

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

MARCH 1977



Sandra Simmons: Three Years Later. . .P. 16  
Living a Useful Life. . .P. 18

# LOOKING UP WITH LOIS



Many questions have been asked, and some rather strong comments have been made by a few members over the November 24th letter from the Board of Directors to the entire North American Membership on the subject of the 1978 Convention to be held in Australia. Some of these comments seem to hold us responsible for what we feel will be escalating costs over the next year and a half. It is my belief that you are entitled to a full explanation of the background and decisions giving rise to that letter.

In Coeur d'Alene at our 1975 Annual Meeting, Australia successfully bid to host the 1978 International Convention. At that time, we all failed to take into consideration the impact that inflation, escalating energy costs and changes in air fare would have on the cost of that trip over the following three years. As we got deeper into these costs this past Fall, the Board realized that by August of 1978, the cost might POSSIBLY double over what the Membership expected at the time the delegates chose Australia as the site. While we sincerely hope the costs will not escalate to this degree, it is certain they will be significantly greater than those anticipated in 1975.

Perhaps it would have been good politics to say nothing and let nature take its course, but I believe that you elect us as your Officers and Board because we have the guts to represent you and "tell it like it is" at least insofar as we see it. We do not believe that we would be fulfilling our responsibility to you by waiting until the cost got beyond the reach of many who planned to go, only to end up with a few dozen Ninety-Nines to make decisions at a Convention that affects the entire Membership for years to come. With the foregoing problems in mind, the Board felt the Membership should be consulted; therefore, we prepared the poll and the cover letter which you received last November.

We received many letters and comments from Ninety-Nines. Some were abusive, most were genuine expressions of concern over the projected high cost. We received newspaper ads placed by travel agents at lower costs than we projected, but the ads didn't indicate what was included or excluded. We received enough travel brochures to open our own travel agency on Australia! Members asked, "If they can do it for \$1,500.00, why can't we?" You can be assured we asked this same question. However, if we look at the terms on the back of the brochure, the statement is made, "Prices quoted are based on May 31st, 1976 tariffs and rates of exchange are subject to change prior to departure." I understand that an increase in air fare did occur prior to planned departure. Since these trips are priced a year and a half earlier than our 1978 Convention, our November letter took into account the additional anticipated air fare increases. Also, we must all realize that money needs to be budgeted to cover the items travel brochures leave out. \$500.00 to \$700.00 would seem reasonable to cover these expenses.

The question was asked why we don't charter instead of using the Group Inclusive Tour (GIT) plan. We checked carefully with Pan Am, Qantas Airways and the Australian Government and were told that charters to Australia are rarely approved and virtually never done.

There are several basic facts we should all understand:

1. Airlines all charge the same for flights between given points.
2. Travel Agents charge exactly the same for airline tickets as the airlines charge.

3. Travel Agents don't make anything on you directly. Their profit is derived from commissions paid by airlines and hotels.

Our trip could be done for less expense. We could utilize cheaper motels or hotels with poorer accommodations, but our experience is that Ninety-Nines want to stay at first class hotels with good food and accommodations.

The results of the poll indicated that nearly two hundred (200) Ninety-Nines are planning on going even if the costs escalate as estimated in our letter, and over one hundred husbands, relatives and friends plan to join them. With this great response, we are delighted to say, — "JOIN US 'DOWN UNDER' FOR THE 1978 CONVENTION IN AUSTRALIA."

You will be receiving an exciting brochure from Intercontinental Tours, Inc., soon. It will show the costs presently in effect, setting forth those services which will be provided. As with all brochures, you should assume anything not specifically covered will be added expense. Prices will be subject to escalation prior to departure. If you indicated that you do not plan to go, but change your mind. . .Great. . .Come Along. The Australian Ninety-Nines have wonderful surprises in store for us, and perhaps the monthly column, which will start appearing soon, will help you realize you just can't miss Australia. This column, to be written by Vice President, Thon Griffith, the Australian Ninety-Nines or Qantas, will give us convention updates and a little insight on the beautiful and different sights we will see in this fascinating country on the other side of the world from the United States.

In the meantime, SEE YOU IN SAN FRANCISCO THIS SUMMER.

## HEADQUARTERS THANKS YOU BLANCHE NOYES,

Charter Member of the 99s, for your recent contribution to Headquarters for equipment.



## THE NINETY-NINES, INCORPORATED

International Headquarters  
Terminal Drive and Amelia Earhart Lane  
P.O. Box 59965  
Will Rogers World Airport  
Oklahoma City, Oklahoma 73159  
Return form 3579 to above address.  
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### INTERNATIONAL OFFICERS

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**Vice-President** — Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627  
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Membership Count: 4702 as of Feb. 14, 1977.

## VIEWPOINT

### Dear Editor:

This is in reply to Joan Kerwin's November and December Legislation Information column questions.

The National Transportation Safety Board is made up of a Chairman, four Board members, twelve field offices and 132 investigators. The Board is intermodal, in that accidents involving highway, pipeline, railroad, marine and aviation are investigated. The selection of accidents investigated depends upon public interest, geographical location, fatalities, type of operation and the intent to learn something new for the interest of safety.

Before I get into the aviation area, I understand that the Board was present for the ferry boat accident investigation mentioned in the December 99 NEWS. Additionally, taxi-cab accidents are also investigated on a selectivity basis due to the fact that there are so many — and again the intent here is solving the problem for safety now and for the future.

Concerning the question of why there should be investigation involving privately owned and flown aircraft and why NTSB and FAA investigate together?

NTSB investigators are highly trained for crash investigations. They have the facilities to test pertinent pieces or parts, have the flexibility to visit manufacturers with a crash problem, and can devote 100% of their time to a nitty-gritty problem (including detailed engine, propeller and component teardowns) which will help determine the probable cause. A detailed report is written, including witness statements, maps, photographs, written component teardown reports, weather studies, autopsies or toxicologies, which is sent on to the NTSB Board and then to the FAA. As a result of accident investigations, recommendations are made and sometimes new FAR's are instilled — ALL FOR OUR SAFETY.

The FAA is a regulatory agency and helps the Board in investigations, but they have additional demanding jobs not accident related. They do investigate some accidents that the Board does not, i.e. experimental category and aerial applicator aircraft accidents.

I worked as an FAA inspector for four years, and believe me, certification of pilots and aircraft, giving writtens, public complaints, violation investigations and litigations, and numerous other tasks keep the work load up. I have been with the Board for two years, and it's been a real eye opener on how to try to make aviation safer for all of us.

A review of Title 49 — Transportation 800 Series will enhance everyone's awareness of what the NTSB does. And please, if you are ever in the area of an NTSB office, visit!

According to the Board's 1975 accident fatalities statistics, there has been a 2% reduction in fatalities from the 1974 statistics. The 1975 transportation fatality figures are as follows:

Pipeline	30	Railroad grade crossing	910
Pedestrians	8,600	Railroad	564
Bicycles	900	Marine-Commercial	380
Motorcycles	3,253	Recreational	1,480
Total Highway	44,690	General Aviation	1,324
		Air Carriers	124

A day in the life of a Board investigator could mean investigation in any intermodal situation. The call can come just as you sit down to dinner, in a movie, at church, or 2 a.m. at which time you have to move fast. One gets to an accident by car, plane, helicopter, horse, boat or hiking. Then long hours proceed in attaining all the facts.

Modern day technology and expert investigations have greatly helped in making all modes of travel safe for the public.

Sincerely yours,  
M.W. "Wally" Funk II  
NTSB Air Safety Investigator  
Member of the Long Beach 99 Chapter.



# NOMINATION NOTICE

N-77-1

## Intent to Seek Election

Name \_\_\_\_\_

Address \_\_\_\_\_

Chapter \_\_\_\_\_ Section \_\_\_\_\_

99 member since \_\_\_\_\_ Classification \_\_\_\_\_

Date and class of last medical \_\_\_\_\_

Date of last Biennial flight review \_\_\_\_\_

Ratings \_\_\_\_\_ Total hours \_\_\_\_\_ Last 2 years \_\_\_\_\_

Offices held: Chapter \_\_\_\_\_

Section \_\_\_\_\_

International \_\_\_\_\_

Committees at any level \_\_\_\_\_

International Conventions attended \_\_\_\_\_ Sectionals \_\_\_\_\_

Membership in aviation-oriented organizations and offices held: \_\_\_\_\_

Specific training and/or experience related to the office sought: \_\_\_\_\_

Occupation \_\_\_\_\_

I desire to be considered for nomination to the International Board of Directors.

This notice constitutes authority to so advise Ninety-Nine Chapters and Sections.

I understand I must meet all eligibility requirements at the time of my election.

Date \_\_\_\_\_ Signature \_\_\_\_\_

Send: Original and four copies to Illovene N. Potter

29926 2nd Place S.W.

Federal Way, Washington 98003

Send: Photo copy to Headquarters.

Attach: Recent photo, black and white passport type preferred, to Headquarters copy.

Deadline: April 1, 1977

Attach additional sheet if more space is needed.

It is time to think about the nominations for our two International Board Members to be elected by the delegates to the Annual Meeting this August in San Francisco. We will be electing two Board Members this year and every year from now on. Last year at our Annual Convention in Philadelphia Gene Nora Jessen and Charlene Falkenberg were elected for a two year term. Esme Williams and Betty Wharton were elected for a one year term and are eligible to file an "Intent to Seek Election" form this year if they so desire.

In line with our new Nominating Procedures we are including in this issue of the NEWS the new form, "Intent to Seek Election." We urge qualified members to seek office. Don't be afraid to let yourselves be known. The 1976-1977 Membership Directory, page 243, Article X, Section 1, will give you the information needed to check your qualifications for this important office. Then follow these steps:

1. Complete form #N77-1, Intent to Seek Election.
2. Have six photocopies made (provides one for your files).
3. Send original and four copies to me at the address below.
4. Send one copy to Ninety-Nine Headquarters.
5. Send a recent black and white photo (passport type) to Headquarters with their copy of Intent to Seek Election.

When Headquarters confirms to the Nominating Committee that you are eligible to run, your name, photo and brief resume will appear on the list of candidates in the June 99 NEWS.

This new method will let Ninety-Nines everywhere know who will be running for the Board well before Convention, thereby giving all members a voice in this important election. Delegates can be instructed to vote for the candidates chosen by the entire Chapter. Candidates need not be at Convention to be elected.

