June 1 to accept a position with the University of Oklahoma. In her new post as a psychometrist for an FAA aviation training program for air traffic controller candidates, Jan will be primarily responsible for the measurement and evaluation of student progress through the program's curricula. In addition to preparing all of the examinations for the program, she will also write lesson plans and instruct some of the classes.

Jan is an active member of the Oklahoma Chapter and participates in a number of aviation-related activities including several public speaking engagements. She is also an avid racer and has flown in a number of Powder Puff and Angel Derbies.

She will be replaced by Marilyn Ratzlaff, another Oklahoma Chapter member.



THE NINETY-NINES, INCORPORATED

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Every Ninety-Nine should be familiar with the final flight that Amelia made in 1937 in her attempt to circle the globe in her Lockheed Electra. There has been conversation during the past couple of years about the possibility of obtaining a twin sister ship to Amelia's Electra, and making a flight around the country to publicize General Aviation. It would be most appropriate if this were a project developed and executed by the Ninety-Nines, the organization of which Amelia was its first President.

During May, Thon Griffith and I attended the GENAVAC (General Aviation Association's Committee) meeting held at Hales Corners, Wisconsin. Our host was the EAA (Experimental Aircraft Association). While there, we were escorted through the EAA Museum by the President of that illustrious organization, Mr. Paul Poberezny. I would recommend a visit to this museum by any person who has any interest in aviation. During our tour, we saw the Lockheed Electra that is the sister ship to the one that Amelia slew on her last trip. It was sitting in the hangar as shiny as a new nickel, while mechanics were working on the left engine prior

to a test flight

Your Board came up with the idea that it might make a fitting and timely tribute to the Ninety-Nines to schedule a flight around the country terminating in Albany, New York at the time of our 50th Anniversary Convention in July, 1979. This would not be a project just for the Board, but would be one that would involve all Ninety-Nines and chapters, and particularly those lying along the route of flight. It was our thought that the financial support would not come from the Ninety-Nines' treasury, but we would attempt to get financial backing and support from outside contributions. However, we would still look to all of the chapters to handle and participate in plans and arrangements and publicity along the route of flight. Possibly, a member from the various chapters could be included as a passenger on a leg of the flight.

At this time, the plans are very sketchy and we are in the process of formulating the ideas including Ways and Means. We do know that Paul Poberezny thought that the idea was great and is willing to assist in any way possible, including donating the use of the Electra. He had much knowledge gained from the highly publicized flight of the replica of the Spirit of St. Louis last year, and gave us facts, figures and estimated costs of this project, which made it seem well within the realm of possibility.

I am certain we all know that it was the purpose of the Ninety-Nines, when it was formed nearly fifty (50) years ago, to support and encourage Women in Aviation. Today we recognize that our future lies in the well-being of General Aviation. Therefore, it would be entirely appropriate to embark upon a project that would gain national recognition in support of General Aviation and to bring our story of the need and importance of aviation home to the non-flying public.

I would very much appreciate your comments directly to me, both individually and as chapters, on how you feel about this project, and if you would like to participate in it. I hope you can appreciate the fact that time is extremely short to make this project a reality in twelve (12) months. Ninety-Nines are doers and accomplishers and with your Unified Participation this project can't help but be a great success.

Lockheed Electra pictured on Cover.



JULY

July 99 Renewals Due Items for Sale due for 99 Catalog No deadline for 99 NEWS

10-14 99 Aerospace Education Workshop Norman, OK

15 Indiana Dunes First Annual Air Meet

> Buckeye Air Rally All-Ohio Chapter (RD-16)

21-23 Double Celebration
Atchison, KS. Honoring 15th
Anniversary of 99s Historic
Flyaway and 5th Anniversary of
groundbreaking for International
Forest of Friendship.

Palms To Pines
Santa Monica, CA to
Independence, OR

29-5 EAA Oshkosh, WI 22-24 South Central Section
NASA
Space City Chapter Hostess

25-28 National Association of State Aviation Officials 1978 Convention. Indianapolis Hyatt Resence

OCTOBER

6-7 *Kachina Doll Air Rally

Phoenix, Arizona
6-8
*Michigan Small Air Race
Midland, Michigan

8-12 16th Annual SAFE Symposium Town & Country Hotel, San Diego, CA.

28-29 Middle East Section New Market, VA. Shenandoah Valley Chapter Hostess

> * Race Information Available

AUGUST

August 99 Renewals Due Deadline - September issue of 99 NEWS

9-13 American Bonanza Society
Annual Convention and
Industry Exhibit
Town & Country Hotel
San Diego. CA

16-20 Transfair 78
Atlantic, New Jersey

16-21 International Convention Canberra, Australia

29 Density Altitude Clinic Wendover, Utah-Nevada. Utah 99s

SEPTEMBER

1 September 99 Renewals Due Deadline — October issue 99 NEWS

2-4 *Cleveland National Air Show and Lake Erie Proficiency Air Race.

15-17 *Fairladies Annual Indiana Race (FAIR)

* RACE INFORMATION AVAILABLE

Lake Erie Proficiency Race information may be obtained by writing to: Cleveland National Air Show — 99s, Burke Lakefront Airport, 1501 Marginal Road, Cleveland, Ohio 44114. Ask for Proficiency Kit. Price \$2.00.

Michigan Small Air Race information may be obtained by writing to: Carol Bobb, 7440 Roger Thomas Drive, Genessee, Michigan 48437. Race packets are \$3.00 each.

Kachina Doll Air Rally information may be obtained by contacting Pam Marley, Entry Chairman, 17646 North Tatum Blvd., Phoenix, AZ 85032 (602) 992-8120. Kits are free to all who entered the 1977 Rally and \$3.00 to all others.

Fairladies Annual Indiana Race (FAIR) information may be obtained by writing to Barbara Simmons, 6617 East Michigan Street, Indianapolis, Ind. 46217. Race Kits are \$3.00 each.



Tere Lynch

Tere Lynch made her last flight June 9, 1978 after a lengthy bout with cancer. She joined the 99s in 1973 and has been a valued member of the Oklahoma Chapter since then. She had over 600 hours on her Private and Commercial License and was working on an Instrument Rating.

Following success as National and Regional Roller Skating Champions in New York City, she and 49½er. Dick, moved to Enid where they owned and operated a roller rink.

Both avid flyers, Tere and Dick have flown their Skylane all over the United States, usually combining vacations with flying. Tere also flew in the 1976 Powder Puff Derby and the Fairview Fly Lady Derby.

The Oklahoma Chapter will miss Tere's constant willingness and enthusiastic participation in 99 activities.



Tere Lynch

Viola (Thompson) Mason WASP 43-4

Texas Dogwood Chapter Charter Member Vi Mason made her last flight to New Horizons April 12th. Her death was due to natural causes.

Vi's last actual flight was enroute to the April 99 chapter meeting in Tyler. Her '150' developed severe engine vibration and she elected to make a 180 and a subsequent safe landing at Athens. Vi started flying in 1939 and by 1942 was the first female to obtain a Commercial ticket in North Dakota. In addition to the Commercial SEL, she went on to hold MEL, SES, CFI, and ground instructor as well as instrument ratings. She served in the WASPs (43-4) during World War II and was active in the recent campaign for securing military status for WASP members. Later, she worked as a Control Tower Operator as well as being one of the very few Water Control Operators. She was awarded the Alaskan CAP Meritorious Service Award with SAR ribbons and served as Wing Staff for the Anchorage, Alaska CAP. Vi had also been the Texas Dogwood APT Chairman in addition to Vice Chairman for several terms. She and her husband, Bob, had operated the Ennis Municipal Airport for several years since moving to the "Lower 48" from Alaska. The world of flying will miss our friend.



Vi Mason

Lois Schmidt

Lois B. Schmidt, formerly of All-Ohio Chapter, and more recently of the Lake Erie Chapter, passed away in February.

Lois joined the 99s in 1960 and held a Private Pilot License with over 300 hours. Many of these hours were logged with 49½er, Julian, in their Bonanza.

A bookkeeper by trade, Lois was active in the family business as well as in many organizations. In addition, she had many hobbies including motorcycling, fishing and gardening.

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

We read you loud 'n clear.

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

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

Whether you fly VFR or IFR, this booklet is must

reading. It turns garbled into loud in clear.

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

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

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Address

City State Zip

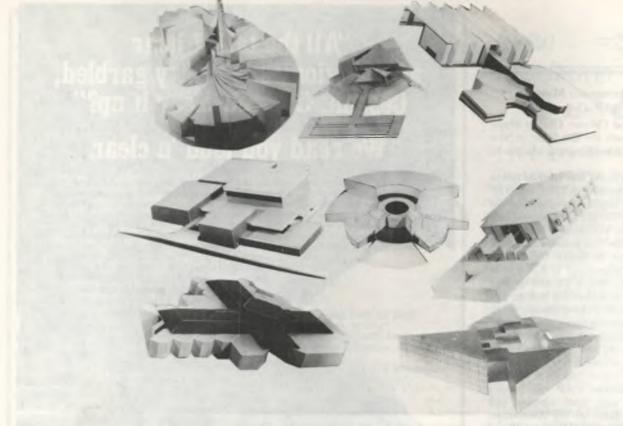
Occupation Are you a pilot?

Mail to: Cessna, Dept. N, Wichita, Kansas 67201 U.S.A.



D man or came

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



The International Women's Air & Space Museum, Inc.

The International Women's Air and Space Museum Trustees and Members of the Advisory Council are really excited about the many shapes that are coming in for the proposed new building for the Aviation Cultural Center to be built in Dayton, Ohio.

Architectural drawings and scale models for eleven different competitive designs have already been delivered to the Dayton Museum office. These were prepared as a class project by the University of Cincinnati's advanced architectural students that are nearing graduation. All students went through months of research, visited the building site and several aviation museums to gather data in order to be better prepared for designing and creating their own models, with elevation and interior drawings. The designs range in all shapes; round, square, triangular, mounds, multi-storied and even underground. One of the designs will be chosen to go in the forthcoming fund raising brochure to show what the building might look like.

The City of Dayton, "The Birthplace of Aviation", was chosen as the logical location for the museum to portray the history of women who have helped to further the mastering of flight and to advance the world through aviation. Dayton has the aviation heritage and millions of people travel to Dayton from all over the world. A large white sign, with blue letters, is installed on

the twenty acre building site designated to the museum by the City of Dayton which is located at the intersection of Route 40 and Airport Terminal Drive near the Crossroads of America, Interstate 70 and Interstate 75. The sign vividly publicizes: "Future Home of the International Women's Air and Space Museum, Aviation Cultural Center, Honoring All Aviation Women". The land agreement for ninety nine years, at a cost of ninety nine dollars, has been drawn up and arrangements are now being made to survey the land.

The idea for a museum originated with the Ninety-Nines, of which Doris Scott has been a member only since 1971. Little did Doris ever dream that in 1976 she would become the President and Chief Executive Officer of this museum. The Museum was incorporated on March 5, 1976 and set up as a separate non-profit, non-private organization so donations of monies and the value of memorabilia could be tax deductible.

The Board of Trustees and the Advisory Council are made up of men and women from all walks of life, worldwide. Ninety-Nines, corporate officers, Navy and Air Force personnel, professors, West Point executives, professional museum officials, city commissioners, bank advisors, accountants and attorneys, etc.

The main features of the museum will be the Educational and Research Library Centers. The theater with the Omnimax dome projection is being thoroughly investigated at the present time and would be similar to the one at the Detroit Science Center. A movie (i.e. "Women in Aviation", etc.) would be researched, staged, filmed and produced similar to the National Air and Space Museum movie entitled "To Fly".

Doris Scott was instrumental in making an "Appeal" to officials in Washington, D.C. for a "Tribute" to Katherine Wright, sister of Orville and Wilbur, for helping to pave the way for other women in the field of aviation. On April 19, 1978, 'seventy-five years late', the Tribute was entered into the Congressional Record of the 95th Congress by Ohio's Honorable Mary Rose Oakar in the House of Representatives, with the Honorable Muriel Humphrey, Senator, performing the duties of the Chair.

There is already an area in the museum gallery planning designated for a Katherine Wright exhibit which will show what she contributed to the cause of aviation. Katherine Wright is being sponsored this year to be in Memory Lane in the International Forest of Friendship.

A motion was approved at the International Ninety-Nine Convention in Philadelphia endorsing and supporting this project undertaken by the new corporation, The International Women's Air and Space Museum Inc.

99

The Ninety-Nines, Inc. Board of Directors Meeting Oklahoma City, Oklahoma

By Charlene Falkenberg

May 15, 16, 1978 once again found your Board of Directors in OKC for an Executive Board meeting. As yours truly's plane made its final approach into the Will Rogers World Airport the new large sign "The Ninety-Nines" was plainly seen on the side of our Headquarters Building.

Upon entering the doors of the Headquarters Building you immediately see a beautiful entry enclosure that has been donated by the AOPA. This shield makes it much nicer for the office staff especially on windy days, which are numerous in this part of the country. It protects the papers, etc., on the desks from being scattered all over the office when the doors are opened. The guest book in the foyer is growing in names of visitors. If yours isn't among them, put a visit to Headquarters a must on your list. The landscaping has been done and trees have been planted.