In the past we have had no way of checking the qualifications and eligibility of the candidates before election nor to let our Membership be aware of who might be nominated or want to run for office. We hope you will all take an active part in the selection of our new Board members by urging qualified members to file an Intent to Seek Election form and by discussing candidates at your Chapter meetings prior to convention.

**Illovene Potter, Chairman**  
**International Nominating Committee**  
 29926 2nd Place SW  
 Federal Way, Washington 98003

Details on

## SPRING SECTIONALS

### JOINT CANADIAN

The **East-West Canada Section Meeting** will be hosted by the Eastern Ontario Chapter at the Chateau Laurier Hotel, Ottawa, Ontario April 15, 16, & 17.

### MIDDLE EAST

The **Middle East Sectional** will be held at the Admiralty Hotel and Motor Lodge, Norfolk, VA, April 30, 31. An afternoon meeting followed by a dinner will fill the schedule on the 30th and members will view an air show at the Naval Air Station on the 31st. Contact Linda Hallowell, 1225 Glyn-don Dr., Virginia Beach, VA 23462 (804-424-9176) for more information.

### NEW YORK-NEW JERSEY

NY Capital District Chapter will be hosting the **NY-NJ Spring Section Meeting** April 29 & 30 at the Turf Inn in Albany, NY. Call the toll free number (1-800-528-1234) for reservations. Speakers will include Dave Fox of the Old Rhinebeck Aerodrome and Reece Mitchell, Albany GADO.

### SOUTH CENTRAL

**South Central Spring Sectional** will be in Dallas, TX headquartered at the Downtown Holiday Inn. Several Tours are planned, including luncheon at the World Trade Center, futuristic Building that was the site of the movie "Logan's Run"; and tours of the ARTCC, American Airlines Stewardess College, and American Airlines Flight Academy. Activities will wind up with a real Mexican Fiesta on Saturday night. Dates are March 11-13.

### SOUTHWEST

#### Don't Miss the Boat!

**Southwest Spring Sectional** will be a fabulous, fun-filled weekend aboard the luxury liner **Pacific Princess**. Pamper yourself in luxurious elegance. . . feast on Continental cuisine. . . thrill to top entertainment, theatre, sports, live dance bands. Relax. . . soak up sunshine. . .

And. . . participate in unique seminars by and for Ninety-Nines. Informal talks, films, discussions, workshops. . . Learn from the experts, or share your expertise with others. "Everything you wanted to know about flying" and more. . .

Special group rate for this cruise available to all Ninety-Nines and friends. Leave LA Friday evening, May 13, return Monday morning, May 16th. Rates, based on double occupancy, are \$279, \$308, or \$324 depending on cabin location. Send payment directly to Tempo Travel, Inc., c/o Pat McKennon, 1532 So. La Cienega Blvd., Los Angeles, CA 90035 by March 4. Or call Pat at (213) 655-8370.

## 99Calendar

### MARCH

- 1 Deadline for 99 NEWS  
March 99 Renewals Due
- 9 Safety Seminar, Monarch Life  
Bldg., Winnipeg 99s, Canada
- 11-13 South Central Sectional  
Dallas, Texas

### APRIL

- 1 Deadline for 99 NEWS  
April 99 Renewals due
- 15-17 Southeast Sectional  
Montgomery, Alabama
- Joint East-West Canadian Sectional  
Ottawa, Canada
- 15-24 Louisiana Air Tour
- 19-21 FAA Flight Instructor  
Clinic — Sponsored by El Cajon  
Valley 99s

- 20-22 International Board Meeting  
International Headquarters
- 23 Shirts & Skirts Race, Fullerton, CA.
- 24 Australian Sectional  
Brisbane, Australia
- 29-30 NY-NJ Sectional, Turf Inn  
Albany, New York
- 30 Middle East Sectional  
Norfolk, VA.
- Allegheny Air Derby  
Latrobe, PA.

### MAY

- 1 Deadline for 99 NEWS  
May 99 Renewals due
- 8-10 Angel Derby  
Columbus, OH — Freeport,  
Bahamas
- 14 Palisades Chapter Poker Run &  
Spot Landing Contest
- 13-15 Southwest Sectional Cruise  
North Central Sectional  
Lexington, KY.
- 19-21 National NIFA Meet —  
Stillwater, OK.

- 20-21 International Forest of Friendship  
Ceremonies, Atchison, KS.

- 27-29 Illi-Nines Air Derby, Quad City  
Airport, Moline, ILL.

### JUNE

- 1 Deadline for 99 NEWS  
June 99 Renewals due
- 4 Mini Derby, Golden West Chapter
- 3-5 Garden State 300 Air Race  
Garden State Chapter
- 11 New England Air Race  
Sponsored by New England Section

### JULY

- 1 No deadline for 99 NEWS  
July 99 Renewals due  
Deadline for 99 Catalog
- 2-5 AWTAR Commemorative Flight  
Palm Springs, CA. — Tampa, FL.
- 20-28 Air Race Classic, Inc.  
Sonoma County, CA. —  
Toledo, OH.

- 21-24 Northwest Sectional  
Anchorage, AK.

### AUGUST

- 1 Deadline for 99 NEWS  
August 99 Renewals due
- 12-14 Palms-to-Pines Air Race
- 17-21 International Convention  
San Francisco, CA.

# NOTAM

to

### All Chapters & Sections

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





HAPPINESS IS ....  
HAVING A MAILING ADDRESS

## AWTAR Headquarters Moved

by Wanda Cummings

Early in January, 29 years of POWDER PUFF DERBY files, photos and forms were loaded into a giant van which slipped out of Dallas in a freezing rain and headed for California. Now, the new Headquarters Office in San Diego is bustling with preparation of entry kits for AWTAR's 30th Anniversary Commemorative Flight, scheduled for July 2-5, 1977.

Barbara Evans, who was minding the mails during our re-location, has already had over 60 requests, and the event will be limited to 99 planes. Entries open April 1, so if you have not ordered your kit, send \$5.00 to

AWTAR Inc.  
P.O. Box 23203  
San Diego, CA 92123

To repeat the basics:

**Starting Point:** Palm Springs Municipal Airport, Palm Springs CA

**Terminus:** Peter O'Knight Airport, Tampa FL

**Dates:** Impound Opens 0900 PDT June 29

Impound Deadline 1300 PDT June 30

Take Off 0800 PDT July 2

Deadline to finish 1800 EDT July 5

Awards Banquet July 6

**Designated Airports on the Route:**

Tucson International, Tucson, AZ; El Paso International, El Paso, TX; Regional Air Terminal, Midland, TX; Dallas Love Field, Dallas, TX; Downtown Airport, Shreveport, LA; Allen Thompson Field, Jackson, MS; Monroe County, Monroe, LA and Thomas-

ville Municipal, Thomasville, GA.

Trophies will be given to pilot and co-pilot, first 10 places. Awards are planned for the first 3 places in each contest.

Entry fee for Ninety-Nines is \$50.00 per aircraft. If there are less than 99 applications, half-entries will be accepted. (PSP-DAL, DAL-TPA)

**FIRST DAY DRAWING** will be held April 9 at the Cathedral Canyon Country Club in Cathedral City, CA, with transportation from Palm Springs Municipal Airport. April is a lovely time in our desert, so load up your plane (or whatever) and join us for luncheon at noon. Reservations are \$5.00, and may be made through Start Chairman Jean Patane, P.O. Drawer "O", Cathedral City, CA 92234.

Those of you who were unable to obtain a charm for the '76 race may now get one by sending \$4.25 to Barbara Evans, 40 Stuart Place, Manhasset, NY 11030. Barbara's Bargain Shoppe also features the Commemorative Album for \$10.00, and past years' programs for \$1.50. (1976 Programs are \$3.00 each) PLEASE MAKE CHECKS PAYABLE TO AWTAR Inc.

The Commemorative Album is a pictorial history of the first 27 years of the Powder Puff Derby, and a collector's item. Past-Chairman Kay Brick is preparing documentation of the last 3 years of the Race. This supplement to the Album will be included with membership in the POWDER PUFF DERBY ASSOCIATION to be chartered at the Terminus in Tampa.

Old racers, new friends, embellished tales . . . Looking Forward!

## International Forest of Friendship update



by Fay Gillis Wells  
General Chairman  
99s Bicentennial Program

Three Charter members, our International President, the first Canadian woman pilot, two United States Senators and Charles A. Lindbergh are among those who will be honored in the next ceremony at the International Forest of Friendship, May 20-21, in Atchison, Kansas.

May 20-21 are the anniversary dates of Charles A. Lindbergh's epic solo flight

across the Atlantic fifty years ago, as well as the forty-fifth anniversary of Amelia Earhart's solo flight across the Atlantic, May 20-21, 1932. 1977 also is the fortieth anniversary of Amelia's last flight, July 1, 1937.

May 20-21 is of interest to the philatelists, too, for the Post Office is issuing a stamp commemorating the 50th anniversary of the Lone Eagle's flight, thanks to the efforts of 99 Ruth Dobrescu and her TWA Captain husband, Charles. Alice Hammond, Chairman of the Amelia Earhart Stamp Committee, is working on a special cover, updating the 99's famous cover commemorating AE's Airmail stamp, issued July 24, 1963, to tie in with the Lindbergh stamp.

Present plans call for a dinner in Atchison, May 20th. At 11 a.m., May 21st, there will be a tree planting ceremony in the Forest, including the unveiling of the Moon Tree, to be grafted onto the roots planted at the dedication ceremony last July 24, and honoring the new additions to Memory Lane. The ceremonies will be over in time for those who wish to fly to St. Louis for the Lindbergh dinner. The Greater St. Louis Chapter of the 99s has sponsored Charles A. Lindbergh in Memory Lane. Members of the Chapter also are working

on details for the dinner.

Among others who will be honored in Memory Lane, in the May ceremony, are charter members Louise Thaden and Bobbi Trout, sponsored by Glenn Buffington. Charter member Margaret Thomas Warren, our International President, Lois Feigenbaum and the first Canadian woman pilot, Eileen Vollick, all sponsored by their loving husbands. The Sacramento Valley Chapter sponsored its 99 emeritus, Geraldine Mickelsen. Senator Pat McCarran of Nevada, known as the "Father of the Air Force" for introducing legislation upgrading the "Air Corps" to the "Air Force", was sponsored by the former Director of the Mint, Eva Adams. Senator Jennings Randolph, a champion of aeronautics and an especially strong proponent of women in aviation, introduced the Senate bill creating the fabulous National Air and Space Museum. Senator Randolph was sponsored by Charter 99, Blanche Noyes.

Sponsors for honorees should send their checks for \$100, directly to John Smith, Treasurer, International Forest of Friendship, Atchison, Kansas 66002. The \$100 helps defray the expense of the granite plaques, 12" by 16" by 4" thick, engraved with the name of the honoree and embedded in Memory Lane.





## UPDATE 99 INTERNATIONAL CONVENTION — 1977 — SAN FRANCISCO, CALIFORNIA

by Bea Howell

The count-down has begun for this, the biggest and best ever International Convention. All Chapters that have money-raising projects that wish to sell them at the International Convention are urged to contact GAY McCAULEY for space. Her address is 1790 - 8th Avenue, San Francisco, CA 94122. Entire Convention Sales Space is available for the modest sum of \$5.00 per Chapter. Spaces will be assigned as room permits, so get your reservation requests in EARLY!!!

And although the Oakland Port Authority is allowing us to park our private aircraft free of charge at their facility during the time of the convention, it is recommended you bring your own TIE-DOWN ropes and STAKES!!! Chicago may be the "Windy City", but the Bay Area has its own built-in air conditioning and a warm wind has been known to frequent the area in August.

## PERSONALS

We join the Intermountain 99s and the aviation community in paying special tribute to Clay Henley, founder of Henley Aerodrome, who died Jan. 8, 1977. His wife Nadine is a student pilot and loyal supporter of 99 activities. Daughter Robin Anderson is chairman of Intermountain Chapter.

Clay's continued helpfulness to 99s was especially evident during Convention '75 (held in Coeur d'Alene, Idaho) when we journeyed to Henley Aerodrome for our barbeque.

Virginia Britt, head of the Angel Derby and former 99 International Vice President, is now home after major surgery. She is doing beautifully and will be flying again by February first. Well done, Virginia!

MARCH 1977

# Cessna wants to clear the air about avionics.

There seems to be a layer of haze surrounding the subject of avionics. Like how to choose from all the brands. Which equipment is needed to make the most out of today's airways. How it all works together. Who should install your avionics. Etcetera, etcetera.

Whether you fly VFR or IFR, Cessna has prepared a booklet you ought to read. It gives you a clear understanding of what avionics you need for your kind of flying. Plus you'll see the many advantages of buying a "complete" airplane.

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

## This free booklet does it.

The sky  
is not  
the limit.

It's only  
the beginning  
with Cessna.

**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

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

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Mail to: Cessna, Dept. N, Wichita, Kansas 67201.

**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

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





# N I F A

by Arlene Walkup

The National Intercollegiate Flying Association will meet in Stillwater, OK, May 19-21, to compete for national honors. The many different regions of the NIFA will be represented by their outstanding teams selected during regional meets earlier this year.

Many of the Regional Air Meets (called Safecons) have already been held. I am pleased to report that **Kendall Wynn**, an Oklahoma 99 and member of the Flying Aggies of Oklahoma State University, was selected as the top team member and also as the Outstanding Female Pilot for this Region. Let us know if one of your collegiate members has won something in your Region. Other Regional Meets coming up are: Region 1, Boise State University, Boise, Idaho on March 18-19. If you would like to help, contact Prof. Wayne E. White, (208) 344-2096 or 99 Gene Nora Jessen (in roster). Region 2, Cochise College, Douglas, Arizona, April 2-3. Contact Prof. Bill Bassett, (602) 634-4314. Other information

on the NIFA and their meets may be obtained from Harold Woods at NIFA Headquarters, Parks College, St. Louis University (618) 337-7500 or at his home (618) 332-2103.

The Chief Judge for the 1977 National Meet is Alan Stephen, with the Office of General Aviation, FAA, Washington, D.C. Mr. Stephen is a former president of the NIFA and was an active member of the Flying Twenty of San Jose State. He has asked **Hazel Jones**, International Treasurer of the 99s, to be one of his judges.

The contests that are held at the National and Regional Meets are a lot of fun and do a great deal to make these young people better pilots. In Oklahoma, we have our own meets within our 99 chapter, and have planned to compete with the local NIFA team, the Flying Aggies. You might try challenging another chapter near you as one of your programs. It's a lot of fun and will make you a more proficient pilot. Such meets can include spot landing contests,

bomb dropping, preflight and navigational contests.

In February, letters and forms went out to NIFA chapters for girls who will be competing for the Ninety-Nines Achievement Award at the National Meet. If you have a college girl in your chapter who will be competing, encourage her to try for the Award. Or perhaps there are girls in college who are just learning to fly and will be coming to the meeting — they, too, are eligible for the Award. The rules require 6 hours of solo time.

Many donations to the National Intercollegiate Flying Association have been received from 99 chapters and sections, and individual members. Associate memberships in the NIFA are available for \$10.00, and at the suggestion of **Thon Griffith**, we now have a special membership card for Ninety-Nines. **Sally Tanner** and **Polly Gilkerson**, Southeast Section, are conducting a campaign for associate memberships in that Section. Maybe other sections would like to try it too. Each and every donor will have their name in the program at the National meeting.

If you would like to contribute, please make your check payable to St. Louis University, NIFA. Mail to: Arlene Walkup, 2124 N. Washington, Stillwater, OK 74074. The contribution is tax-deductible. Let's promote General Aviation by helping these young college students who are promoting aviation safety by learning to be the best.

## Legislation Information

by Joan Kerwin

Isn't it amazing that such a small proportion of the citizens of this country as the General Aviation community can excite so much governmental attention? Now the Government Accounting Office is getting into the act. The GAO, an arm of Congress, claims that 600 accidents due to pilot death or incapacitation from physiological or psychological causes occurred between 1965-1975. They say the F.A.A. could have possibly detected the medical impairment in 28 percent of these accidents from 1972-1974 through additional screening techniques.

They contend there should be more stringent medical examinations including resting cardiograms, blood cholesterol testing, and cigarette smoking habits to evaluate all pilots. Since present examinations must rely on the honesty of the applicant to disclose known or suspected problems, the GAO wants the Department of Transportation to try to have legislative restrictions lifted which prevent the F.A.A. from prying into other sources of data such as motor vehicle records. The GAO feels with this information, 22,900 active airmen who could be potential safety problems would be detected.

This gives us a math problem: 600 accidents in 10 years averages 60 per year; 28 percent of 120 (1972-1974) gives us the staggering total of 33.6 accidents, or 16.8 per year which "could possibly" have been prevented. For this we should be spied upon? For this our taxes should be increased to cover costs of medical spies? For this we should bear the added costs of ECG's, audio metric hearing tests and possibly chest X-rays? Shades of Orwell's 1984. Get off our backs!

### WRITE ON

Now for some good news. Exxon plans to greatly expand production of 80 octane. They will switch production of 100 octane LL to 80 octane at two of their refineries. The switch should make 80 octane available to users across the country. The change is being made because of "reports of plug fouling, rough engines and partial power loss" apparently resulting from the use of 100LL in engines designed for 80 octane fuel.

At least two other major oil companies are planning increased production of 80 octane, Shell and Mobil. How about some "Atta Boy" letters?

### CORRECTION

In the December 99 News I questioned why the N.T.S.B. was not involved in the ferry boat accident. Wally Funk, who is an accident investigator for the N.T.S.B., informed me that they were on the scene. Sorry Wally, all reports I read or heard said that the Coast Guard was the investigating body, and you must admit that it is quite unusual for any governmental agency to hide their light under a bushel basket.

## NEW HORIZONS

Ellen Jones, Space City Chapter

Esther Fleck, San Fernando Valley

Joan Studer, Saskatchewan Member of the 99s was killed in an air crash while flying a Cessna 185 three miles west of home base, Nipawin, Saskatchewan. The investigation is not complete, but structural failure is thought to be the cause of the disaster.



# AVIATION LAW

Sylvia Paoli

A mid-air collision in 1969 between a student pilot, Robert Carey, in a Piper Cherokee 140, and Allegheny Airlines Flight 853, a DC-9, gave rise to some interesting theories about flight school liability and cloud heights in an opinion by the U.S. Court of Appeals (7th Circuit) in 1974.

Carey had taken off from Brookside Airpark, Indiana, on a solo cross-country flight, flying VFR with its prohibition against flying any closer than 500 feet from the base of any clouds. Allegheny Flight 853 was IFR and descending to land at nearby Indianapolis when the collision occurred at an altitude of approximately 3600 feet MSL. Both planes crashed and there were no survivors.

Allegheny Airlines and GECC Leasing Corporation (which owned one of the DC-9's engines) brought this lawsuit against the pilot's estate, Forth Corporation which owned the Cherokee, Brookside Corporation (the parent corporation of Forth), and the United States (because of the involvement of federal controllers). The lower court found for the defendants, due to the supposed contributory negligence of the Allegheny crew in that they: (1) did not see the Cherokee; (2) failed to give it the right of way when it approached from the right of the DC-9, and (3) descended at an excessive rate such that it could not be slowed to the required descent rate of 500 feet per minute when 1000 feet above its assigned altitude of 2500 feet.

In order to make a determination as to the duty of the flight crew of 853 to see and give way to the Cherokee, the court had to first decide if Carey was flying the required 500 feet below the base of the clouds. If he was not the crew could not have been expected to see him as they broke out of the cloud layer. There was substantial testimony as to the height of the cloud bases, placing them anywhere from 3500 feet to 4200 feet. The appellate court found that evidence was sufficient to support Allegheny's contention that Carey was LESS than 500 feet from the clouds or perhaps even IN the clouds. That court overruled the lower court's finding on that point. Then having once decided the Allegheny crew could not have seen the Cherokee because of his close proximity to the clouds, the appellate court then determined that whether or not Allegheny was descending at an excessive rate was immaterial, because the crew would not have been able to see Carey under any circumstances. Thus 853's rate of descent had nothing to do with the cause of the collision.