First on the agenda was a presentation of the 1979 proposed budget by Treasurer Hazel Jones. The following allotments were made to International Committee Chairmen and their committees.

Aviation Activities (How-To Book)	\$500
Air Marking	50
Bylaws	50
Convention Educational	250
Programs	
501(c) (3) Exemption	100
Forest of Friendship	50
Governors' Liaison	50
Headquarters Hostess	100
Legislation Information	200
NIFA	50
Nominating Committee	75
Safety Education	250
Scrapbook	50
Credentials	100

Separately budgeted are: Historian; Librarian; Ninety-Nine News; Public Relations.

Self-supporting are the Air Age Education and Convention Coordinator.

The chairmen of the above committees are here to work for the members and are anxious to hear from any of you for suggestions or to help if needed. A representative from the Taylor Publishing Company was our first visitor. Lu Curtis, who is also a 99, brought us up-to-date on our exciting 50th Anniversary History of the 99s.

You have ordered yours? The deadline for ordering is November 1, 1978. We have more than 1200 orders which promises a book of approximately 500 pages. This is a one-time printing, and if there are any additional orders they will go for \$40.00 instead of the \$30.00 if pre-ordered. They will be the standard edition also, with no engraving, etc. You still have time so send in your order today. The deadline for biographies was June 1, 1978, and no additional biographies will be accepted. We do hope everyone got their biography in, for you do want to be in this book.

Sylvia Paoli, present 501(c)(3) Chairman for the organization has accepted the position of corporate lawyer for the Board of Directors.

The Bylaws were discussed and board recommendations made. Each Chapter Chairman will receive a copy soon and are urged to have them studied carefully by the chapters and the delegates to convention instructed as to the chapter's wishes in voting. In connection with this, Chapter Chairmen are also reminded to get their proxy votes to a member that plans to attend the convention in Australia. Voting is your privilege and you don't want to miss the opportunity to exercise this right. If no one in your area is attending the convention, contact your governor or a board member regarding someone taking your proxy votes to convention.

The logo for the 1979 International Convention in Albany, New York was presented from the hostess section. It is everything we would want for the 50th Anniversary. It was designed by Marian Andrews and you will be seeing it everywhere soon. The dates for the convention are July 18-22, 1979.

Guests during this board meeting were Lu Curtis, representing the Taylor Publishing Company; Stephanie Lipnick, Public Relations Chairman; Leroy Hansen, Director of Airports; and from the AOPA, John Baker, President; William Bressel, Senior Vice President; and Dick Busch, Insurance Department.

The official 99 pins will be sold for \$1.00 each effective immediately.

Two copies of the AE film that was shown during Headquarters Dedication have been purchased. One copy will remain at Headquarters. The other will be available for use by chapters and sections. Details on loaning procedures will be forthcoming.

It is with regret the board accepts the resignation of Jan Million, but wish her the best of luck as she advances to greener pastures. Jan will be a psychometrist with the Oklahoma Center for Continuing Education, University of Oklahoma as of June 1st. We are extremely lucky to obtain the services of Marilyn Ratzlaff of the Oklahoma Chapter to replace Jan as 99 NEWS Editor. Marilyn is well-qualified and experienced. She is a native of Oklahoma, learned to fly in 1971 and flies mostly for fun. We are sure there will be a smooth transition from Jan to Marilyn. Good luck to both.

The cycle billing is beginning to run smoothly and the membership seems pleased with the exception of the reinstatement procedures. As a result, a change is to be instigated which is hoped to be more efficient. Each month the Chapter Chairman will receive a listing of all members who have renewed membership with those needing to be reinstated listed at the bottom of the list. The following month the list will include all who reinstated during the month. In this way if a member does not reinstate, her name will not reappear on the list. This method is hoped to enable the chapters to determine who has renewed and/or reinstated each month.

Six new chapters have received charters: Palms, Southwest Section; Siskiyou, Southwest Section; Waco Centex, South Central Section; British Columbia, Western Canadian Section; Cook Inlet, Northwest Section; and Aux Plaines, North Central Section. A big welcome to all.

Your International Board will be meeting again on Monday, July 10, 1978 just before the Aerospace Workshop taking place in Norman, Oklahoma July 11-13. There will be four days of interesting, educational sessions teaching us "what 99s can do", with something for everyone. Send in your registration today! Limit 100.

Pictures of two new granddaughters were proudly displayed, Thon Griffith's Ashley and Pat McEwen's Brianna. Congratulations to both grandmamas.

H.Q. NOTAM

There will be a \$5.00 service charge on all returned checks.

Safety Education =

By Barbara Goetz

How do you introduce Diane Fisher? How's this: Diane Fisher is listed in the 11th edition of Who's Who In American Women.

Diane, a member of the Long Island Chapter 99s for ten years, was the International Safety Education Co-chairman for 1976-77. Her accomplishments are many. She has a Masters Degree in Aerospace, is a Commercial AMSEL, CFI, BGI, IFR rated pilot. She has received numerous professional and flying awards.

Diane is currently the flight instructor for three flying clubs and teaches ground school at C.W. Post College. Diane with her mechanic husband, Bill, are planning to open their own flying business in the near future. I am pleased to share her article with you.

Guest Editorial for 99 News

SAFETY EDUCATION
By Diane Fisher
1977 INTERNATIONAL SAFETY COCHAIRMAN

"Ninety percent of accident prevention is preflight inspections."* Knowing your aircraft and following established checklist procedures, along with reading the aircraft manuals is a must, for all pilots.

People tend to become lax when flying time builds up. Laxity is the greatest cause of accidents. These are a few of the points Bill Fisher, a designated inspector for light aircraft and in the Quality Control Department of Pan American, brought out at a maintenance seminar for the Long Island Chapter 99's in March of 78. He was kind enough to give his time and knowledge.

He spoke to the gals on preventive maintenance and analysis of would-be problems. He also demonstrated basic maintenance on aircraft in the hangar, which was more realistic than lectures or reading text.

The girls were very impressed and found it so informative that they asked Bill to do it again during the Fall Section Meeting. This type of program could be given once a year in each chapter or section to refresh memories and teach members the importance of careful preflight and safety items sometimes overlooked because of ignorance.

*FAA Records

This is a mere suggestion to consider in future Pilot Maintenance Programs. I'm sure a mechanic, 49½er, friend, local GADO, or even FBO may be willing to help you with this. Our trial run proved very beneficial.

Topics covered:

Carb Heat Ignition System Brake System Fuel System Cylinders Vacuum Pumps Generator Primer Lock Cabin Heat

Some questions by 99s:

What should we know about the annual check?

Is an oil leak always dangerous? Can you show what happens with Carb Ice? How to change oil? Gap spark plugs?

All areas were covered by demonstrating with parts or working on an aircraft and having the 99s participate.

Recently as a CFI, I've observed reasons for aircraft accidents locally: Here are a couple of examples to bring out points, for you as pilots to think about.

- I) Running out of fuel is inexcusable and careless, plus your insurance probably won't cover you. An aircraft on Long Island ran out of fuel, tried to land on an expressway, but hit power lines. Luckily, the pilot was able to walk away. However, the aircraft burned to the ground (oil fire) immediately after the pilot got out. Nothing was salvageable. Both the FAA and the insurance company said: Inexcusable especially when the pilot passed five airports enroute to the destination. You, as a pilot, are responsible for all aspects of a flight. Hence, fuel is part of preflight.
- 2) Women, if you carry large heavy handbags, weight them and add them to your weight and balance figures. Two women, not pilots but passengers, will never carry handbags again because each had pocket books over ten pounds apiece, which were not considered in an already overloaded plane.

- 3) Examples of unnecessary emergency landings resulting from careless preflight:
 - a) A bird's nest burning in the cowling after engine heat caught the straw on fire.
 - b) The panel switch in an Arrow 200R in the 'ON' position during the day gives the impression that the gear is not down and locked. Check first!
 - c) Advice: Carry a headset on long trips. A pilot went to the Bahama's; returning, he had no radios, no audio, no VOR, no ADF, etc. Simple problem: the speaker got wet and was unusable. Wires from the radio go directly to the phone position and bypass the speaker. Therefore, everything was working, but the pilot suffered, thinking all the radios were out. If he had only known! Ignorance is not bliss. We learn how to fly; we learn a little maintenance... but do try to learn or at least understand how avionics work, also.

4) Advice for CFI's: when practicing emergency landings, don't pull items that could become real emergencies.

What happens if you pull the mixture and the mixture cable breaks? What happens if you turn off the fuel valve switch and it doesn't restart? ADVICE: Pull the throttle back instead.

Multi-engine instructors, advice: if you read statistics on feathering one engine at low altitude, you would find out how many weren't able to restart the engines.

5) Those who have old Cessna 150's, beware: here's one last story for you to meditate on. In the old C-150's, when fuses were used instead of circuit breakers, an embarrassed instructor simulated power loss by removing the flap fuse, so the student would have to slip the aircraft. He did not know that the flap fuse was also connected to the starter. Advice: Pull the throttle closed instead, it's safer.

Let's not be embarrassed or have unnecessary or dangerous emergencies. Check and know your aircraft systems. In addition, see if the paper work plus AD's, 100 hour and/or annual inspection has been complied with and noted in the log books. This is also your responsibility before flying an aircraft. If it is a rented aircraft, you can still ask to see log books.

I must compliment Barbara Goetz, your new Safety Chairman, for the fine job she's doing this year, especially in cutting down the paper work in reporting activities and programs in which the 99s have participated.

I realize it's difficult for members changing to new systems; bear with us. Each officer has different ideas for improvements. One thing I'll ask you to do is please read the 99 NEWS. All changes were announced and explained in the Safety News Articles. Yet some keep writing to Barbara or me. I don't want to embarrass you, but all the info is there if you just read it. Thank you.

HAPPY SAFE FLYING TO ALL



5-Day Convention Program with Aviation Activities Galore

Your aviation-and-fun-filled week in Las Vegas is sure to be the most memorable Plantation Party ever. Aviation clinics and lectures, the industry exhibit, aviation films, flight training and social events aplenty make for a well-rounded scope of activities. And, of course, the Grand Prize of a South Pacific vacation for two, plus all

of the other prizes to be awarded during the week and on Plantation Party night will add to the excitement of this already excitement-filled location.

The official program below will give you a preview of what's in store for you this October.

WEDNESDAY - October 4



BAKER SLATED TO MODERATE CLINIC SESSION

John Baker, AOPA president, is scheduled to moderate the FAA Forum being held Thursday, October 5. Always one of the most popular clinic sessions at the Plantation Party, this program is generally a "standing room only" situation if you don't arrive on time.

The FAA Forum features leaders from the Federal Aviation Administration in a question and answer session with members, non-member pilots and aviation interests. Be sure to be on hand for this "top-priority" session.

Monday Afternoon Clinic Practical Aviation Weather

This stimulating and informative session is growing each year in popularity. It is a mini-version of the Practical Aviation Weather course offered by the AOPA Air Safety Foundation.

The Tuesday clinic session is still in the planning stages but will also be held in cooperation with the AOPA Air Safety Foundation. Announcement for this clinic will be made as soon as the information is available.

Engines & Equipment - Wednesday

Wednesday's clinic will be moderated by AOPA Vice President Ralph Nelson. Featuring industry representatives from oil, airframe, engine and avionics companies, this clinic offers the opportunity for convention-goers to ask questions and get the answers from experts in the field.

TWO AVIATION GROUPS TO MEET IN CONJUNCTION WITH PLANTATION PARTY

The National Association of Flight Instructors (NAFI) and the Soaring Society of America will hold meetings at the MGM in conjunction with the Plantation Party. If you are attending the NAFI meeting, you may register on your Plantation Party registration form by checking the box indicated and remitting an additional \$15.

The Soaring Society will arrange for their own registrations.

1978 AOPA INDUSTRY EXHIBIT AND PLANTATION PARTY SCHEDULE

SATURDAY - S	September 30	
	No Shuttle Transportation	
1 - 5 p.m.	Registration/Inform./Insignia-	
	Ticket Sales—Grand Salon	
SUNDAY - Oct	tohar 1	
	Shuttle Transportation — MGM	
у и .нт О р.нт	Hughes Air Terminal (only) on	
	McCarran Field	
9 a.m 7 p.m	Registration/Inform./Insignia-	
	Ticket Sales—Grand Salon	
1 - 5 p.m.	Static Aircraft Display — MGM	
1	Rear Parking Lot	
1 p.m. 1 - 5 p.m.	Ground Schools* Exhibits Open-Grand Ballroom	
3 - 4:30 p.m.	General Meeting (Flt. Students	
	& Instrs.) — Adelphi Room	
	Free evening to explore	
	Las Vegas	
MONDAY - 0	ctober 2	
6 a.m 5 p.m.	Transportation - MGM-Hughes	
	Air Terminal, McCarran Field	
9 a.m 6 p.m.	Registration/Inform./Insignia-	
10 11.20	Ticket Sales—Grand Salon Soaring Society presents	
10 - 11:50 a.m.	"Alcor Project" — Orpheum	
	Room	
10 a.m	Film "Weather Watch" -	
12 noon	Century Room	
Morning	Tours — MGM Tour Desk	
10 a.m4 p.m.	Exhibits Open - Grand Ballroom	
10 a.m6 p.m.	Static Aircraft Display — MGM Rear Parking Lot	
12 noon-2 p.m.	NAFI Meeting (for registered	
12 110011-2 p.111.	NAFI members only)	
1 p.m.	Ground Schools*	
2:30-4:30 p.m.	"Practical Aviation Weather"—	
	Adelphi Room	
6 p.m .	Dinner Show-Celebrity	
8 p.m.	Room# "Hallelujah Hollywood" —	
о р.ш.	Ziegfeld Room#	
THEODAY 6		
TUESDAY - C		
o a.m 5 p.m.	Transportation — MGM-Hughes Air Terminal, McCarran Field	
8 a.m 2 p.m.	Golf Tournament-Dunes Coun-	
	try Club (Bus leaves MGM	
	at 7:10 a.m.)	
9 a.m	Aviation Lectures — Strand/	
12 noon	Tivoli Rooms	
9 a.m 6 p.m.	Registration/Inform./Insignia-	
10:30 a.m 1	Ticket Sales—Grand Salon Aviation Law Clinic —	
12 noon	Palace Room	
10 · 11:30 a.m.	Soaring Society presents	
	"Wave Flying"-Orpheum Rm.	
Morning	Tours — MGM Tour Desk	
10 a.m4 p.m.	Exhibits Open - Grand Ballroom	
10 a.m6 p.m.	Static Aircraft Display — MGM	
10.30 2	Rear Parking Lot	
10:30 a.m.	"Welcome to the 21st Century" with Gene Marvin —	
	Adelphi Room	
1 p.m.	Ground Schools*	
2.20 4.20	Clinic Program Adolphi Poor	

Clinic Program - Adelphi Room

Dinner Show -- Celebrity Room#

2:30-4:30 p.m.

6 p.m

WEDNESDAY	- October 4
6 a.m 5 p.m.	Transportation — MGM · Hughes
	Air Terminal, McCarran Field
9 a.m 1	Aviation Lectures - Strand/
12 noon §	Tivoli Rooms
9a.m 6p.m.	Registration/Inform./Insignia-
	Ticket Sales—Grand Salon
9:30 a.m.	Breakfast Fashion Show
	"Fashion Your Seat Belts"-
	Mickie DeLee - Mayer /
	Goldwyn Rooms (Ticket pur-
	chase 24 hours in advance)
10:30 a m -)	Aviation Law Clinic —
10:30 a.m) 12 noon	Palace Room
10 a.m	Film — "Weather Watch" —
12 noon	Century Room
10 a.m4 p.m.	ExhibitsOpen - GrandBallroom
10 a.m6 p.m.	Static Aircraft Display — MGM
10 a.m0 p.m.	Rear Parking Lot
12 noon	NAFI Meeting (for registered
2p.m. \$	NAFI members only)
1 p.m.	Ground Schools*
2:30-4:30 p.m.	
2.00 4.00 p.m.	Equipment Q & A Session)
	-Adelphi Room
6 p.m.	Dinner Show —
ор.ш.	
	I PIPOTITU KOOM?
8 n m	Celebrity Room# "Hallelujah Hollywood" —
8 p.m.	"Hallelujah Hollywood" —
8 p.m.	
·	"Hallelujah Hollywood" — Ziegfeld Room#
THURSDAY-	"Hallelujah Hollywood" — Ziegfeld Room#
THURSDAY-	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes
THURSDAY — 6 a.m 5 p.m	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field
THURSDAY — 6 a.m 5 p.m	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field "Practical Aviation Weather" —
THURSDAY — 6 a.m 5 p.m 9 a.m11 a.m	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room
THURSDAY — 6 a.m 5 p.m 9 a.m11 a.m	"Hallelujah Hollywood" — Ziegfeld Room" October 5 1. Transportation — MGM-Hughes Air Terminal, McCarran Field . "Practical Aviation Weather" — Adelphi Room 1. Registration/Insignia-Ticket
THURSDAY — 6 a.m 5 p.m 9 a.m 11 a.m 9 a.m 5 p.m	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field . "Practical Aviation Weather" — Adelphi Room . Registration/Insignia-Ticket Sales — Grand Salon
THURSDAY — 6 a.m 5 p.m 9 a.m 5 p.m 9 a.m 5 p.m 9 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Tansportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon
THURSDAY — 6 a.m. · 5 p.m 9 a.m. · 11 a.m 9 a.m. · 5 p.m 9 a.m. · 6 p.m. 10:30 a.m. · 1	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic —
THURSDAY — 6 a.m. · 5 p.m 9 a.m. · 11 a.m 9 a.m. · 5 p.m 9 a.m. · 6 p.m. 10:30 a.m. · 12 noon	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room
THURSDAY—6 a.m5 p.m. 9 a.m11 a.m. 9 a.m5 p.m. 9 a.m6 p.m. 10:30 a.m12 noon 10 a.m2 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom
THURSDAY — 6 a.m. · 5 p.m 9 a.m. · 11 a.m 9 a.m. · 5 p.m 9 a.m. · 6 p.m. 10:30 a.m. · 12 noon	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration / Insignia · Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM
THURSDAY — 6 a.m 5 p.m. 9 a.m 5 p.m. 9 a.m 5 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 1. Transportation — MGM-Hughes Air Terminal, McCarran Field . "Practical Aviation Weather" — Adelphi Room 1. Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot
THURSDAY — 6 a.m 5 p.m. 9 a.m 5 p.m. 9 a.m 5 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 1. Transportation — MGM-Hughes Air Terminal, McCarran Field 1. "Practical Aviation Weather" — Adelphi Room 1. Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot 1. Clinic Program (FAA Forum)
9 a.m 5 p.m. 9 a.m 6 p.m. 9 a.m 6 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 1. Transportation — MGM · Hughes Air Terminal, McCarran Field . "Practical Aviation Weather" — Adelphi Room 1. Registration / Insignia · Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot 1. Clinic Program (FAA Forum) — Ziegfeld Room
THURSDAY — 6 a.m 5 p.m. 9 a.m 5 p.m. 9 a.m 5 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration / Insignia · Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open · Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot Clinic Program (FAA Forum) — Ziegfeld Room Cocktail Hour —
THURSDAY—6 a.m 5 p.m. 9 a.m 5 p.m. 9 a.m 6 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m. 2:30-4:30 p.m. 6 - 7 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM · Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration / Insignia · Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open · Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot . Clinic Program (FAA Forum) — Ziegfeld Room Cocktail Hour — Mayer/Goldwyn/Metro Rooms
9 a.m 5 p.m. 9 a.m 6 p.m. 9 a.m 6 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot Clinic Program (FAA Forum) —Ziegfeld Room Cocktail Hour — Mayer/Goldwyn/Metro Rooms Plantation Party Program /
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THURSDAY—6 a.m 5 p.m. 9 a.m 5 p.m. 9 a.m 6 p.m. 10:30 a.m 12 noon 10 a.m 2 p.m. 10 a.m 6 p.m. 2:30-4:30 p.m. 6 - 7 p.m.	"Hallelujah Hollywood" — Ziegfeld Room" October 5 Transportation — MGM-Hughes Air Terminal, McCarran Field "Practical Aviation Weather" — Adelphi Room Registration/Insignia-Ticket Sales — Grand Salon Information — Grand Salon Aviation Law Clinic — Palace Room Exhibits Open - Grand Ballroom Static Aircraft Display — MGM Rear Parking Lot Clinic Program (FAA Forum) —Ziegfeld Room Cocktail Hour — Mayer/Goldwyn/Metro Rooms Plantation Party Program /
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6 a.m.-2 p.m. Transportation -

'Flight Courses

Guest" line for shows).

Mountain Flying

Instr. Refresher

Pinch-Hitter

MGM - Hughes Air Terminal.

Century Room

Palace Room

Orpheum Room

McCarran Field

1-3 p.m. 1-3 p.m.

1-3 p.m.

*By ticket assignment. (AOPA use "Invited

Survival Training 1-3:30 p.m. Bijou Room

Airport Beautification Benefits Everyone

By Pat Mlady, Activities Chairman

Now that good weather has returned to most parts of the country, you might want to think about improving the looks of your local airport. Many airports, and particularly small local ones, can use some help in this

The following idea came to me from Jan Clemen, who is now a member of the Colorado Chapter. The idea is one used by the Kitty Hawk Chapter when Jan was chairman of that chapter. It seems that the local airport was honoring an active 84-yearold pilot. The Kitty Hawk Chapter took the opportunity to plant a tree in front of the airport. A plaque was placed under it to honor the 84-year-old pilot. Jan goes on to say you don't have to wait for an occasion such as this. A chapter can plant trees in honor of anyone - some ideas: outgoing chapter chairmen, chapter members who have served in some capacity such as International president, anyone in the flying community deserving special recognition, etc. It would also be appropriate to plant a tree at your local airport honoring Amelia Earhart, our first president.

Thanks, Jan, for sharing this idea.

A few other ideas that come to mind in the area of airport beautification are as follows:

1. No one likes to see trash blowing around an airport. Strategically placed, attractively painted trash receptacles would serve as a constant reminder to everyone to keep the airport neat. Also, it's a big help to transient pilots who want to keep their airplanes neat while traveling.

Be sure to put a little sign on the trash containers to let everyone know they were donated by your chapter. Also, be sure someone at the airport is willing to see that the containers are dumped and placed back in the proper place. Overflowing, junky trash cans are almost as bad as no trash receptacles at all.

- 2. Bright, pretty flowers can add a lot to an airport also. Here again, either be prepared to take care of these plantings as a chapter or be sure the airport has someone who can see that they are properly tended and watered. It would be a shame to go to the expense and effort and then have your new plantings die for lack of care.
- 3. Some airports have terrible pilot lounges. if any at all. Perhaps your chapter would like to help furnish and take care of a pilot lounge. It doesn't necessarily have to be furnished with sparkling new furniture, but rather with comfortable, clean furnishings and the necessary items for the local and traveling pilot. Remember the times you have been weathered in. Wasn't it more pleasant when you had a clean, comfortable place to wait out the weather? You all know what you like in the way of conveniences when you go into a strange airport. This lounge would be something you would probably have to look after a little on a regular basis. If the airport didn't have a decent lounge to begin with they might not properly look after the one you establish. Here again, it would be too bad to have the lounge take on an unkempt appearance for lack of attention.

These are just a few ideas - there are many. Let the International Activities Chairman know about your pet projects in airport beautification. I believe it probably goes without saying, but I'll say it anyway, you should, of course, always get the concurrence and permission of the proper fixed base operator or airport authorities before you undertake any project of this

Hope you all find some way to beautify your local airport this summer.

Happy flying to you all.

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Reading, PA 19605

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

New Ratings

By Joan Kerwin

Item: The FAA is contributing \$220,000 toward a 15 minute aviation weather program to be broadcast on public television stations beginning in October. AOPA Air Safety Foundation is contributing \$140,000 and GAMA and NBAA are coming up with \$10,000 each for the same purpose.

Item: FAA has awarded a \$6.6 million contract to expand passenger and baggage handling space at Dulles International Airport in Washington, D.C.

Comment: Lest we forget, the FAA produces no marketable goods. In order to dispense the \$6.6 million of the \$220,000 (quite a disparity in numbers there!), they first have to collect it in taxes — from us. Sure hope my yearly contribution from the use tax, the fuel tax and the tire tax keeps the

airline passengers safe, comfortable and happy when and if they are at Dulles. I wouldn't want my guests to be crowded or cramped for space when they pick up their luggage.

Meanwhile, I'll keep on landing my little airplane at small privately-owned, publicuse airports, which can't get any money from the FAA to improve their runways or taxiways, and which can't escape the exorbitant real estate taxes levied on them by towns and counties which wish they would just go away and let the developers take over with their ticky-tacky houses. After all, a lot of important people land at Dulles. Not included in the important people are those who pay the bills.

WRITE ON

Jerrie

Dearest Family and Friends,

Rejoice with me! Our prayers were answered and The Bird now has a new home in Sarasota, Florida with a lawyer-pilot. It was like selling my best friend after 13 years of flying her in Amazonas, but I just couldn't afford to support her any longer.

Her replacement is a 1970 Islander BN-2A-8 which will be cheaper to maintain, and can land on shorter strips. We are now flying in the headwater area of the Orinoco basin helping the Tucano, Barasano, Cubeo, Macu and Tatuvo tribes.

After throwing several tantrums (including losing the left engine which required 18 days to repair) I think the Islander is finally adjusting to her new life as a missionary airplane in Amazonas.

You notice she doesn't have a name yet, and won't until she starts behaving better. The Indians are already calling her Bird, too — but I won't until she earns it.