Allegheny Airlines claimed that both the pilot, Carey, and Forth Corporation, as

owner of the airplane, were responsible for the accident, on the rather unusual basis (for airplane accidents) that the two were engaged in a "joint enterprise". As a general rule, such allegations are usually made when two or more people have joined together in a project and are pursuing it together. The essential requirements of a joint enterprise are: (1) a community of interest in the object and purpose of the undertaking; (2) an equal right to direct and govern the conduct of the other participant in respect to that purpose; and (3) a contract, either expressed or implied, as to that purpose. Allegheny made its case here by alleging that the joint enterprise undertaken by Forth and Carey was the obtaining of a private pilot's license for Carey, and that the specific flight resulting in the mid-air collision involved the joint efforts of both in furtherance of their common goal.

Carey's interest was obviously his personal convenience and desire to fly, while Forth's interest in Carey's success was reflected in the additional business to be derived from Carey as a pilot and other potential pilots who might be drawn to

Brookside for training. Even more important, however, was the fact that Forth's existence as a flight school depended in part on the success of Carey and other student pilots in obtaining their private pilot's license on their first attempt.

The requirement of equal right of control was found by stating that Carey had control over the goal of obtaining his private pilot's license in that he alone had the power to determine his rate of progress by the frequency and timing of his flying, and Forth had control over Carey which emanated from the instructor-student relationship. In addition, Forth was under an affirmative obligation under the FAR's to supervise and control all facets of Carey's training.

The "contract" was satisfied by the conduct between Forth and Carey, as well as the express agreement entered into between them. Therefore, the appellate court held that such a theory of joint enterprise might be successful for Allegheny.

The court also found that the absentee owner could be held responsible for the careless and reckless operation of his aircraft by another. Thus the issue of joint enterprise AND of absentee owner liability should have been submitted to the jury as against Carey's estate and Forth Corporation. The court reversed the decision for those defendants and sent the case back to the lower court for a new trial.

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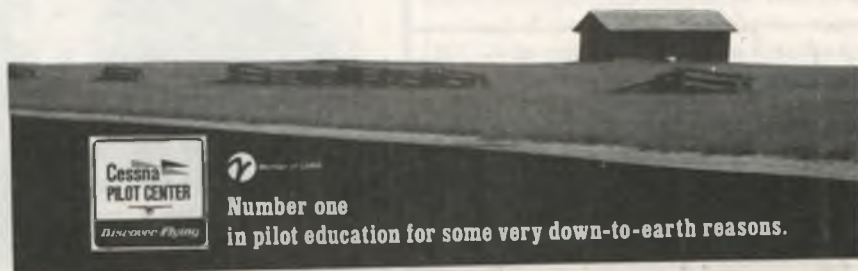
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For more information, see your Cessna Pilot Center (he's in the Yellow Pages), or write Cessna, Dept. N, Wichita, Kansas 67201.





# Air Race Classic, Ltd.

The first annual invitational Air Race Classic, a cross-country air race for women pilots, will be held July 16-19, 1977.

When the venerable Powder Puff Derby announced that 1976's race would be the last, over 250 Powder Puff pilots joined together to form the Air Race Classic, Ltd. to continue the tradition of transcontinental speed competition.

The Santa Rosa Chapter of the 99s will hostess the start of the race from Sonoma County Airport, CA. Terminus activities, following the final flyby at Toledo Express Airport, will center around Toledo Municipal Airport and the Perrysburg Holiday Inn under the auspices of the Toledo Chamber of Commerce.

Ninety-Nines and other friends of aviation will be assisting along the approximately 2600 mile course. Enroute stops will include Jackson County Airport, Medford, OR.; Boise Air Terminal (Gowen Field), ID.; Ogden Municipal Airport, UT.; Cheyenne Municipal Airport, WY.; Hall County Regional Airport, Grand Island, NB.; Cedar Rapids Municipal Airport, IA.; and Dress Regional Airport, Evansville, IN.

There will be cash prizes and trophies for the first ten places, based on 50% of the entry fees, plus leg prizes and other awards. Entries will be limited to 110.

ARC now receives the proceeds from the sale of Snoopy Flight Bags. Contact Pam Van der Linden, Palomar Chapter, to find out where to buy them.

Entry kits will be available after February 15. Entries are to be postmarked no sooner than March 20 and no later than May 20, 1977.

The Air Race Classic will be a members-only race. Membership in Air Race Classic, Ltd. is open to all licensed women pilots. Membership initiation fee is \$10.00. Annual dues of \$4.00 will entitle a member to an entry kit for the current year's race if she would like one. Inquiries should be addressed to:

Air Race Classic, Ltd.  
2386 Palomar Airport Road  
Carlsbad, CA. 92008  
Phone: 714-438-5179

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For more information, contact Jim Stargel, AOPA, 800-638-0854.

## Angela Masson Barris Flight Engineer for American Airlines

By Maureen Motola

Recently hired by American Airlines as flight engineer, **Angela Masson Barris** at age 25 has an incredible list of achievements. Born in Los Angeles, she attended school there except for high school which was completed in Switzerland where she studied art.

Her father J.W. Masson, M.D., FAA medical examiner, owns a Bellanca Viking in which Angela has accumulated over 2500 hours. Soon after soloing she began accumulating ratings which now include SEL, MEL, Commercial, Instrument, CFI, Glider, and Jet.

An avid racer, Angela eagerly entered as many races in her old overly handicapped Bellanca as her busy schedule would allow. At age 19 she was the youngest woman to fly the Powder Puff Derby solo. She has also flown the PAR, Palms to Pines, Kachina Doll and many others. Her favorite race, however, was the 1974 Angel Derby where she met her future husband,

**Captain D.A. Weatherbee, American Airlines, Manager of Flight, New York, pinning wings on Angela Masson Barris.**



Robert Barris, whose Mother, Bernice Barris of the Lake Erie Chapter, was also racing. Bob, a pilot of course, is a Hospital Administrator.

Upon finishing her Ph.D., she and Bob were married in Santa Monica. Jumping into their decorated (minus the tin cans), trusty Bellanca they flew down to the tip of Baja California for their honeymoon — a trip plotted by Arnold Senterfitt, author of "Airports of Baja".

Angela has worked as a commercial pilot for Express Airways out of Lemoore Naval Air Station and as flight instructor with Claire Walters and in Orange County.

Encouraged to apply at American Airlines, Angela, with her many ratings and qualifications, was intimidated by the other applicants' many hours of jet flying compared to her six hours in a simulator. However, she has just received her wings at the flight academy in Arlington, Texas where she is now a full fledged Flight Engineer. Her duties include a walk-around preflight, cabin check, hydraulics, fuel, pressurization, and electrical systems check, reading off the check lists, radioed position reports and maintaining the log books.

Being one of the first women hired by American Airlines she helped design the uniforms which will be similar to the mens with a 'few modifications.' At present she is based in New York but will soon be flying out of Dallas.

Vice-chairman of the Santa Monica Bay 99s, Angela will be sorely missed; however, her accomplishments have given us all encouragement and pride.

Dr. and Mrs. Masson have another daughter in school at Massachusetts Institute of Technology who holds a glider rating. Mrs. Masson, who has flown in the Palms to Pines Air Race, is excited about Angela's career but would rather see her pursue her artistic talents.





## Dedication of Amelia Earhart Vega Model

An experience long to be cherished was the dedication and hanging of a votive model airplane of Amelia Earhart's Lockheed Vega in which she became the first woman to solo the Atlantic. The votive airplanes are symbols of prayer given by individual airlines in the same spirit that sailors of old, carved and gave model ships to hang in the churches of Europe. Special prayers are offered each Sunday.

In the center of the Chapel hangs the Wright Flyer, model of the first heavier-than-air plane to fly on December 17, 1903. The father of Orville and Wilbur Wright was an Episcopal Bishop, The Rev. Milton Wright, who encouraged his sons with their invention.

The solemn service in memoriam held at the Protestant Chapel, JFK International Airport, NY, Dec. 17, 1976 also commemorated the 73rd Anniversary of the Wright brothers' flight and celebrated the 12th Anniversary of the Chapel's Aviation Shrine. The first model dedicated was an SAS DC-6 marking its first flight between Copenhagen and JFK Airport. Bernt Balchen brought the banner attached thereto from the King of Norway. Amelia is the first woman to be so honored in the Chapel.

United Airlines Capt. Jack Hill, Closter, NJ and his son, Tim, who built the authentically scaled 41" wingspan model, presented it to the Chapel on behalf of the

Powder Puff Derby, Board of Directors, sponsors of the event.

The service was attended by an overflow group of 200 among whom were **Fay Gillis Wells**, Washington, D.C., guest speaker on "The Miracle of Amelia," who reunited with other friends of Amelia's: **Teddy Kenyon** and **Nancy Hopkins Tier** of CT, charter members of the Ninety-Nines; the current Int'l. 99s President, **Lois Feigenbaum**, Carbondale, IL; Mr. & Mrs. **Ed Gorski** (Ed, owner and operator of Lincoln Park Airport, NJ was Amelia's personal mechanic and flew with her and **Bernt Balchen** to Harbor Grace to see her off on her solo Atlantic Flight).

The champagne reception was hosted by the NY-NJ Section of the 99s under the capable direction of **Ruth Dobrescu** assisted by **Alice Borodkin**, **Nina Claremont**, **Carol Rubman**, **Judy Roth**, **Claire Kurica** (Section Vice Governor); 99s Chapter Chairmen: **Doris Renninger** (Greater NY); **Clarice Bellino** (Palisades, NJ); **Steve Grested** (Garden State, NJ); **Nicole Radecchi** (Long Island, NY); Section Governor, **Doris Miller**, Schenectady, NY also attended.

The CHAPEL PROJECT, sponsored by the POWDER PUFF DERBY, Board of Directors, was under the leadership of Chairman, **Kay Brick**, Norwood, NJ, **Barbara Evans**, Manhasset, NY and **Marion Andrews**, Whitestone, NY.



At the Dedication (l.-r.): Kay Brick, Chairman of the Event; Ed Gorski, AE's personal mechanic; Marion Andrews, Event Artist; Jack Hill, builder of the model, and Barbara Evans, Event Co-Chairman.



99 Charter Members attending were: Nancy Hopkins Tier, Teddy Kenyon and Fay Gillis Wells. With them are Ed Gorski and Jack Hill.

## Interesting Facts About the AMELIA EARHART MEMORIAL SCHOLARSHIP TRUST!!

DID YOU KNOW THAT...