She's capable, and can get in and out of the short jungle clearings with a heavy load — but it's taking time to work out all her 'bugs' — Even minor things like tires leaking air and batteries that won't hold a charge are major problems here in Amazonas where the closest air pump or battery charger is weeks away by dugout

So, we're having our little arguments and she's been hand-propped a few times to get started — but she's learning — when you're working with God you gotta give it all you got then a little bit more — and He supplies the rest and makes the outcome according to His will.

God is truly the Pilot — the Islander and I only tools He can use — and He is using us here in Amazonas to show His love for these primitive peoples.

And we thank each one of you for making it all possible by your love, support, and prayers — without which we could do nothing.

With love, Jerrie

Editors note:

Contributions to Jerrie and her plane may be sent to:
The Jerrie Cobb Foundation
2299 Riverside
R. R. #2
Moore Haven, Florida 33471

EAST AFRICA SECTION

Sheila B. Laws Bell - ATP

EAST CANADA SECTION

Suzanne Frogley Eastern Ontario Comm.

Lois Apperly First Canadian ME

Pat Jones First Canadian Class III Instr.

MIDDLE EAST

Dorothy L. Hines — Eastern Penn. — MF Lynn Merritt — Eastern Penn. — BGI *Angie 1220 — Eastern Penn. — 1FR

NEW YORK-NEW JERSEY

Carol Mohandiss — Finger Lakes — IFR Adele Harvey — Long Island — Comm. Kathy Lusteg — Long Island — Comm. Pat Rockwell — Long Island — IFR Mary Ann Toohill — Long Island — CFI

NORTH CENTRAL

Lela Brush — Indiana — IFR
Jan Young — Minnesota — IFR
Terry Ziedler — Minnesota — SES
Judy Sayers — All-Ohio — Comm., IFR, CFI

SOUTH CENTRAL

Keeta Thompson – Nebraska – Comm. ME Elleen Anderson – Shreveport – IFR Sally Staley – San Antonio – Comm. Birdie Ward – San Antonio – Glider

SOUTHEAST

Celia Alexander — Fla. Goldcoast — CFII, ME *Ursula Davidson — Fla. Goldcoast — CFII Rita Rio — Fla. Goldcoast — Comm.

SOUTHWEST

Pat Metzger — Aloha — CFI
Joy Reinemer — Santa Rosa — SES
Carol Valette — Santa Rosa — Comm.
Beverly Mahoney — San Gabriel Valley — CFI

*A.E. Scholarship Recipients

Attention:

Flying Activities Chairmen

The insurance rate on the Aircraft Non-Ownership Insurance policy covering 99 Flying Events was raised on November 1, 1977 from \$25.00 to \$30.00 per day.

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Amelia Earhart Memorial Scholarship Fund

1978 Honorary Judges

Mr. George Alfred 'Peter' Lloyd, Chairman and Managing Director of The Peter Lloyd Group of Sydney, Australia, is a current licensed pilot and proud owner of a personal plane and landing strip. His flight experiences include gliding, gas ballooning, parachuting and helicopters. He is Treasurer General (Honorary) of the Federation Aeronautique Internationale, the first non-Frenchman to achieve the post in 72 years. Mr. Lloyd received the Oswald Watt Gold Medal, Australia's highest aviation award plus the Order of the British Empire (O.B.E.). He has been honored by the Royal Aeronautical Society and the Royal Federation of Aero Clubs of Australia.





the Biomedical Laboratories Branch of the National Aeronautics and Space Administration at the Johnson Space Center, Houston, Texas, is a native of Louisiana. She earned her M.S. and Ph.D. at Baylor University, College of Medicine, Houston, Texas. Her disciplines are biochemistry and endocrinology. She has taught in both. She took two years of postgraduate work as a National Academy of Science Research Associate in Space Medicine research and joined NASA in 1970. She has served in the astronaut selection program. Dr. Huntoon has received many awards including the Exceptional Scientist Achievement Medal, the highest honor that NASA gives scien-

Dr. Carolyn S. Leach Huntoon, Chief of

Mr. Thomas R. Stuelpnagel, President of Hughes Helicopters, is a native of Minnesota and graduate of the University of California at Berkeley and the University of Washington. He holds B.S. and M.S. degrees in electrical engineering. During WW II he served with the Marines and joined Hughes in 1946. Mr. Stuelpnagel was elected president of the American Helicopter Society in 1975. He has been named a director on the National Advisory Board of the Association of the United States Army and a member-at-large of the National Council of the American Defense Preparedness Association. He holds a special place in the hearts of all women helicopter pilots since he has always been an active and enthusiastic supporter of women in aviation.



Three remarkable and interesting people served as the 1978 Honorary Judges for the Career Scholarships. We are grateful to our judges for the time and effort they have expended in the selection of our winners and for their interest in the 99 scholarship program. A short biographical sketch of each judge follows. It can mention only briefly a few of the many accomplishments of these distinguished people.

Special thanks are due to the Honorary Judges who assisted in the evaluation of the proposals for the grant for the A.E. Research Scholar. They include: Dr. Stanley R. Mohler, M.D., Chief, Aeromedical Applications Division, Office of Aviation Medicine, Federal Aviation Administration; Mr. John A. Feulner, National Referral Center, Science and Technology Division, The Library of Congress; and Dr. Robert L. Johnson, National Aviation and Space Administration, Johnson Space Center.



Teterboro Hall of Fame Induction Honors

Kay Brick

By Clarice M. Bellino

On Wednesday evening May 10, 1978, the 6th Annual Teterboro Hall of Fame Induction Dinner was held at the Tammybrook Country Club in Cresskill, N.J. A crowd of over 600 enthusiastic aviation devotees were on hand to honor this year's inductees, including Palisades Chapter's Kay Brick.

Kay is a former WASP Squadron Commander; a past International President of the Ninety-Nines; Director and Secretary of the P-47 Thunderbolt Pilots Assoc.; and a Board member of the Aviation Space Writer's Association. Kay's name is synonymous with the Powder Puff Derby, for she served as AWTAR chairman for 25 years. She was instrumental in having Teterboro Airport serve as the terminus for the Derby as well as being the AWTAR Headquarters for many years.

Kay and her husband. Frank, devoted themselves to the continuation of Teterboro Airport which from the earliest days earned the name of the "Cradle of the Golden Age of Aviation" to recent times when Teterboro was named a "Historic Landmark" since it was used by other aviation heroes such as Amelia Earhart, Charles Lindbergh, Floyd Bennett, and Clarence Chamberlain.

In 1972 a group of northern New Jersey citizens led by Donald G. Borg, owner of "The Record", organized the Teterboro Hall of Fame to help preserve the aviation heritage of Teterboro Airport and New Jersey. The primary purpose is to receive and maintain funds for charitable and educational purposes to honor aviation leaders, government leaders, and other individuals who contributed to the fame and development of Teterboro Airport.

Currently, the former FAA control tower and administration building house the Hall of Fame memorabilia, but the future museum site designed by Toshihiko Sakow, designer of the Smithsonian's Aerospace Museum, will become a reality through the combined energies of aviation devotees in metropolitan areas.

Kay was presented with a bronze plaque by the Hall of Fame and was also presented with an engraved silver Revere bowl from Palisades Chapter of the Ninety-Nines by Clarice Bellino and Judith Roth. It was an opportunity to honor and to thank Kay for her unselfish dedication to aviation, and an evening for the Ninety-Nines present to lock forever in their hearts and memories.



Bronze plaques of the inductees (I-r) Julia Gorski, Kay Brick and Robert Nooduyn.



Chapter Chairman Judy Roth, Kay Brick, Clarice Bellino, guest speaker John Gambling of Radio WOR and Barbara Evans, former AWTAR treasurer at the Teterboro Hall of Fame Dinner.



Chapter Chairman Judy Roth and Past Chapter Chairman Clarice Bellino present Kay Brick with a gift from the Palisades Chapter thanking Kay for her generous contributions to aviation.



By Fay Gillis Wells

UPDATE ON MEMORY LANE

This is an update of the new Honorees in Memory Lane, since the list was printed in the May issue of the 99 NEWS:

Honoree

Filomena M. Reda

Bernice T. Steadman Achsa Peacock Holfelder Donnels General James "Jimmy" Doolittle Doris Eacret A.G. "Al" Wilson

Cecelia R. Kenny Ethel Sheehy

Thon Griffith
Katherine Wright
General Daniel "Chappie"
James, Jr.

Wiley Post Leslie Irvin

Lois Fairbanks

Olive Ann Beech

Sponsor

Ranier Chapter, Northwest Section, 99s Michigan Chapter 99s Bakersfield Chapter 99s

The Honorable Eva Adams

Pauline Glasson
Mr. and Mrs. Herbert
Glendening
Mr. and Mrs. B. Pacey
Mr. and Mrs. Lee Zimmerman
Mr. and Mrs. G. Engleman
Western New York Chapter 99s
Geraldine Mickelson and
Sacramento Chapter 99s
Orange County 99s
Doris Scott
Family of General James

Soroptimist International of Wichita, KS. Phillips 66 Fay Gillis Wells (his parachute saved my life) New York-New Jersey Section 99s There are many more honorees pending, but they don't count until all the details are received in Atchison. The sponsors' check, for \$100.00 should be made out to "The International Forest of Friendship," and mailed directly to: The Honorable John E. Smith, Treasurer, International Forest of Friendship, Atchison, Kansas 66002. The deadline for Memory Lane is July 15. A biography and picture should be sent to: Paul Allingham, Publisher, Atchison Globe, Atchison, Kansas 66002.

The ceremony at the Forest will be held around 10:30 a.m., the morning of Saturday, July 22. It will begin with the "Parade of the State Flags," led by the Navy's All-Girl Color Guard.

The fun starts Friday night, July 21, with a barbeque and, hopefully, a cruise on the Missouri River. After the Forest ceremony there will be a luncheon for VIPs and the honorees, or their representatives. Golf, tennis, swimming and fishing is available for the athletically inclined. In the afternoon there will be a reception at the beautiful Muchnic Museum, to unveil the exhibit "Women Look at Women" — photographs of famous women by famous women photographers - being put together by the Library of Congress and NASA for our celebration; then the exhibit will go on tour around the country. The reception will be followed by the banquet in the Cafeteria at Benedictine College the largest eatery in town, seating between six and seven hundred people. Sunday morning, Paul and Winney Allingham will welcome the 99s for a special tour of their home, where Amelia Earhart was born. Paul is the publisher of the Atchison Globe and a staunch supporter of the 99s. Then, those who wish, may attend the service in the church Amelia's grandfather, Judge Otis, helped

As in 1976, most of us will be staying at the air-conditioned Newman Hall, on the campus of Benedictine College. In spite of rampant inflation, the cost is just \$6.00 per person, two to a room; every two rooms has a connecting bath (great for families). Requests for room reservations should be sent to Reservations, P.O. Box A.E. 99, Atchison, Kansas 66002. Include any other questions you might want answered.

For those arriving on commercial airlines at Kansas City International Airport, there will be special transportation to Atchison. Please make arrangements with Marjorie Engelmann, 41 West 58th Street, Kansas City, Missouri 64113: Telephone (816) 523-7169, or 926-6565. The runway at the Amelia Earhart Airport has been resurfaced and is under new management. When writing for reservations, include your ETA and there will be someone to welcome you at the airport. Hope to see you in Atchison, July 21-23.



We knew we were in the South.

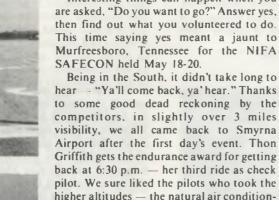
National SAFECON

Murfreesboro, Tennessee

By Mary Adams



Thon's marked the spot



higher altitudes - the natural air conditioning was welcome. I know of no pilot who doesn't get a thrill out of watching an airplane land, watching it turn base, hear the power come back, in their mind judge the glide path and listen for a few squeaks. Well, after doing this on 180 of them a little of the thrill wears off. Hazel Jones, Chief Judge for the landing competition, announced the last heat was on its way. A group of rather red-faced spotters expressed their gratitude.

This year the essential (coffee and an RV with all the comforts of home) were out at

Interesting things can happen when you

Being in the South, it didn't take long to

the runway after only two requests by Hazel. As the day wore on, the RV was the refuge sought out by all for a little breather from the sun. The only one who had a slight run to the RV was Linda Hooker, Linda's responsibilities kept her at the end of the runway listening for power additions which were nonos. However, adding power was better than touching down in the tall grass.

Board members Gene Nora Jessen, Ruth Dobrescu and Charlene Falkenberg had the responsibility of interviewing the female pilots for the 99 Achievement Awards. After due consideration the winners were: First place. Alison Reynolds, Auburn University; Second, Barbara Krebs, University of Illinois and Third, Debra Welch of Central Texas. These awards were presented at the awards banquet by Lois Feigenbaum, Hazel Jones and Thon Griffith. The Top Woman Pilot Award, sponsored by the All-Ohio Chapter, was presented to Mary Heringa, Oklahoma State University, by Polly Gilkison, 99 NIFA Co-chairman.

Well, we got ahead of ourselves, because we had one more day of competition featuring the power-on landings. Everybody back to their stations. A fickle wind decided to take up residence at Smyrna this day. It



Hitting the spot was the hard part



Ready for anything.