- the first scholarship was given in 1941
  - the amount of the award was \$150.00
  - there have been 70 awards presented since that time
  - the last awards being in the amount of \$1000.00
  - all but SIX have completed the training for which they applied
  - all this is made possible by YOUR contributions
  - all monies given as a memorial goes into the Trust Fund
  - all monies (not so designated) are equally divided between the Trust Fund and the Awards Fund
  - only the interest earned on the trust is available for awards
  - you should send your contributions to the AE Treasurer
  - you should NOT make your checks out to 'Alice Roberts'.
  - your contribution is TAX DEDUCTIBLE
  - you can still buy FIRST DAY COVERS FROM ALICE HAMMOND
  - if you do, you help the AE Fund
- Aren't you glad you know all those things about the AE Trust? We encourage you to contribute so more awards may be given.

Thank you,  
Alice Roberts, Chairman  
& Permanent Trustee

## Want to Visit 99 HEADQUARTERS On a Weekend?

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





Sandy Sullivan

## Scrapbook Chairman Needs Your Help

Hi! I am the International Scrapbook Chairman, **Sandra Sullivan — Greater Seattle Chapter, Northwest Section.**

Just a few thoughts about this job. My job as chairman is to compile two scrapbooks. One for the International President, Lois Feigenbaum, and one for the 99 Headquarters. To complete this interesting task, I am asking for your support as sections, chapters, and individual 99s.

I need many articles, newspaper items, features, and data pertaining to the 99s. To expedite the paperwork, may I suggest you send **three copies** of whatever you have to your Section Scrapbook Chairman. She will then cut out the article, include the newspaper name and date and go through the material to make certain it is about 99s. Then she will keep one copy for the sectional scrapbook and forward the remaining two to me. This should explain the need for three copies. Also, make sure your copies are readable.

Our International Officers are now holding two year terms. Please — let us not wait until term end to send in articles! Do it while the information is still fresh. Since September I have received eight letters with some newspaper articles. I am sure 99s are doing more than that!

**Thanks for your cooperation,  
International Scrapbook Chairman  
Sandy Sullivan**

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# Women's World Records in Aviation

The following material is a continuation of our list of World and World-Class Records. In the January-February issue we reported on spacecraft, balloons and piston engine airplanes. This month we bring you records dealing with gliders and helicopters. (Please note that the US has now lost all the helicopter records to the USSR.) We hope that some of you 99s will be encouraged to try for some of these records.

These records are current as of September of last year. At the end of the Helicopter records are some corrections and verifications of some of the records that were printed last month. These records have all been verified with the Federation Aeronautique Internationale.

Our thanks again to 99 Historian Virginia Thompson for providing us with this information.

#### FEDERATION AERONAUTIQUE INTERNATIONALE FEMINE WORLD OR CLASS RECORDS AS OF 9/30/76

##### CLASS D-1, GLIDERS (Single-Place)

7/0/33	DISTANCE IN A STRAIGHT LINE O. Klepfkova "Rot-Front 7" Glider Moscow to Otradnoie, USSR	USSR	749.203 Kms.	465.532 Mi.
7/29/66	DISTANCE TO A GOAL Tamara Zaiganova A-15 Sailplane	USSR	731.595 Kms.	454.591 Mi.
5/29/73	DISTANCE TO A GOAL & RETURN Adela Dankovska Jantar Glider Lezno, Poland	POLAND	672.2 Kms.	417.68 Mi.
4/14/55	ALTITUDE ABOVE SEA LEVEL Detsy Woodward Pratt-Read Sailplane Bishop, California	USA	12,190.2 Meters	39,993 Ft.
1/13/61	ALTITUDE GAINED Anne Burns Skylark "3" Kimberley, South Africa	U.K.	9,119 Meters	29,918 Ft.

##### TRIANGULAR COURSE

2/6/75	100 KMS SPEED Susan Martin Kimbus 11 Sailplane	AUSTR.	140 KPH	86.99 MPH
2/11/72	300 KMS SPEED Susan Martin H401 Kestrel Sailplane	AUSTR.	114.45 KPH	71.11 MPH
10/16/74	500 KMS SPEED Yvonne Leeran Libelle 301 Sailplane Salisbury, Rhodesia	RHODESIA	113.9 KPH	70.77 MPH

##### CLASS D-2, GLIDERS (Multi-Place)

6/3/67	DISTANCE IN A STRAIGHT LINE T. Pavlova, Pilot Filonechkina, Passenger Blanic Sailplane	USSR	864.862 Kms.	537.399 Mi.
6/3/67	DISTANCE TO A GOAL I. Gorokhova, Pilot Z. Koslova, Passenger Blanic Sailplane	USSR	364.862 Kms.	537.399 Mi.



# FEDERATION AERONAUTIQUE INTERNATIONALE

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

6/3/73	DISTANCE TO A GOAL & RETURN Isabella Gorokhova, Pilot Hatalia Tinkova, Passenger Plavsk, USSR	USSR	515.8 Kms.	320.5 Mi.
3/5/75	ALTITUDE ABOVE SEA LEVEL Babs Nutt Schweizer 2-32 Sailplane Colorado Springs, Colorado	USA	10,809 Meters	35,463 Ft.
10/17/67	ALTITUDE GAINED Adela Dankowska, Pilot Maria Matelska, Passenger	POLAND	8,430 Meters	27,363 Ft.

### TRIANGULAR COURSE

8/12/75	100 KMS SPEED Adela Dankowska, Pilot Irene Kostka, Passenger Halny Leszno-Kotla-Wroniawy-Leszno	POLAND	104.1 KPH	64.684 MPH
8/18/74	300 KMS SPEED Adele Orsi France, Bellingeri Calif A-21 Sailplane Rieti, Italy	ITALY	97.741 KPH	60.733 MPH
5/29/68	500 KMS SPEED Miss Zaiganova, Pilot Miss Lobanova, Passenger Blanic Sailplane	USSR	69,598 KPH	43.245 MPH

### CLASS E-1, HELICOPTER

8/15/69	DISTANCE IN A STRAIGHT LINE Inna Kopets MI-8 Helicopter (2) "V" Type Turbine engines	USSR	2,232.218 Kms.	1,387.03 Mi.
9/14/67	DISTANCE IN A CLOSED CIRCUIT Inna Kopets MI-8 Helicopter	USSR	2,082.224 Kms.	1,293.8 Mi.
1/12/65	ALTITUDE Tatiana Roussian MI-4 Helicopter (1) ACH-82V Engine Podmoskovnoe Airport	USSR	7,524 M.	24,685.04 Ft.
7/16/65	SPEED OVER A 15/25 KM COURSE Galina Rastorgoueva A-10 Helicopter (2) TV2 117A Engines, 1500 H.P. Ramenskoye, USSR	USSR	341.32 KPH	212.086 MPH

### CLOSED CIRCUIT

7/18/75	100 KMS SPEED Galina Rastorgoueva A-10 Helicopter (2) TV2 117A Engines, 1500 H.P. Ramenskoye, USSR	USSR	334.464 KPH	207.82 MPH
8/1/75	500 KMS SPEED Galina Rastorgoueva A-10 Helicopter	USSR	331.023 KPH	205.688 MPH
8/13/75	1,000 KMS SPEED Galina Rastorgoueva A-10 Helicopter	USSR	322.646	200.48 MPH

### TIME TO-CLIMB

	TO 3000 METERS Galina Rastorgoueva A-10 Helicopter (2) TV2 117A Engines, 1500 H.P. Ramenskoye, USSR	USSR	2 Minutes	33.5 Seconds
8/26/75	TO 6000 METERS Galina Rastorgoueva A-10 Helicopter (2) TV2 117A Engines, 1500 H.P. Ramenskoye, USSR	USSR	7 Minutes	43 Seconds

CORRECTIONS to January-February 1977 Issue  
The 99 NEWS

### CLASS A BALLOONS

A-1, Less than 250 Cubic Meters  
A-2, 250 to 400 Cubic Meters

8/12/72 DISTANCE (Wilma Piccard) ... date corrected from 8/12/27

A-3, 400 to 600 Cubic Meters

5/8/53 DISTANCE (Paulette Weber)... 511.978 Kms corrected from 511.987 Kms.

### HOT AIR BALLOONS

Sub-Class AX-3  
Sub-Class AX-4

8/3/65 ALTITUDE (Brenda Bogan) ... date clarification

Sub Class AX-5  
Between 900 and 1200 Cubic Meters

9/3/65 ALTITUDE (Brenda Bogan) ... date verified

Virginia Thompson  
Historian



# Return your SURVEY on the 99 NEWS by April 1

In case you were busy last month or didn't notice, the last page of the January-February issue of the 99 NEWS has a form for you to fill out and send back to Headquarters giving your opinions on the format of the magazine. This is your chance to influence the future content & layout of your magazine.

We have been receiving a steady number of replies each day. While we haven't made any kind of official tabulation of the results yet, we can safely say they represent both ends of the spectrum of the old and new format and everything in between. We thought you might like to share a view of some of the comments we have been receiving, so we've included a sample below.

"New format is very readable and makes it easier to keep abreast of the whole organization. We don't miss the old 'tea & crumpets'."

"I liked it the old way best. I could find my own chapter or others I am interested in instead of looking thru all of it. I have moved from my chapter but enjoy knowing what's going on."

"I like the changes. Try awhile — adjust as necessary. I think there's more news now and it's more global!"

"I've always loved the chapter reports — Makes one feel more involved and closer as a member."

"Everything is fine except the cover. Please do whatever you can to improve. I am aware of the cost problem."

"It took some getting used to but I find myself reading more of the magazine than I did before under the old format. KEEP UP THE GOOD WORK!"

"More power to you! That is on the feature stories and articles, etc., but the chapter reports like they appear now are not easy to follow and seem jumbled — please change back to run as one report."

"When all single chapter news together, most (including me) tended to read only my own chapter. As a reporter, I never had an inquiry about my write-ups — so I don't think many read them because they were all very stimulating."

"The old format was relevant to a smaller organization with fewer chapters. However, the increased mobility of members makes the new format much more practical."

"The new format is a magazine worth reading."

We will try to have all the results tabulated in time for print in the May issue. Now, why don't you take a minute and send in the survey with YOUR opinion. Right now.

## A 66 Program

by Norma Newbery

The Central Illinois Chapter of the 99s has had a 66 program for student pilots for many years.