Lois managed to catch a few winks before the competition started -

gave part of the contestants crosswind landing practice, tail wind landing practice, etc. . . . then a break in the competition. Chalk up the other end of the runway. By the end of the day, four changes had been made. With five of the 19 heats to go, a thunderstorm interrupts the event. The group quickly determines the capacity of the RV—a lot! With the resumption of the event it was back to the other end of the runway and getting the chalk back down.

We have covered the "flying" portion of the competition; the contestants had many other ground contests: aircraft recognition; computer accuracy; instrument proficiency and pre-flight. At the awards banquet it was amazing to see the vitality still left in the contestants. The same cannot be said for the rest of us.

Much more can be said about what went on — but hopefully this has gotten you curious about NIFA. If so, write the NIFA Chairman and find out where the nearest regional meet will be for you and VOLUNTEER to assist. Then come to next year's national meet in Monroe, Louisiana and find out what I didn't tell you about here.

Although sunburned and tired right now, 171 be back!



Members of the 99s and ALPA - Claudia Jones (Long Beach) and Bonnie Tiburzi (Greater New York) helped judge the power on landing competition. Claudia is with Continental Airlines and Bonnie is with American Airlines. NOTE: Bonnie has her 99 pin on her uniform.



More Support

More support for the National Intercollegiate Flying Association aviation program SAFECON came in during the month of May. The Connecticut, Hudson Valley, Indiana Dunes, Coastal Bend and Greater New York Chapters of the Ninety Nines bring the total up to 67 chapters and sections contributing to the NIFA Support Fund.

Across the country, our chapters have

given help and encouragement to aviation college students at their local schools. Shreveport, Central Illinois, Michigan, South Louisiana, Orange County and Tennessee Chapters are included in that group. If we missed acknowledgement of your service or donation to a local college or university please let us know about it; your support for the SAFECON program is appreciated.



Award winners: Barbara Krebs, Alison Reynolds, Mary Heringa and Debra Welch with Hazel Jones, Polly Gilkison, Lois Feigenbaum and Thon Griffith.



Plenty of action shots were available for camera buffs.



Waiting for the runway to be marked.



Coffee, etc. between heats was always welcome.

TO SAVE AN AIRPORT



The entrance to San Luis Obispo Airport. Note the rural-type area. Also note the so-called (by the anti-airport group) "high volcanic mountains" which surround.

Photo by Patricia Kamm, Vice Chairman, San Luis Obispo County 99s.

By Mardo Crane

San Luis Obispo is a lovely, up-and-coming city in the mid-coastal area of northern California. There are many attractions for tourists. The San Luis Obispo Mission is one of the 21 original missions in California. A historical museum and fascinating shops are in the immediate area. Nearby is the famous Hearst Castle, and the unusual Madonna Inn.

Until recently, the County was overlooking the tremendous asset represented by the San Luis Obispo Airport, located only three miles south of the city. This complacent

attitude was ruffled by requests from those who used the airport, for much-needed safety improvements. It seemed to trigger active opposition by a small but vocal minority to oppose any and all improvements. This group worked up a petition designed to, in effect, "phase out the airport". It was full of many outright exaggerations, and many actual untruths. The strange thing was, that most of the people now so belligerently fighting airport safety improvements, had purchased property in the airport area, knowing it was there.

Then, they proceeded to cry out against the noise and special restrictions surrounding the airport. This is a very common circumstance found in every instance where a group seeks to destroy, or limit an airport, for whatever reason they may give.

As seems to be usual in these fights to save our airports, this anti-airport group started out with scare tactics. The airport was going to expand and have jets flying in — think of the greater air pollution, the greater noise — the hazardous situation — the dangerous location of the airport surrounded by

"volcanic peaks and hills" — imagine the rise in taxes for expansion of the airport, when the airport already operates in the red — expansion will bring more planes — why can't we go to Paso Robles or Santa Maria instead of having an unnecessary growth in San Luis Obispo — and so on . . .

It was quite obvious to the Ninety-Nines chapter there, and to both local and transient pilots, plus the only air line serving San Luis Obispo, Swift Aire, and those in general aviation, that something had to be done at once to counteract the misinformation and falsehoods being fed to the people in the city. They formed a "truth squad" designed to inform residents of the true quality of the airport, and the crying need for safety imprevenents. This turned into an effective and determined campaign.

They spoke as often as they could get an organization to hear them. They distributed handbills and bumper stickers. They wrote letters to the editor. They buttonholed every friend and acquaintance.

The points they brought out were: Safety was the real reason Swift Aire requested localizer landing aids. This would be paid for by FAA funds, not county funds. The only "expansion" would be the additional 800 ft. required by FAA. It was pointed out that any other improvements, such as lighting, would not be a burden to tax payers since the funds are from the Federal Transportation trust fund, which was financed by the 8% tax on all passenger tickets and 5% on all air freight. The fact was that the lone air line serving San Luis Obispo had collected approximately \$90,000 per year for this transportation tax — yet it was all spent outside of the county obviously for improvements on someone else's airport. It was a very unfair and unreasonable situation.

Despite these and other valid arguments, the anti-airport group circulated a petition which got enough signatures to force the Board of Supervisors to put a measure on the ballot. It would require a vote of the people before any kind or type of expansion or improvement was allowed in San Luis Obispo County. This initiative landed on the ballot as Measure A. And the battle lines were drawn.

A very strong "NO on Measure A" came from a write-in candidate for an office of supervisor, Mr. Clell W. Welchel. He proceeded to shoot down, one by one, the arguments of the proponents of the Measure. He made a thorough and comprehensive study of the whole issue. His forceful presentation was published in the San Luis Obispo Telegram-Tribune, and did much to influence the final outcome at the polls.

A group calling itself 'Citizens Against The Airport Initiative' came out with additional ammunition, getting down to the individual voter on a one-to-one basis. Such basics as — improvements are necessary because, "have you ever tried to get a drink of water at the airport?", then pointing out that there wasn't a drinking fountain on the field. And this with more than 2,100 persons



San Luis Obispo Airport, a left-over WWII airport, yet neat and serving many resident pilots. Safety improvements were what the 99s and others fought for.

Photo by Patricia Kamm, Vice Chairman San Luis Obispo County 99s.



A Swift Aire plane awaits passengers at the terminal. The gentle terrain, dubbed "dangerous" by anit-airport groups, is quite obvious. All that was asked was some necessary, vital safety improvements. And yet, they had to fight for them.

Photo by Patricia Kamm, Vice Chairman San Luis Obispo County 99s.

flying out of the airport each month. Then, how about fire protection? Did the voters in the airport area realize that right now their closest fire fighting apparatus was located across town, a good 15 minutes away in good traffic conditions? How much better and more economical for them to approve a fire station at the airport. And, think of the airport in terms of it's economic impact on the community. The 60-some persons employed there; the taxes paid by those on the airport; the income from tie-downs, gasoline sold, repairs, etc., the time saved by those who fly Swift Aire - businessmen, both coming and going. Finally the blunt question, "Why the fetish with jets?" They couldn't get in at all, even with the 800 ft. lengthening of the runway. Really, who needs them in this location?

And so it went. Much was written and spoken, and the day for facing the issue of Measure A finally came. After all the effort of the 99s — holding an Airport Day in which people were invited to "Come for a realistic look at the mission of your airport in action; have a cup of coffee; shake hands with your flying neighbors."; the dozens of

speeches, bumper stickers, letters, ads, and personal contacts — the day was one to say a little prayer for what was so logical and right.

When the votes were finally tabulated the NOs had it by just under 3,000. The safety improvements were now within reach, and most of the people had understood the need. It was a much deserved victory for the Ninety-Nines, general aviation, and Swift Aire, and all the enlightened friends of aviation!

Yet, there are always some hard losers, especially among a few of the property owners who built near the airport (knowing it was there). They have filed suit seeking a reconsideration of the favorable environmental impact report regarding the minimal "expansion" of the airport. Those who refuse to accept the facts — even when they are so obvious.

We, who recognize the vital importance of airports to a community, await this final, strange opposition and anger with sympathy for our fellow aviation realists, and a hope that their efforts will prevail.

99

Edith placed second in the light-plane division of the first National Women's Air Derby, 1929, Santa Monica to Cleveland, flying an Alexander Eaglerock Bullet (Kinner engine). She was a Charter member of the

99s

The Flying Life and Times of Edith Foltz Stearns

Compiled by Glenn Buffington



Edith served as the first Northwest Section Governor of the 99s, and she was also Oregon Governor of the NAA in the early 1930s. She flew a Kinner Bird in the 1931 and 1932 Derbies, both from Santa Monica to Cleveland. She placed 4th in 1931 and 2nd in 1932. She is pictured here with her son, Richard, age 6 in 1931.



Pictured at the Cleveland National AirRaces are (I-r) Viola Gentry, Gladys O'Donnell, Florence Klingensmith, Frank Phillips, Edith Foltz Stearns and Frances Marsalis with the "Woolaroc Trophy" (Phillips Petroleum, Bartlesville, Okla.) A Ford tri-motor is in the background. Edith flew the Bird to a 2nd place in the Amelia Earhart Trophy Race (pylons) in 1932; Klingensmith was 1st in a Monocoupe.



Pioneer Northwest pilot Edith (Magalis) Foltz was a native of Dallas. She learned to fly in Portland, Oregon in 1928, acquired License #5600, barnstormed a long-wing Eaglerock (OX-5) — and was one of the early Transport rated pilots.



Skirts 'aflyin'! Edith Foltz Stearns models one of her trade-marked "Folzup" flying togs which easily converted to street wear - 1932.



September, 1933 - some of the fourteen pilots who "bombarded" New York Times Square section with NRA, floral Blue Eagles. (I-r) Edith Stearns, Betty Gillies, Frances Marsalis. In back, Peggy Remey and Marjorie Ludwigsen.



Edith managed a new feeder airline at Portland and taught primary CPT at Salem prior to WWII. She served in England as a First Officer in the Air Transport Auxiliary. After WWII, she instructed Naval Cadets in instrument flying at Corpus Christi and Kingsville, Texas.



Edith Foltz Stearns died in 1956 ending a brilliant flying career, which included flying the 1952 and 1953 Powder Puff Derbies with Pauline Glasson.

Vintage Montage

(With Special Thanks to Pauline Glasson of the Tip of Texas Chapter for sharing Edith's scrapbook with us)

Fear of Flying Clinic

By Pat Palmer

Golden West's Fran Grant and Santa Clara's Jeanne McElhatton will give a slide presentation and explanation of their "Fear of Flying" Clinic at the Air Age Workshop at the University of Oklahoma July 10 - 14. Fran, the coordinator of the organization, and Jeanne, the clinic administrator, will explain how education and desensitization help people overcome their fear of flying in a commercial plane.

According to Fran, fear of flying is one of the most real, most common and more irrational fears of the general population. It affects about 25 million Americans.

The clinic, which currently consists of eight sessions, meets once a week for three hours at San Francisco International Airport.

"Our program consists primarily of films, tours, demonstrations and talks by airline and Federal Aviation Administration personnel who seek, through education to reduce the students' anxiety," says Jeanne.

Using a "knowledge dispels fear" approach, students will, among other things:

- (1) learn what makes a plane fly and how the weather affects flying
- (2) learn that the safety rules and regulation for the airplane itself and the crew are very stringent and enforced scrupulously
- (3) learn about various noises, such as those made by the wing and by the landing gear
- (4) practice relaxation and desensitization exercises
- (5) be aware of the specialized training given to airline workers, including CPR and first aid
- (6) learn the importance of maintenance of aircraft with a tour of United Air Lines Maintenance base, the world's largest
- (7) come to understand that different types of commercial aircraft have different flying characteristics; for example, a steep or gradual climb-out after takeoff
- (8) visit the San Francisco Control Tower to learn what happens from the time the plane leaves the terminal until it is handed off to the Air Traffic Control Center
- (9) watch controllers handling traffic at the Control Center in Fremont

"What we are trying to accomplish," Fran explained, "is to get rid of fear with education. All the information is directed at the uninformed or fearful flier with the purpose of letting him know there is a great deal of redundance built in for safety purposes. If he knows there are three qualified pilots, and three hydraulic systems and three electrical systems, his fears will be dispelled."

The Fear of Flying Clinic is made up of volunteers from the Ninety-Nines, the Federal Aviation Administration, United Airlines and Pan-American employees.

Upon completion of the program there is an optional flight to Los Angeles and back on a scheduled airliner with the captain, flight engineer and attendant who participated in the course.

On the graduation flight volunteers, including United personnel, are usually seated between two students to hold their hands and do the relaxation exercises.

"What is interesting," Fran related, "is the care and concern of all the flight personnel and the volunteer 99s. One flight attendant hasn't missed any of the eight clinics we've given since our start in August of 1976." Golden West 99s who are serving as volunteers in the clinics are Rae Gilmore, Loretta Gabrielson, Geri Wiecks, Bette Walsh and Bea Howell. Santa Rosa's Sandy Peterson is also one of the volunteers. Santa Clara members who have also served as volunteers are Pat Roberts, Marion Barnick, Pat Roe and Diane Ward.

Graduates have ranged in age from 16 to 83 with the majority being people in their thirties or forties who have to fly for business purposes.

"This is one area where sex is no barrier to fear," Fran added. Graduates of the program return to assure other students that it can be done. One of the first graduates is Norman Grant, Fran's 49½er, and now an assistant in the program.

According to Fran, the Fear of Flying Clinic is the result of many prior "white knuckle" clinics.

The Ninety-Nines first became involved in 1974 at the International Convention when the organization endorsed the program that was submitted by Marilyn McLaren of Long Island as an approved part of Aerospace education.

In 1976, Joyce Failing of Long Beach established her format known as S.A.F.E. In August of 1976, a pilot program of S.A.F.E. was started in the San Francisco Bay Area under the guidelines of the Long Beach program but adapted to fit the San Francisco Bay Area by Jeanne McElhatton and Fran Grant.



"The Graduation Flight is OVER!" (I-r) Captain Bob Snyder, United Airlines and Joan Jaeger, successful graduate.



"It's over! Let's go again!" Carole Mingham, successful graduate leaving the plane after returning from the "Orientation/Graduation" flight.

What's New at HQ?

General B. B. Talley, who was the husband of Manila Talley, the 100th Ninety-Nine, came to our International Headquarters recently to present the treasures and memorabilia of his late wife. There are many letters and papers of interest to those studying early aviation and Ninety-Nine history, as well as a collection of pins and bracelets representing many aviation organizations, pictures, a beautiful silver egg coddler presented to her as a trophy years ago, and much, much more. We hope to

have many of these objects on display during some of your future visits to 99 Headquarters.

We wish you all could have been here to share the delightful afternoon of General Talley's visit. In addition to learning lots about Manila, we also were treated to anecdotes about Gen. Talley's life in Alaska — where gardens grow overnight in the long, long summer days, where "Nevermore", the pet raven thinks he's a watchdog, and about how they learned to live off the land.



General B. B. Talley

International:

Zambia - U.K. - Zambia in an Aztec 'C'

By Jacqueline E. Hughes

My 49½er, "Taffy", and I run an aircraft engineering business in Chingola, Zambia, maintaining the vast majority of light aircraft based in Zambia. We both learned to fly in Zambia, Taffy now being an instructor. It is very much to Taffy's credit (and extreme patience) that I gained my Private Pilot License under his instruction. (It's bad enough teaching your wife to drive a car!!)

When we made the decision to fly ourselves in our own aircraft to the U.K. for Christmas we had the added advantage that our "crew" included an engineer — to our minds a must on a trip such as this.

Until this "expedition" our longest flight had been two years ago to Nairobi in our Apache. Thus we now embarked on a lot of careful planning and discussion on what to us was to be an "epic" flight. We obtained Jeppesen charts for the flight and spent many hours with charts and planning pads.

Our route planned, we then made ready our first aid and survival kits. We were to fly over desert and sea so our survival equipment was planned to cover all eventualities.

Our route was to take us via Kenya, Sudan, Egypt, Crete, Italy, South of France and then to England, our destination airfield being Manston in Kent. We left Kasompe airfield (Chingola) on the 10th of December. Throughout the entire trip, we were greeted with the utmost courtesy and assistance everywhere we stopped. The only diversion for fuel we had to make was to Bari from Brindisi as Brindisi was temporarily without Avgas. ATC was extremely efficient and helpful all the way which helped us a lot as our actual flying conditions, weatherwise, were very different from anything either of us had so far experienced in our flying careers.

We recorded an OAT of minus 20°C between Iraklion and Bari and collected quite heavy airframe icing on this leg. Unfortunately, we did not have de-icing equipment on the Aztec and this particular experience was perhaps the most unpleasant of all. We had, of course, read about icing in all its forms, but now we were really seeing at first hand what it was all about!

We were most impressed with the facilities at Cannes Airport. This little airfield right on the French southcoast caters entirely to light aircraft and their facilities are really first class.

When we finally reached Manston, we were both a little relieved, but also quite understandably proud of our achievement. Taffy now had 3,000 hours and I a mere 250 hours, but we felt this one trip had greatly

advanced our flying experience.

Our flight time for the entire trip was 74 hours. All our radio equipment and navaids worked admirably and the only part changed on the aircraft during the entire trip was one spark plug — indeed a credit to Piper Aircraft Corporation, Lycoming and Hughes Aircraft Services!

We arrived safely back in Zambia after a wonderful experience. We would certainly love to do the trip again but would pick more conducive conditions.

We do, however, take our hats off to those intrepid aviators of yesteryear who did similar and more daring flights — often alone and without the many aids we thankfully had at our disposal.



Jacqueline Hughes' Aztec 'C' - 9J-RAO - in which the trip from Zambia to the U.K. was flown.

Projects

EAST CANADA

Aviation Seminar Series Popular

The First Canadian Chapter reported that

over 500 pilots ranging in qualifications and

experience from student pilots to ATRs

attended their Aviation Seminar Series. The pilots who attended the five-lecture series

came from a radius of 150 miles around the

Metro Toronto area. The series was

successful, plans are already underway for

the Third Series to be held in early 1979.

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

May 28th out of Rockcliffe Airport. The same afternoon, they plan to paint the runway markings at Rockcliffe.

MIDDLE EAST

Airman Refresher

The Hampton Roads Chapter in cooperation with the Richmond GADO sponsored an Airman Refresher Meeting June 14th.

Four Year Display

The Aero Space Education display of the Eastern Pennsylvania Chapter will be on view for four years at the Reading Airport thanks to the efforts of chapter member Angie Izzo in securing a sponsor.

Airport Marked Anyway

With uncooperative weather but dedicated 99s, Pottstown-Municipal Airport in Pottstown, Pennsylvania, is now well-marked with its full name emblazoned on the roof of the main building. Barbara Farquharson and 49½ er Bob, were at the airport bright and early on the scheduled date of May 13th with 12 eager 99 helpers. Then the rains came. Undaunted, most of them returned the following week to complete the painting. A beautiful job well-done.

Compass Rose/VOR Check Dedicated

NEW YORK-NEW JERSEY

Dedication ceremonies were held at the Monroe County Airport in Rochester, New York, for the compass rose and VOR check course recently painted by members of the Finger Lakes Chapter. Airport Manager, Sam Cooper, accepted the installation on behalf of the county and congratulated the chapter for a job well done. Carol Mohandiss was chairman of the project. Many chapter members plus FAA and Rochester GADO office representatives attended the ceremonies. Sally Hershberg Chapter Chairman, and Marcia Gitelman released a weather balloon to mark the event. Hangar flying laced with coffee followed.



Carol Mohandiss, Project Chairman; Sally Hershberg, Chapter Chairman; Marcia Gitelman, Idea Chairman at the dedication of the Finger Lakes Chapter project.

Safety Programs, etc.

To prepare Palisades Chapter members for landings at airports to be used in the 99s Poker Run, the chapter members heard an FAA Safety Program on "Operations at Uncontrolled Airports". Members also viewed films on "Soft-Short-Crosswind Takeoff and Landings" and "Density Altitude" during another FAA Seminar.

The Palisades Chapter will present a static display of Ninety-Nines materials and information along with Powder Puff Derby memorabilia at the Essex County Airport, Fairfield, NJ, at a Fly-In sponsored by the Experimental Aircraft Association Chapter 72

Long Island Displays

The Long Island Chapter has been invited to participate in the Aero Expo at the Nassau Coliseum June 29-July 2 with a booth to publicize and further the aims of

Commemorative Flight

The First Canadian Chapter of the Ninety-Nines, acting on behalf of all the 99s in Canada, presented Mr. Charles Kingsford-Smith with an illuminated scroll, which bears a message of goodwill to the 99s of Australia and a tribute to his father, aviation pioneer, Sir Charles Kingsford-Smith. On May 31st, Mr. Kingsford-Smith departed Oakland on a 50th Anniversary Commemorative Flight in a twin Cessna 340 duplicating his father's historic flight. Upon arrival in Brisbane June 9th, he presented the scroll to the Australian 99s. A copy of the scroll will also be placed in the Ninety-Nines Collection which is housed in the Western Canada Aviation Museum in Winnipeg, Manitoba.

Airplane Rides and Airmarking The Eastern Ontario Chapter is arranging to take about 40 Little Sisters and their Big Sisters for an airplane ride over Ottawa on



Mary Warner-Smith, FCC, Project Coordinator, William McAlister, artist, Mrs. Tully and Charles Kingsford-Smith admire the illuminated scroll.

the 99s in aviation. The chapter also continues to have displays at the Nassau County libraries. Ronnie Minnig and Alice Borodkin have been speaking at the libraries about the 99s and women in aviation, as well as setting up these popular displays.

NORTH CENTRAL

Pilot and Pal Weekend

Mother Nature cooperated with the Greater Detroit Area Chapter efforts to put on a Pilot Pal Weekend, in Ann Arbor, on May 6-7. The Pal's Right Seat Course graduated 11 on Sunday, May 7, after two days of study with four hours of Flight Instruction. The Pilot's Updater received rave reviews from attendees of the sessions during these two days. Greater Detroit Area Chapter members helped to get this project off the ground and to be a success by participating in many ways. Thanks to Joyce Odom for organizing our chapter's first big project, and to Joan Woodruff for backing Joyce with publicity and in other efforts in putting this project together to be a success. Next year's should be better.

Aviation Class

Jan Porter, Minnesota Chapter, has 24 students in her aviation class which started in January. (Nine are girls.) She is teaching at Westwood Junior High School in St. Louis Park.

Girl Scouts Airlifted

Margaret Golledge, All-Ohio, with two other pilots, airlifted 23 Girl Scouts and their Leaders for a flight around Columbus to see their homes and school from the air. The girls fared far better on the flights than the leaders who had a tendency toward the color green.

NORTHWEST

Two Events Undertaken
Chairman Judy Logue, Wyoming Chapter, has been busy preparing for two events.
Judy and volunteers met with Pauline
Glasson in Casper on May 2 to finalize plans
for the ARC stop in Casper in June. That
same day Wyoming 99s gave rides to
approximately 30 children who are students
at the Wyoming School for the Deaf in
Casper as the culmination of their aerospace
education training.

SOUTH CENTRAL

Fourth Grade Aerospace Ed Eula Heath, Waco-Centex 99, took an Aerospace Education program to the fourth grades of Crestview Elementary School, Waco, Texas. The students even got a little chart-reading experience.



Scout Education

Houston 99 Joyce and Butch Parks gave an air education program for two scout troops (15 girls and 7 boys) at Parks Aviation. The youngsters were most enthusiastic and particularly enjoyed sending up balloons with the scout's names on them.

Refresher Course Held

Nebraska 99s sponsored a General Aviation Refresher Course for pilots in the Lincoln area on May 18th.

Info Gathered

The Oklahoma Chapter is getting together slides, pictures and information on women in aviation for a speaker's bureau format, similar to the Maryland Chapter's presentation.

Invitation to Airmark

San Antonio Chapter invited the Austin Chapter to help them airmark San Marcos Airport runways. Austin gals helping were Jo Payne, Marty Thompson, and Irene Glass and from San Antonio were Mary Waddington and 49½er Jim, Peggy Kemble and Charles, Dorothy and Dan Navarro, Barbara Faulk, Alice Foeh, Reba Talbert and Pat Putnam. Barbara Faulk, Birdie Ward, Pat Putnam, Alice Foeh and Elleen Parsisean from the Austin Chapter also manned a Confederate Air Force booth at Randolph Field during Air Force Day.

One-Woman Project Barbara Pearson, Spanish Peaks Chapter, completed a one-woman airport beautification project at Pan Ark Aviation in Pueblo, Colorado (where she works on weekends) by repotting umpteen lovely plants from her home to "green the place up." Looks nice now!

SOUTHEAST

Kitty Hawk paints 20' letters

The Kitty Hawk Chapter airmarked the Goldsboro-Wayne Airport by painting 20' letters on the taxiway in April. The job was made easy by an aircraft maintenance class of Wayne Community College who wanted the experience of laying out the letters. In fact, it was a hard time convincing them they could not finish the job. Much praise has been received for a job well done.



The Kitty Hawk Chapter at work airmarking Goldsboro-Wayne Airport.

SOUTHWEST

Free-Hand Logo

Carolyn Chard, Phoenix Chapter's Airmarking Chairman, displayed artistic talents no one knew she had when she free-handed an appropriate logo to mark the 1/2-mile long dirt strip at Vulture Mine, 13 miles south of Wickenburg Airport. The old gold mine has been re-opened and tourists are invited to tour the operations and try their hand at gold-panning. It's educational and interesting — a great place for a fly-in visit. Carolyn, Nan Scheer, Claire and Dave Ellis and their two children, and Caroline Reibert used the white crushed limestone of the area for the marking.

Continued p. 26

Projects:

Continued

Help! Save the Tower!