A few years ago this program was separated from the duties of the membership chairman, and a 66 chairman was established. It has been the duty of this chairman to keep a list of active 66 pilots. She corresponds with them from time to time, giving encouragement and any help she may render.

Each 66 is requested to fill out a form which serves as a good background source for the chapter and also serves as a record of her attendance at our meetings. She is then presented with a membership card that we have had printed which identifies her as a member in good standing of the Central Illinois 66s.

The following five guidelines are used in our program:

1. A prospective 66 member should be an active female student pilot currently flying and preferable with 6 hours solo time.
2. She should be invited by a 99 to a regular chapter meeting and given time, place and information concerning meeting.
3. The 66 Program should be fully explained as well as information on the 99s.
4. The Central Illinois Chapter requests \$2.50 for the newsletter cost and this enables the 66 to receive the newsletter for one calendar year.
5. She will be presented with a 66 membership card and may attend future 99 meetings and expect encouragement and fellowship from her sister pilots.

A Ninety-Nine "sponsor" volunteers to help and encourage "her" 66 in all flying activities leading to her obtaining her license. The 66 may participate in all of our activities except she may not hold office or vote, and of course she is not recognized by International. After receiving her license, she is invited to apply for membership in the Ninety-Nines and our Chapter.

We feel this is a successful and beneficial program. Over 50% of the 66s involved in the program earn their license and become 99s. Other chapters who wish to begin such a program may feel free to write to us for any additional information they may wish to have.

NAME	Date of Birth
VA#	Occupation
Home Address	
Home Phone	
Husband's name	Occupation
Date First solo	Total Flying time
Husband's flying background--If Own airplane, Give Make and Model	
Miscellaneous information such as: education, family, etc.	
Signature	
No. times Attended:	
Do you wish to become a Ninety-Nine?	
Comments:	
Card presented or mailed:	DATE
Newsletter sent paid:	DATE



## MISSING OR ?

Jeanette Louise Zapata, a Wisconsin 99, vanished from her home in Madison, Wisc. on October 11, 1976. Jeanette is a flight instructor who is 5'9", has blue eyes and platinum hair. Information on her whereabouts should be sent to Investigative Services Bureau, Madison Police Department, 211 S. Carroll St., Madison, Wisc. 53701 (608) 266-4945.



# Reflections of a New Member

by Gayl Caramella

It all began several years ago — the decision to not stay home alone, but to hide the fear surrounding you as the man of the house flits you about the sky in an obviously unsafe cloth-covered flying machine. It really isn't the up-in-the-air flying flat-stuff that's so spooky; it's the coming up and the going down. Fortunately, there are four hours of what's called hangar flying or socializing for every one hour of actual flying. You listen to different pilot types — older, bolder, younger — all with a penchant for telling about their narrow escapes and ground loops. One can't help but develop a sense of timing — to be in the bathroom whenever a pilot asks, "Who wants to ride around the patch?" A book dealing with fear might be the answer, so . . . "The Fear of Flying" was acquired. Subject matter was not applicable to local problem.

Little by darn little, you begin to place all your weight on your seat in the plane. You find a few airplane drivers that instill confidence. By chance, a couple of these were gals. Occasionally you note these two having a palaver about flying medicine here or there and an odd number is overheard. What the heck is a 99er? Lesson #1: The "er" is a "z". A quick explanation of the 99z and you marvel at the whole wonderful concept.

Now, you must realize that the thought that you, too, could ever be one of these hasn't even flitted into your pre-scripted life pattern. To even hold a stick or a wheel or push a rudder pedal was surely for other people — not you!

Then came the day a 49½ places you in the front seat of an Aeronca Champ. You fly fairly flat, do low buzz jobs on pastures and interesting geographical terrain including a low pass inspection of an abandoned strip. This is the greatest. Maybe a lesson or two would help. . . just enough to get a plane on the ground.

You sneak around — not telling about your 180 degree turn in attitude. Don't tell the hubby — surprise him! Yeh, that's it. Then too, if you're too uncoordinated to drive an airplane, you need not explain.

Six, seven, eight hours. Airport bums are aware of your endeavor, but still keep it a secret from your hubby. Then, the solo day comes! You can't be in the bathroom and go around the patch at the same time. It's up to you. . .

Of course you hear more now about the

"Ninety-ninz". Pancake breakfasts. Sectional Conventions, an Alaska trip for Dorothy. You get lots of encouragement and just a plain push now to keep going. You really are enjoying yourself. But will you ever be skillful enough to get a license? Turns around a point, entering speeds for stalls. Stalls! Oh gad, did all those 99z have to go through this? Night flying, cross country. . .

Another pancake breakfast. Invitations to 99z meetings and functions. You meet most of the rest of the Columbia Cascade Chapter members, read a chronicle of a flight written by a woman pilot and protege of Tex Rankin. A lunch at Ports-of-Call, a visit to Eastern Airline; Lockheed 1011; Pinch Hitters Course. . . help? . . . me?

You're really getting to be part of this. These gals are letting you be a part of their activities. Still the faith from them that you'll make it. Glad they have the faith; someone has to have it, cause there are still the days that you hope there's a reason you can't take the plane up. Another hour to be completed, and then one day — you're at THAT point. Do your 99z friends still have faith in you that you'll pass that checkride?

There was champagne, cake, a pair of wings to wear on your hat. They must have known something in advance. The membership chairman has an application all signed for you to become a member of the International Organization of Licensed Women Pilots and there you are! It's unreal — YOU — your life's script has been re-written — from house woman, grandmother, pre-school teacher to include licensed woman pilot. You really have to think that over. You really did it!

Of course, the International Headquarters hasn't acknowledged yet, so keep it low key. The Christmas Party. There are a few members you haven't seen before. You get the congrats — but still, your turtle neck blouse doesn't have a pin on it, so it still can't be real. Maybe the next meeting. You can't recall if the flight check made you this excited. Be sure to wear your turtle-neck blouse — just in case.

The meeting is a Tuesday night gathering and all the gals will be there. Sounds like a good program, too. Wonder if the pin will be there? Here we are, everyone wearing her pin. Are you a member yet? Pegge is talking — good grief! I think. . . Yes. . . she is!!! Holy Mackerel. Here it is!!!

Hey, folks. . . "I'm a 99"!!!

## Notes from the INDIA SECTION

by Rabia Futehally

This season was full of visitors in Bombay. We received with great pleasure **Margaret Kentley**, 99 from **Australia**, who spent three days in Bombay on her way from Australia to Tehran.

**Mohini Shroff** took time off from work to show her around town, and to help arrange her other sightseeing. Dr. & Mrs. Bhajekar hosted her to a typical Indian "Thali" dinner, and thereafter took her to a soiree of Indian classical vocal music at the home of a close friend, Capt. Karnik, the Chief Harbour Pilot of the Bombay Port Trust. Margaret had earlier visited Delhi and Agra, where she enjoyed the ancient monuments, including the Taj Mahal, and watched Indian dancing. The next day, **Rabia** and **Sadiq Futehally** had her visit them at their home and thence to dinner at the Otter's Club, a place on the beach under the palms. Her visit to Bombay was wound off by a visit the next day to Bombay's oldest section, a typical oriental bazaar where antiques (some priceless) are sold in heaps!

The next visitor was **Helene Thompson** from **Kittyhawk Chapter**, N.C. after she had finished with the most unusual project of spending a week in the interior of India in a typical village, living, dressing, eating and learning to think like a villager! She had a lot of interesting and instructive stories to tell. Mohini Shroff was glad to have her stay with her while in Bombay. Rabia Futehally had her over for dinner and just sitting and chatting and meeting the family, and one Saturday Sadiq was able to fly her at the Bombay Flying Club in their Piper Super Cub, so that Helene could have a bird's eye view of our beautiful Bombay. The next day Mohini's sister prepared a fabulous dinner for Helene, to be eaten in Indian style with fingers, and later Mr. Nerukar of Rajji & Co. took her on an evening tour of the city.

The Indian Ninety-Nines are busy preparing for the visit by the Americans in February. It will be thrilling to see old friends again and return in some measure the hospitality we so much enjoyed in the States. We have lots to show you in our country; a lot that is historic, artistic, cultural and modern technologically too. We hope a lot of you can make use of the fantastic terms that Air India is offering on this package tour.

See you all soon!





## Three Years Later



Sandra Simmons

At first glance this petite mother of four hardly looks like your typical airline pilot. But she is and it hasn't been all peaches and cream getting there. **Sandra Simmons, Dallas Chapter**, was born, July 14, 1941, in Prescott, Arizona, orphaned at the age of 4 and brought up on her grandparents farm in Alma, Arkansas. Sandra has always been a doer though. In addition to her flying career, Sandra is an accomplished sculptress, snow skis, plays the piano (again expertly) and on and on. With the aide of the War Orphans Bill (her father was killed at Guadalcanal and her mother was killed a couple years later in an automobile accident) and working after class Sandra spent her Freshman year at the

University of Arkansas. The following summer Sandra came to Dallas for a summer job where she met Harold Simmons, an up-and-coming fellow from Golden, Texas. Harold and Sandra were married and Sandra assumed the new responsibilities of wife and mother (Harold had two daughters ages 8 and 5). Enough? Not for Sandra, she enrolled in Southern Methodist University determined to get her degree. Her family couldn't see any reason for her to continue her education but in the long run it was to pay off.

An earlier business venture her husband had entered into prompted them to move to Waco where on a pleasure trip in a





## Pilot for Braniff



## Sandra Simmons

light plane with some friends Sandra got "hooked." When she first approached Harold with the idea she'd like to learn to fly his reaction was extremely negative. Among other things he said "...if anyone learns to fly, first it will be me!!!" (Not yet initiated to the creed of a 49½er.) However, he finally agreed that if she could get the financing she could learn to fly. Well not only did she learn to fly but over a five year span Sandra obtained ratings as Private, Multi-Engine, Instrument, Commercial, Instructor, Citation Type Rating, Air Transport Pilot, Flight Engineer and Co-Pilot Boeing 727.

Sandra eventually got Harold interested in flying and although his ratings are not as numerous as Sandra's he holds a pretty bright candle of his own in the aviation field.