Phoenix Chapter is soliciting letters from other 99s to help save the unique old tower at Phoenix-Sky Harbor Airport from being demolished. The cork-lined tower is the only one of its kind ever built. Letters to save the tower should be addressed to: Mayor Margaret Hance, City of Phoenix, 251 West Washington Street, Phoenix, Arizona 85003

More Airmarking

Sonoma County Airport has recently been airmarked. So has Mendocino County Airport. Barbara Johnson, Airmarking Chairman, Santa Rosa Chapter, deserves credit for setting up the arrangements.

WESTERN CANADIAN

Educational Sessions

The Western Canadian Section held an educational session at their spring section meeting, covering the topics of Mountain Flying and Fuel Management. Guest speaker was Bill Slaughter, Aviation Safety Officer, Ministry of Transport who gave two audio-slide presentations on these topics and led a question and answer period afterwards. At an informal reception following the meeting, Mr. Slaughter reminisced about his career in the Armed Forces as a member of the Golden Centennaires aerobatic team and his stint serving as the "Red Knight", a jet aerobatic soloist,

The Western Canadian Section had decided to make a financial donation to Dorothy Renwick, to assist her with her research into the history of women in aviation in Canada. Dorothy is assisting with compilation of information for the Aviation Museum and also planning to write a book about Canada's women pilots in the early days.



Flying Activities

99s spreading their wings

EAST CANADA

400 Poker Hands Sold — The Niagara Trillium Chapter held a Poker Run May 7th in which over 400 poker hands were sold. First prize was a trophy and \$100 cash. Eight airports participated in the event as well as many sponsors.

EAST AFRICA

Navigational Rally Planned — Following the success of the January rally the East Africa Section is planning another navigational rally for June. The rally will include an overnight stop on Jonathan Leakey's Island camp in the middle of Lake Baringo.

MIDDLE EAST

Five Airport Poker Run — The Hampton Roads Chapter sponsored a Poker Run May 20th which included five participating airports. At the terminus, everyone gathered for a picnic.

NEW YORK-NEW JERSEY

Finger Lakes Plays Poker with the FAA
— Last year's Poker Rally, jointly sponsored by the Finger Lakes Chapter and the FAA, was so successful that a repeat will be staged on June 24. Chairman again this year is Marcia Gitelman. Invitations to participate go to pilots in the seven county area.

Poker Run/Safe Landing Contest
The Long Island Chapter, in conjunction with the FAA, sponsored a Poker Run and Safe Landing Contest on April 22. Over fifty entrants used pilotage and dead reckoning to complete the course of five airports and compete for prizes.

Poker Run Blitzed — The Fourth Annual North Jersey Cross-Country/Spot Landing Poker Run conducted by Palisades Chapter was blitzed by the weather and has been rescheduled for Saturday, June 17th.

SOUTH CENTRAL

Flying Poker Game Rescheduled — Rainy spring weather forced the Nebraska 99s to reschedule their Flying Poker Game. It was held the fourth weekend in June.

SOUTHWEST

Girls versus Guys — The Aloha Chapter challenged the male pilots of Hawaii to an Apuepuelcle-type air race held on May 6th. The weather did not cooperate 100% and there was a lack of enthusiastic participants, but the race was held and the overnight at Pohakuloa State Park was great fun! Gail Robbins won first place. The only male participants took third place. Second place was won by Debbie Petteys.

Busy-Busy — The San Gabriel Valley 99s have been busy during the weekends with flying activities. In April, Chino Airport had their services for a "Paint-In" and then a group visit to Furnace Creek in the Death Valley with a side trip to Scotty's Castle. May activities included a booth promoting the 99s at the Annual Southern California EAA Fly-In and Convention, and a weekend at the Pine Mountain Lake Resort. A trip to Lake Havasu is scheduled for June.

3c-a-Pound-Flights — The Sonoma County 3c-a-Pound-Flights were a big success again this year. Jan Baggett and her team liked it better this year as they didn't have to keep dashing in out of the rain like last year.

Joint Fly-Out — On Sunday, May 7th, the San Luis Obispo County Chapter 99s and the San Luis Obispo County Pilots Association joined together for a monthly fly-out to Pine Mountain Lake in the Sierra Mother Lode country for a pot-luck picnic. Six aircraft and 15 people participated. Beautiful weather and home-made ice cream highlighted the event.





Anne Lloyd-Bostock, British Section, is yet another name to add to our distinguished list of British women airline pilots. She flies BAC 111's for British Caledonian, so look out for her on your side of the Atlantic!

Marian Fredlund, Minnesota, to Dodge City, Kansas for a 4 day Advanced Art Seminar which grew to 9 days and left her to return with one well loaded 172, full of paintings and frames.

Peggy Johnstone served on the Board of Examiners for the State Aviation Representative.

New York Capital District's Mary Wolfe and 49½er Chuck are the proud owners of another Comanche, a '59 green and white beauty. Their N number 630MC has a special significance: it contains their wedding anniversary date and their first name initials!

Katie and Jack Strehle off in their Cessna 182 to Virginia. Lois and Saul Eig flew their twin Comanche to New York and back going IFR all the way. A Derby with Un-Angel Weather — a gono-go race most of the time till Fort Myers. By that time Lee Coates and Phyllis Howard had been disqualified once or twice, they weren't sure which, but continued on to Bahamas, as did Margaret Brown. Betty Hammer was co-pilot on the 5th place airplane and Jan Million and Nancy Smith finished 15th. The Oklahoma Chapter delegation said it was one of those racing things-too-long on the Start and too-short a time in the Bahamas.

Jackie Worley shared pilot responsibilities with husband, Dr. Bo Worley in their Bonanza on a trip to Vera Cruz across Yucatan to Cozamel in the Carribean. Stayed a week and toured the ruins.

Betty Schmidt and Barbara Leitner of Carolinas Chapter have been busy flying Sen. Strom and Nancy Thurmond around the State of South Carolina for political meetings.

Fl. Goldcoasters' Lois and Saul Eig, Kathy and Bob Albury, and Betty Hunt and Ray, joined the fun with the annual Louisiana Air Tour

Alaska Chapter, Lavelle Betz has proven herself to be a real bush pilot. After taking off from the Talkeetna strip she experienced severe buffeting. Her ski axle had broken and the ski was dangling loose under the airplane. The airplane was almost uncontrollable and she tried to make a landing straight ahead on the frozen river. As she reduced power the airplane became more uncontrollable. She decided to slow flight the Super Cub back to their cabin at Shulin Lake where the snow on the lake was soft and several feet deep. Husband Dick, in another Super Cub, kept up a constant conversation during the 20 mile flight. Lavelle made a perfect landing on one ski and as the plane slowed down, made a beautiful ground loop in the soft snow. There was no damage to the plane.

Mary MacMillan and Carol Thomas were among those who took advantage of the terrific weather May 21-23 and flew to Washington, D.C.

Greater St. Louis's Chris St. Onge has discovered a wonderful fringe benefit in having taken Paul as her husband a few months ago. A lovely trip to Paris, Madrid, Malaga, etc. to accompany him on business.

Gone Flying . . . Gone Flying . . . Gone

When anthropologist Margaret Mead spoke on May 17 and 18 as part of the residency series at Mankato State University Nadine Sugden. Minnesota 99, was asked by the University to pick her up at Minneapolis-St. Paul International Airport and fly her back again the next day in her Bonanza. According to Nadine, Dr. Mead didn't seem a bit surprised to be met by a female pilot and as they waited for her baggage she entertained Nadine with stories of her flights with missionaries and bush pilots which she'd made on her numerous trips to New Guinea. She explained that her travels all over the Pacific have provided her with rides in almost every type of aircraft made. Nadine said "She is a woman of great intelligence and humor. Piloting her and having the opportunity for long personal visits was a rare and wonderful experience for me"

Central Pennsylvania's Joanne Wright, had a delightful new experience this winter. A friend of theirs brought a Piper Cub to the Bloomsburg airport equipped with snow skis. She had a ball. It was her first time flying with snow skis. Carol Windsor Anderson has just become a new bride. Her husband flies for Piper Aircraft. They will be relocating July 1, 1978 to Florida where her husband flies for Piper.

Six hours is a long trip from Ohio to OKC to collect a bet but Jeane Wolcott, All-Ohio, did just that. Flying her Bonanza, Jeane stopped for lunch with Tex Wickenhauser and Peg Kiley of the Greater St. Louis Chapter. Then on to OKC where Nancy Smith, Oklahoma Chapter, who had bet Oklahoma would beat Ohio State by 7 points, paid up. The rest is blurred history.

Gail O'Brien, E. Ontario, a member who has moved west to Calgary to start a career in Air Traffic Control reports her job is interesting. Her new interest is Hot Air Ballooning which she reports is a real gas!

Sue Harper and Millie Dawe, both former chairmen of Phoenix Chapter, and Karen Gosnell, Millie's associate in Mexican Tile Co., made a tile-buying flight south of the border. The trio went to Guadalajara, Guanajuato, Dolores Hidalgo, San Miguel de Allende and Puerto Vallarta. Sue navigated and acted as relief pilot for Millie. It was a business trip for Millie and Karen, and a fun flight for Sue, who says that flying in Mexico is just great nowadays. (We're hearing that more and more.) The Mexicans welcome all visitors and have made things very simple for all pilots.

Ruth Green of New York Capital District Chapter flew her Skymaster south to Florida for a month in February, and discovered an interesting place to visit—the 94th Aero Squadron Restaurant at the Clearwater-St. Petersburg Airport. The 94th was one of the first American fighter squadrons to see combat service, and the restaurant, located right alongside the runway, is a fascinating replica of an authentic World War I aerodrome. Food's good, too, Ruth commented.



99s in the News =

Charter Member of the First Canadian Chapter and now a member of Eastern Ontario, Dorothy Drew received a Queen Elizabeth Silver Jubilee Medal in recognition of over 30 years as secretary for the Royal Canadian Flying Clubs Association.

Karin Minauro, Eastern Pennsylvania 99, had the fantastic score of 96.4% on the FAA Air Controller Test.

Former Chapter Chairman and Palisades Chapter 99 NEWS reporter Clarice Bellino has been on the public speaker's circuit addressing various service organizations in her area. Recently, she has spoken to the Optomists International in West Orange, New Jersey and the Lions Club in Middlesex, New Jersey. Her topic "Women and Aviation" is highlighted by the Amelia Earhart film "The Stamp of Friendship". She was interviewed by Channel 3 of New Jersey Cable TV for the "Pulse" program which focuses on interesting people in the metropolitan area. Clarice spoke of the Ninety-Nines, Inc., The Powder Puff Derby, and pleasure flying. She was filmed executing a takeoff and landing in her Piper Aztec N14136, and the camera crew was taken aboard to film the cockpit area and to take aerial photos. None of the crew had ever flown in a private aircraft before!!! It was an exciting experience for all and a great free advertisement for the Ninety-Nines!!!!

Nicole Radecki, Long Island 99, has been appointed by Governor Doris Miller to represent the New York/New Jersey Section at the Air Age Leadership Workshop in Oklahoma City in July.

Alice Borodkin is the editor of Airport Bulletin, a community newspaper that covers two New York airports — JFK and LaGuardia. This "community" includes 41,000 employees at JFK and 15,000 at LGA."

Ruth Dobrescu, Long Island Chapter, met with Mrs. Anne Morrow Lindbergh to sign the philatelically and historically priceless Lindbergh Anniversary Documents, that Ruth and her husband made up for the Friends of the Nassau County Museum. These documents will be presented to the Presidents of the United States and France, Postal Service of both countries and to

various important museums across the country. Ruth had a wonderful visit with Mrs. Lindbergh, who will of course receive one of the documents.

Pat Rockwell has just joined the Silver Wings Fraternity, which has as a membership requirement 25 years since your first solo. Congratulations, Pat!!!

Caroline Olson was installed as Worthy Grand Matron of Minnesota Grand Chapter of Eastern Star, 100th Centennial Session in Duluth, Minnesota on May 5th. Caroline's acceptance address included a very moving reading of "High Flight", her symbol was the freewheeling sea gull and the auditorium was decorated with a theme of blue skies and fleecy white clouds with silver linings.

Martha Christy, Shreveport Chapter, was named Teacher of the Year in Bossier Parish and will be eligible to enter the Louisiana Teacher of the Year contest. Corrine Strictland, a dietitian, has published a cookbook called "Food Fun" with a nutritional and educational guide for elementary students.

Two members, Evelyn Snow, and Mary Jo Voss were promoted to Captain and 1st Lieutenant respectively in the Civil Air Patrol. Mary Jo has been appointed as Safety Officer for the Shreveport Senior Squadron. Evelyn Snow who is teaching at Louisiana Tech is flying the Grumman Yankee. She is known as "Grumman Granny".

Shreveport 99s were presented the Flying Safety Award from FAA for 13,754 accident free flying hours.

A Flight Safety Award was presented to Sherry Knight, Santa Rosa 99, recently "In Recognition of Outstanding Support of Flight Safety Program Activities in the General Aviation Community."

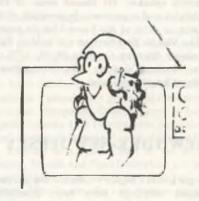
Cyndhi Hughes, Aloha 99, has been selected to be one of twelve women to enter the Air Force Pilot Training Program — from about 3,000 applicants (women) throughout the United States.

All-Ohio Pat Newman has completed her FAA training and has been permanently assigned to Muncie, Indiana tower. All-Ohio congratulates Pat on completing school and good luck in her new job. Indiana Dunes is getting a terrific new member.

Nebraska 99, Jackie Breeden, was one of the four top candidates in the May primary election for Airport Authority Board Members in Grand Island, Nebraska, so her name will be on the ballot in the general election this fall. Jackie is Aerospace Education Chairman for the Nebraska Chapter.

Joan Alyea, Spanish Peaks Chapter Chairman, chaired an FAA Safety Seminar in April, sponsored by the Pueblo Chapter One. Colorado Pilots Association, and Thunderbird Senior Squadron. Civil Air Patrol (of which she is Safety Officer). The seminar drew a record crowd. Joan is also an FAA Accident Prevention Counselor. Spanish Peaks Vice Chairman, Shannon Crouse, is Operations Officer of Thunderbird Senior Squadron and recently spent many hours ferrying CAP aircraft following a Colorado search.

When Phoenix Chapter held its 3¢-a-pound Airlift in April 1977, Pam Marley took a brief respite from working the event to take a ride in an aerobatic plane. She was "looped" on the first ride. Now she flies competition in her own 150 horsepower Decathalon. In March 1978, she took first place in the Sportsman category at the Copperstate Regional Contest at Marana, Arizona, and in May, she placed third in the Sportsman class at the Gold Cup contest at Mojave, California. Congratulations, Pam!



Meetings

EAST CANADA

East Ontario Chapter — June 18th marked the date for a fly-away picnic to Cranson Lake. Madeline Fielding showed slides of her trip to Tunisia with 49½er, John. They spent a month there as John was working with Care Medical.

MIDDLE EAST

Eastern Pennsylvania Chapter — April 9th, Eileen Reider and Dottie Miller with 49½ ers Dennis and Bud, flew the Reider's Cherokee 180 to Hershey, Penn., to hear Pete Conrad, one of our moon astronauts, speak. There were about 225 people in attendance at the Hersey Motor Lodge. Pete's talk was most interesting. Other 99s seen at the meeting were Maysie Henrotin, Merle Starer, Betty Grosky and Shirley Hains.

West Virginia Mountaineer Chapter — The Middle East Spring Section Meeting was hosted by the West Virginia Mountaineer Chapter April 15, 1978 at the Elk River Holiday Inn, Charleston, West Virginia.

Doris Jacobson, Governor, called the meeting to order with approximately 60 in attendance. It was announced that Katie Lou Webb will be the recipient of the Air Age Education Scholarship. After the meeting, a delicious luncheon was served, followed by the awarding of door prizes and the W. V. Mountaineer Chapter's award to their Chapter Member Jean Pickering for her efforts within the Chapter and the community. Col. Ralph Albertazzi was the featured speaker. He shared some of the highlights and experiences he received while on duty as pilot of Air Force I for six years.

The Middle East Section will hold its Fall Sectional Meeting October 28-29, 1978 in New Market, Virginia. The Shenandoah Valley Chapter will host.

NEW YORK-NEW JERSEY

Finger Lakes Chapter — Both of the last two chapter meetings have been especially interesting. The April meeting featured a film and discussion of ballooning presented

99s getting together

by Carroll Teitsworth of Perry, New York. The May meeting was held in the Vocational Annex of the Rochester, New York Public Schools. Teacher-Director Gardner Soule described the Aviation Careers Program offered. He introduced several of the students who told us of their reasons for participating in the program and their goals in aviation. Many of the graduates have gone into rewarding careers in aviation, both civil and military. Classroom equipment includes a Link Trainer, weather teletype and radar printer. There is a wellequipped shop where students learn aircraft mechanics. The district also maintains a Piper 140 at the Monroe County Airport for instructional purposes. It is a well-run and well-designed program.

New York Capital District Chapter — Seven Chapter members attended the New York-New Jersey Spring Section meeting in Kingston to hear Louise Sacchi speak on her fascinating career as a trans-oceanic ferry pilot.



NY Capital District Chapter members at the May 13 Spring Sectional Meeting are Ruth Green, Peg Weiss, Jo-Ann Perko and Harriet Bregman, standing. Seated I to r: Betty Elliott, Sue Polsinello and Patience Hutty.

Western New York Chapter — Doris Miller, New York-New Jersey Governor, installed new Chapter officers at the May meeting. In order for her to attend, she had to travel 350 miles.

NORTH CENTRAL

North Central Spring Section Meeting — In addition to the very educational roundtable discussions and the regular business meeting, a new chapter was chartered. This is the Aux Plaines Chapter, which is located in northern Illinois and southern Wisconsin.

The meeting was highlighted by the attendance of many guests including International Board Members Charlene Falkenberg, Gene Nora Jessen and Ruth Dobrescu. Also attending the meeting were Esme Williams, Governor of the Caribbean Section, Alice Hammond, permanent trustee of the AE Scholarship, and Hilda Devereux of the Maple Leaf Chapter, East Canada Section. The host chapter, Lake Michigan, did a terrific job of providing hospitality and entertainment. In addition, the weather was beautiful and many planes flew in, which accounted for the excellent turnout. Some of the available entertainments were: short aviation educational programs, a simulator where time could be logged, a tour of the wineries at Paw Paw and the hospitality room piloted by Mary Clark and Jean Reynolds. Talented Majsie Stears entertained at the Saturday luncheon and awards and prizes were presented Saturday evening with the pillows which decorated the tables going to the "short people".



Kay Chamberlain was recognized for her recent appointment to the Michigan Aeronautics Commission.



Governor Lois Kennard, Betty Bytwerk, Co-Chairman, Eloise Smith and Mark Clark.



Becky Thatcher, International Chairman of 49/er Records initiates four new members.

All-Ohio Chapter/Indiana Chapter - The All-Ohio Chapter sponsored a dual meeting with the Indiana Chapter at Greene County Airport, Xenia, Ohio, Many of the Indiana 99s attended. Everyone converged on Xenia either by car or air on Saturday, May 20. Chairwoman Vi Bowers, who was the hostess, set up a tour of the Air Force Museum at Wright Patterson, AFB, Dayton, and then later, dinner at the motel. Sunday found the Indiana members having their meeting and later joining the All-Ohio Chapter in theirs. Vi had acquired a film by Art Scholl entitled, "North to Canada," which is about aerobatics and air shows. The filming and scenes were absolutely marvelous and recommended for viewing.

lowa Chapter — Sunday, May 21, was a beautiful day for the lowa 99 meeting at Sioux City. Included in the day's activities were a flight breakfast and air show. Present at the meeting were three guests from the Sioux City area. Rowena Bennett reported on daughter Jan's progress in the Navy Flight Training Program and Fran Doherty reported that she is very busy in the Sales Department at Northwest Flyers, Sioux City, selling Beechcraft and flying lots of "demo" flights plus some charter.

Minnesota Chapter — "Knowing your Aircraft" is the theme of a series of meetings the Minnesota Chapter has enjoyed at North Central Airline's main base. The manager of Technical Training, Gordon Amundson, led the three meetings. The series provided interest and challenge for chapter members.

NORTHWEST

Wyoming Chapter/Montana Chapter — The Wyoming 99s winged their way to West Yellowstone, Montana, June 3rd for a meeting with the Montana 99s. Included on the agenda was sight-seeing, getting acquainted, and planning events of the Northwest Section meeting to be held in September.

SOUTHEAST

Florida Goldcoast — The Southeast Section Meeting at Disneyworld was attended by Chapter members Fran Sargent, Miriam Davis, Lois Porter, Sue Hoffman and Ann Ross

SOUTH CENTRAL

Colorado — When the Colorado Chapter invited the Wyoming Chapter to join them for brunch in Loveland on April 9th, they coordinated with everyone except the weather man. Consequently, rain checks will be accepted.

Houston Chapter - Our "White Knuckles" seminar on April 28th and 29th was a great success. We had 24 students and they were enthusiastic about it. We were asked to repeat it for some who could not attend on that date and others who never got the word but were said to be receptive about it. And best of all, we had several inquiries about flying lessons and one student has already started her lessons. We owe special thanks to Betty Fritts and Adele Baker who set up and handled the seminar so efficiently. And, we compliment our instructors, Pat James, Paula Faught, Diane Mercer, Joyce Parks, Eulalia Nichols, Dr. Floyd McSpadden, Carl Edmison, and Pat Richards for their excellent and interesting presentations.

Oklahoma Chapter — The weather almost did it again to the Oklahoma Chapter meeting and did do it to the Enid Air Show. Plans were formulated for the ARC stop and the July Aerospace forum. The few planes which made it in for the show were mostly experimental aircraft. Then we got the sad news that Jan Million is quitting the 99 NEWS to take a job at OU. Marilyn Ratzlaff is replacing her.

Spanish Peaks Chapter — The new officers of the Spanish Peaks Chapter elected at the May meeting held at Ann Frink's Way Station are: Shannon Crouse, Vice Chairman; Barbara Pearson, Secretary-Treasurer; Mary Lou Millbern, Safety and Flying Activities; Joan Alyea, Air Age Education and A.E. Scholärship; Ann Frink, and Airmarking, Gertrude Howard. Guests at the meeting were Joanne Wormsbacher (Colorado Chapter) and Brenda Davis (Phoenix Chapter), both of whom live in Colorado Springs and were fortunate enough to have guides to the meeting location.

Waco-Centex Chapter — The Waco-Centex meeting of the chapter was held May 8th at the home of Ethel Jones in Troy, Texas with special guest Retha McCulloh Crittenden who, with Amelia Earhart and several other women pilots, became the Charter Members of the Ninety-Nines.

SOUTHWEST



Those honored at the Phoenix 99 Member Bash were: Flo Hagen, the 99th member of the Phoenix Chapter; Melba Beard, Charter 99 Member; Juanita Newell, Marjie Crowl and Ruth Reinhold, all Phoenix Charter 99 members who were awarded life membership.

San Luis Obispo County Chapter — On Friday evening, May 19, 1978, the San Luis Obispo County 99s held their regular monthly business meeting at the home of our chairman, Criss Yecny, with Joan Missimer as our hostess. Seven members attended. Following the meeting the remainder of the evening was enjoyed with a wine tasting party where husbands and friends participated.

San Gabriel Chapter - Speakers interested in the progress of general aviation airports were present at the March and April meetings of the San Gabriel Valley Chapter. Don Sperry, Chino Airport Tower Chief, and Paul Cable, owner-operator of Cable Airport in Upland, each presented their own particular viewpoint. Gene Vickery, a Los Angeles County Fire Department Battalion Chief, made a slide presentation of his trip to the Yucatan as a special part of the May meeting. Maude and Vern Oldershaw will be honored guests at the June Installation Dinner. Maude was the first woman to fly the Gossimer Condor and Vern was a structural engineer on this exciting project.

Meetings

Continued

WESTERN CANADIAN

Western Canadian Spring Section Meeting The meeting was held in Saskatoon, Sask. on April 22nd. Members from four provinces of Canada participated. Special guests included Pat Mlady, International Flying Activities Chairman, and her navigator, Carol Westermen of the Kansas Chapter. Pat Mlady gave a talk during the meeting on how to promote membership in the 99s, how to raise funds, and brought up the matter of publishing a guideline for Chapters on how to operate various flying activities. She stressed that input is needed from every chapter if the guideline book is to be published. Members of the Section gave Pat their complaints regarding the membership renewal system and asked her to inquire at Headquarters about the possibility of having the memberships renewed by chapter or section (the whole



chapter renewing at one time) so that the Chapter Chairmen could keep track of renewals more readily. If this was not possible, she was asked to have the membership renewal form rewritten to include a perforated part at the bottom for the member to fill in giving name and date of renewal and instructions to send this portion on to her Chapter Chairman at the time of renewal. Mrs. Mlady was also asked to discuss the Amelia Earhart Scholarship applications with the International Board to see if they would consider reducing the 99 membership qualification from 2 years to 1 year; so that a 99 member could apply for a scholarship after one year of membership. It was pointed out that it is nearly a year from the time the member fills out an application until she hears if she has won a scholarship, and this, added to the 2 year waiting time to be eligible to qualify, means that a 99 must wait three years before being able to receive a scholarship.

HQ NOTAM

Canadian members please remit in U.S. dollars only.

When writing headquarters, please include your name, address and chapter.

New membership applications sent on the new form, must include the name of the sponsoring chapter, space provided at bottom of form.

Section/Chapter Member Information Change.

Chapters will receive monthly a complete list

of their members who have paid their dues by the first of the month due. Members paying after the first day of the month will appear on following month's list. A copy will be sent to section governors.

Chapter chairmen will also receive monthly a list of non-renewals. If you contact a member who has appeared on the non-renewal list and she says she has sent her check, please wait for your new list of members, the month following, before contacting headquarters.

Please pay particular attention to the dates of these lists. If a member has sent her check on the 24th of the month, there is no way she could be processed and appear on a list run the 1st of following month. It takes at least 3 weeks to process this information.

33CLASSIFIED

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

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

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

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