As their business grew Sandra became company pilot starting with light single and multi-engine aircraft and progressing up to the company owned Citation. Flying as corporate pilot would have been enough for a lot of people (male or female). But Sandra wanted a career in aviation of her own, one not quite so dependent upon her husband's business interest. This caused quite a conflict within the family but all are now in agreement that each person is entitled to their own career. As a matter of fact Andrea and Sarena, the two daughters still at home, think it is great that while most of their friends' mothers are at home their mother is "up in the air."

Now Sandra really started in earnest. She set herself up a schedule of what she wanted to accomplish and a time span to do it all in. Sandra became the first woman ever to go through the American Airlines School for a Citation Type Rating and at the same time received her ATP rating. She then enrolled in Braniff Education Systems Flight Engineer Course. While attending the Flight Engineer's Course Sandra submitted her application for employment to Braniff International. It was at this time that her family's question of "Why?" was answered and her earlier persistence in getting her degree made the struggle truly worthwhile. The first question asked by her prospective employer was, "Do you have a college degree?" Little did she know earlier how important that degree was to be.

On August 9, 1973 Sandra finished the mammoth project she's formulated for herself with the receipt of her Flight-Engineer Turbo-Jet Powered License. The fuel crisis had just hit and the

future didn't look too good. But luck was with her and while other airlines were furloughing personnel, Braniff was hiring and Sandra became their first female airline pilot on March 19, 1974. Although Sandra is presently occupying the Second Officer's position, in November 1974 she completed Co-Pilot check out on the Boeing 727.

After 3 years, based everywhere except her home here in Dallas, she still loves her job and intends to continue on through "Captain and until the mandatory retirement age of sixty." Very recently her bid to be based in Dallas was approved and although it means a little less seniority and a longer period before progressing past Second Officer she is glad to be back home where she can devote more of her free time to her family.

In her own words "It's a tremendous job. No pay discrimination. I've been very well received. I feel my fellow pilots are very fair to me. We respect each other." She also adds, "I've made it because of them and not in spite of them." Sandra also claims one of the added side benefits her job has had is the improved father/daughter relationship within her own family and in the families of fellow pilots "as they approach with excited grins after finding out their daughters hope to join them one day as airline pilots." On occasion she claims she feels like "a mother hen" as she watches flight attendants who have approved her wanting to know more about flying go on to start their own programs for a more extensive career in aviation. As you may have guessed by now Sandra believes that "anything is possible if you make it happen." But most of all that "It was all worth it!"

Sandra joined the Ninety-Nines in January 1971 shortly after her return to Dallas. Although her schedule is full she has held chapter offices and has been extremely supportive of the 99s in all areas. She is particularly suited to the job of Aerospace Education chairwoman. She has told her story and that of the Ninety-Nines to everyone who is interested from elementary schools to Zonta Luncheons. Sandra has flown in two AWTAR's and participated (either in planning, flying, or just plain hard work) in various local activities. We in Dallas are happy Sandra is a member of the Ninety-Nines and our Chapter. She is a good example of how women can achieve success in the aviation community and willingly helps anyone else who would like to do the same.



# New Ratings

## NEW YORK-NEW JERSEY

Ida Van Smith — Long Island — IFR  
 Mary Rich — Western N Y — Comm  
 Chris Hohensee — Western N Y — BGI

## NORTH CENTRAL

Tracy Pilurs — Chicago Area — Comm  
 Pat Clark — Chicago Area — IFR  
 Christina I. Branch — Michigan — ATP  
 Terry Miller — Minnesota — IFR  
 Joan McArthur — Wisconsin — CFI  
 Lois Truchinski — Wisconsin — Comm

## NORTHWEST

Fran Bryant — Greater Seattle — IFR  
 Kathleen Hitchcock — Intermountain — IFR  
 Lear Jet Co-pilot  
 Margrette Thomas — Stillaguamish — SES

## SOUTH CENTRAL

Jan Million — Oklahoma — CFI  
 Amy Pilkenton — Shreveport — CFI  
 Evie Tumlin — Space City — IGI  
 Patty Vick — Space City — CFI  
 Duane Perry — Texas Dogwood — IFR  
 Sondra Ridgeway — Topeka — CFIME

## SOUTHEAST

Wanda Hooper — Middle Tenn. — Comm/  
 S & ME Inline

## SOUTHWEST

Debbie Petteys — Aloha — IFR  
 Mary Fulce — Bakersfield — IFR  
 Rae Gilmore — Golden West — IFR  
 Jackie Freeberg — Golden West — IFR  
 Julie Ames — Golden West — ME  
 Stevie Parker — Orange County — IFR &  
 Comm SME  
 Mary Ann Ratliff — Orange County — Comm &  
 IFR  
 Lola Ricci — San Fernando Valley — Lear Jet  
 Rating  
 Beverly Mahoney — San Gabriel Valley —  
 Comm

## SIGN NEEDED FOR HEADQUARTERS

Some people have told us they can't find our Headquarters Building, and suggest we put up a bigger sign. We have a drawing for a beautiful concrete obelisk, with a cube on top. The official 99 insignia is on the four sides of the cube, and "Ninety-Nines, Inc." written on the four sides of the "stem". All we need now is funds. . . want to buy a piece of it?

Betty Wharton, Board Member

## Jerrie and the Bird



*Living A*



Native children like to pose with The Bird.

Jerrie Cobb, a devout Christian who believes in living and sharing her faith in God, uses her exceptional ability as a pilot to bring help and hope to primitive, isolated Indians throughout the South American Amazon.

The Amazon, an area larger than the United States, is an unforgiving environment. Rainfall averages 300 inches yearly. The Amazon River with its 1100 major tributaries create a vast inland sea within a trackless, impenetrable jungle where man is tolerated by the barest margin. Malnutrition, floods, snakebite, malaria and other diseases take a fearful toll; man seldom survives beyond the age of 40. But this is where you will find Jerrie Cobb, here in this most forbidding corner of the earth, flying a twin-engined Aero Commander, N12JC — more familiarly known as The Bird — into and out of short, sloppy, muddy clearings, surrounded by trees that soar 200 feet into the air, as intimately at home, as if she might be in her own backyard in Ponca City, Oklahoma.

Back in 1964, Jerrie resigned her position as an executive and chief test pilot for Rockwell International's Aero Commander Division in Oklahoma City, having put Aero Commander on the map by setting world's records in distance, speed and altitude. Meanwhile, she had qualified for space travel, the first woman to successfully complete and pass the National Aviation and Space Administration's astronaut testing program. But Jerrie chose to turn her

back on fame and fortune, and use the one skill she possessed in the name of God for the betterment of her fellow man.

Flying is the name of the game. Without it, none of Jerrie's astonishing accomplishments would be possible. But this is not the whole story. For Jerrie brings to those who need help as badly as any people on earth medical assistance for the sick, seeds to plant for the hungry, speaking quietly, gently of a God who cares and shares with unfailing love. The proof: she is there, whether it is down on her hands and knees, grubbing around in flood plains, exposed during the so-called dry season, teaching the Indians how to plant and harvest rice, the one crop that grows well in the Amazon, tending the ill with modern medicine, or talking of God's eternal truths with down-home common courtesy and concern.

During these years of living what Jerrie calls, "A useful life," she has supported herself and The Bird, while thoughtful people in Jerrie's home state of Oklahoma created The Jerrie Cobb Foundation to lend a hand in this most worthy extension toward man's finest hour.

"Every penny, nickle, dime and dollar from the foundation," Jerrie explains, "goes toward buying seeds and medicines for the Indians. I have always believed in supporting myself, and insist The Bird does the same. So when we get broke, we go do aerial surveys in the countries that encompass the Amazon, or we go to Bogota or



# Useful Life

by Betty Wright



Culva Indians welcome Jerrie's arrival.

Miami and do some aviation consulting. Knowing how badly these people need help, I could never use a cent of the foundation's money for me or The Bird."

To keep in touch with people who assist the foundation, Jerrie types a letter on her activities when she hits a civilized way-station, has the letter copied, writes a personal note on the bottom of each letter, types the envelopes, sticks on the stamps and sends the message along. It is a powerful message:

"Last night I sat with the chief of this Ticuna Indian village as he lay dying from meningitis. My medicines could not help him. He was a fine, young leader of his people. Through our efforts here, he had taught his people to feed themselves, trade rice with neighboring tribes for wild game. He had learned that he did not have to live in fear of any man, did not have to fear death, his spirit to be eaten by some huge snake or left to roam the jungle forever; he understood God's promise of life everlasting.

"Everytime he could find the strength he would ask me about God. In my limited Ticuna I told him God loved him, cared for him and would carry him to His eternal resting place. He died peacefully.

"It all seemed so unfair. He was a victim of a white man's disease. Often I wonder why I am here. I know I can't save 6 million Indians. Sometimes when I am lying in my hammock in some Indian village, I get so down and out. But the next day the sun does shine, I get up into the air, and, yes,

many are dying, many are suffering, but some are living because I am here. . ."

And so, Jerrie goes her way, living on a wing and a prayer, not knowing from one night to the next where she will lay her head, stretching a dollar into infinity: during one year alone, Jerrie supported 15,000 Indians on \$1200 from the foundation. But as she will tell you, "Shoe strings for tying umbilical cords are cheap;" and she will tell you this with the lively blue eyes and the wide smile that accompanies the joy of serving God, the pleasure that goes with the courageous kind of flying that makes this world a better place in which to live.

Throughout the Amazon, The Bird is a symbol of hope in times of trouble, not only for the Indians, but for other planes that may have lost their way over a geography almost as remote as the moon. Jerrie has gained a reputation for finding downed aircraft when others have given up and gone home. With a particularly perceptive feel for wind and weather, with eyes so sharp perhaps their equal is rare, she has come to know this world apart unlike any other pilot.

Jerrie is a credit to the human race; and in a like fashion, she is a credit to the profession of aviation in the tradition of 99's founder Amelia Earhart who is remembered always for her charity and love of mankind.

Many distinguished honors have been bestowed on Jerrie, both in this country and abroad. She was the recipient of the

Amelia Earhart Memorial Award and the Amelia Earhart Medal. She has been Pilot of the Year and Woman of the Year in Aviation. She received the Gold Wings of the Federation Aeronautique Internationale. She was awarded the Harmon International Trophy for her flying in the Amazon. Most recently she was inducted into Oklahoma's Hall of Fame as the most outstanding aviatrix in the United States.

Recognition has come often to this well-directed and courageous woman. But perhaps the most meaningful recognition arrives when minds and hearts consider a woman with an extraordinary talent who chose not to exploit it, but rather to use it in a cause that is larger than self.

*Betty Wright, the author of this article, normally resides in El Paso, TX. Her family also spends time in Florida where they are neighbors of Jerrie Cobb.*

*Betty is part of a flying family. Her daughter, Betsy, received a lot of help from 99s when she was learning to fly and getting started, both in Texas and Arizona. Betsy, now 20, flies pipelines for oil companies out of Houston. And last summer, Betty herself learned to fly when Jerrie Cobb "in her spare time" taught her to fly in a 1941 J-3 Piper Cub.*

## A FOLLOW-UP on the LINDBERGH STAMP

(See Dec. 99 NEWS)

A personal telephone call from Senator Barry Goldwater to **Ruth & Charles Dobrescu** in December informed them that a stamp commemorating the 50th Anniversary of the solo flight across the Atlantic by Lindbergh in 1927 will be issued May 20, 1977.

A giant effort is now being made to pay tribute to the man whose epic flight was the key that opened up trans-Atlantic aviation as we know it today. The Dobrescu's are the Co-Chairmen for the preparation of the official cachet for the May 20/21, 1977 celebration. The celebration itself, which was originally planned for a one day event at Roosevelt Field (from which Lindbergh took off) has now grown to a five day event involving all of Long Island. The theme, "Long Island, the Cradle of Aviation" will include a coordinated Air Armada that will encircle all of Long Island by Antiquers, Silver Wings, Army, Navy and Marine Corps, airlines, etc. NBC's Today Show will do a documentary on all the efforts being put forth for this event to be shown nationally before the celebration.

The celebration will be concluded with a fly-by at the Paris Air Show on June 4 by the same Ryan doing the fly-by at Roosevelt Field on May 20, commemorating Lindbergh's successful trans-Atlantic flight. The Ryan will thereafter be exhibited at the U.S. Pavillion at the show.



On behalf of East Canada Section, Irma Selig and Anita Nunns of Montreal Chapter are keeping in touch with events relating to the Commission of Inquiry into Bilingual Air Traffic Services in Quebec.

Niagara Trillium Chapter has a new fund-raising scheme — a "Chicken Pot". The idea began with a newsletter report written by Wendy Fowler encouraging members to fly every month unless they had a "completely honest" reason (illness, weather, mechanical problems, etc.) for not doing so. Now, for those who wish to join in, a 99 cents donation is made to the "Chicken Pot" each month a member has neglected to fly for less than "honest" reasons. The response has been amazing. 49½s and 99s from other chapters have been joining our members in fattening up the beady-eyed little chicken! Sometimes it's good to be a "chicken" — for how else can you ever know how great it is to be a pilot!

## WEST CANADIAN

Jean Hanft & Nadine Cooper, Saskatchewan Chapter attended the Spotters Course held in Saskatoon, November 18-20. The Air Division of Emergency Measures Organization held the course, which was attended by 36 pilots. It seems the Search & Rescue (Military) have a shortage of trained spotters and are willing to train some civilian pilots in this capacity. This course was a "first" and now that the Air Division have the necessary slide presentation and instructions they intend to sponsor classes in the 10 divisions of the organizations.



Nadine Cooper, Governor, Western Canadian Section and Dr. June Mills, Chairman, Saskatchewan Chapter, smiling at the conclusion of their lesson at Saskatoon, Saskatchewan.

Saskatchewan's Dr. June Mills and Nadine Cooper instructed a group of pilots at a program meeting held in December in Saskatoon. Dr. Mills spoke on "Crash Dynamics", a very absorbing subject which is too technical to describe, but should be on everyone's list of subjects you should know more about. Nadine spoke about the need for trained spotters and gave a detailed account of the main requirements needed for the job.

99s

PRO.

## MIDDLE EAST

Angie Izzo brought back such a glowing report of her CAP squadron tour of Air and Space Museum of the SMITHSONIAN INSTITUTION that our Eastern Penna. Chapter has planned a family trip by bus to the Smithsonian on Feb. 19, 1977. The response is excellent.

The Shenandoah Valley Chapter and the New Market Area Chamber of Commerce sponsored a Pilot's Safety Meeting on Dec. 6, 1976. Mr. Paul French, F.A.A. Accident Prevention Specialist discussed flight at critically low airspeeds, airport traffic patterns, use of low lead fuel, emergency locator transmitters and winter flying.

## NEW YORK-NEW JERSEY

The Long Island Chapter will be sponsoring a Safety Clinic in conjunction with the FAA in April. At the same time they will run a Project Aware for non-pilots.

## NORTH CENTRAL

The Greater Detroit Area Chapter co-sponsored a CFI refresher clinic along with AOPA at Pontiac in January. Joyce and Micky Odom recently delivered books for this chapter's book project to Lexington, KY.

Indiana Dunes Chapter members made plans to save their special recipes to be used in putting together a cookbook as a future moneymaking project. It was also announced that pewter mugs with 99 insignia will be available for sale soon.

Charlene Falkenberg, Indiana Dunes, gave her slide presentation on "Women in Aviation" to more than 60 members of the Lake Federated Womens Club of Indiana. This club sponsors young women careerists each year and were especially interested in aviation as a career for a young woman.

## Kansas City Floating Library

A year or more ago, Greater Kansas City 99s started giving a little token of achievement to the 99 that had flown the most miles for the month.

As time went by and appropriate gifts were becoming more difficult to find, K.C. 99 Pauline Clendening came up with the great idea of starting our own library through this project. Now each month the

member that has flown the most miles receives a book that pertains to flying of one nature or other, but is actually the property of the chapter. Each month everyone brings their books for exchange reading.

We feel it is a wonderful idea, and is probably a "first" for any chapter. Congratulations, Pauline Clendening!

## Kansas City 99s Help Santa

A group of Kansas City 99s hand delivered an assortment of boxes of layettes, school and health kits and clothing to Missouri State Director of the Christian Rural Overseas Program (CROP) at Columbia Regional Airport. CROP is the clothing and hunger appeal arm of Church World Service.

The happy outcome was made possible by the fact that the Missouri President of Church Women United, one of the sponsoring groups, is K.C. 99 Rosamond Oliver, who also is a past chairman of Great Kansas City Chapter.



(L-R) Winnie Duperow, AE, Mary Von Mach, Lillian Snyder at The Amelia Earhart Commemorative Brunch. Photo by Carol Bobb.

Amelia Earhart Commemorative Brunch  
Held in Michigan

Ninety-Nines from the Michigan, Lake Michigan and Greater Detroit Chapters joined the Zonta Club of Detroit in organizing an Amelia Earhart Commemorative Brunch which took place in January. The brunch commemorated the 40th Anniversary of Amelia Earhart's Final Flight which ended when she passed her "point of no return" on the last leg of her attempt to circle the globe at the equator, somewhere in the vicinity of Howland Island, on July 2, 1937.



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

# CTS

In cooperation with the Minnesota Department of Transportation, Aviation Division, and the FAA the **Minnesota 99s** presented a Safety Seminar on December 1, 1976. Chairman of the seminar, **Peggy Johnstone** was delighted with the attendance of over 450. The Chapter will co-sponsor another seminar on March 9 in St. Paul.



Clara Johansen and Peggy Johnstone at the Minnesota Safety Seminar.

## NORTHWEST

The **Alaska Chapter** will once again be sponsoring the Pinch Hitter Course in the Anchorage area. This year AOPA's Pilot Refresher Course will also be offered during the same week of April 18-22.

**Intermountain 99s** assisted the FAA and Felts Field Aviation (Spokane, Washington) in an Aircraft Performance Workshop Jan. 22, 1977. Participants figured take-off distance, flight-time, and fuel consumption for a cross-country flight to Sandpoint, Idaho, Coeur d'Alene, Idaho and return. 99s presented a silver bowl to Howard Heflin of Spokane for best estimate on take-off distance, while Felts Field Aviation topped off the tanks of Howard's plane for capturing the cross-country award as well!

In January, 1977, the **Stillaguamish Chapter** volunteered its time at the registration of the final FAA & Washington State Aeronautical Commission sponsored Instructor Seminar in the state of Washington. Assisting were **Kandace Harvey**, **Lois Tompkins** and **Darlene Fletcher**.

## SOUTH CENTRAL

The **Ninety Nine Aviation Explorer Post** **Rene Hirth** of Chaparral Chapter has organized an Aviation Explorer Scout program for the Deming, New Mexico

Scouts. She has 13 teenagers, 3 girls and 10 boys, who meet once a week and study the simpler phases of ground school material. They have access to a simulator and have spent 10 to 15 hours in it. They wash planes and do other work to raise money to pay for short local flights. To honor Rene, they named their group "The Ninety Nine Aviation Explorer Post".

### Colorado Air Travel Pack Available

Colorado does not yet have an Aeronautical Commission, so in the interest of safety, the Colorado Pilot's Association has put together a travel pack containing a chart and airport directory with over 300 photos as well as information on flight in Colorado's mountainous and desert areas. The prime author and editor of the Pack for the Colorado Pilot's Association was **Colorado 99 Reta Bradley**. You can order your Pack for \$6 (see classified).

### El Paso 99s Airlift Retarded Children

**El Paso 99s** annually airlift mentally retarded children home to El Paso from Abilene for the holidays. The children who are flown back and forth are ones who are unable to take the long trip via bus. Participating in this year's flight were **Marilyn Cragin** in a Piper Aztec, **Joyce Canavan** in a Cessna 340, and **Polly Thomas** in an Aero Star.

The **El Paso 99s** also co-sponsored a General Aviation Safety Meeting in January.

### Golden Triangle Re-marks Grand Prairie

The first part of January, ol' man weather smiled on us for one half of a day which was just long enough for us to re-mark Grand Prairie Airport and plant shrubbery around the terminal building to enhance same.

During December **Pat Evans**, **Helen Hill**, **Maggie Stricker**, **Mary Wheelock** and **Carolyn Brooks** were very busy with air-age education programs, both in a junior high school and an elementary school. Mary and Carolyn gave presentations on the 99s and general aviation to four classrooms of children.

### Sightseeing Flight by Lubbock 99 To be Auctioned

**Angela Boren** will offer a sightseeing flight over Lubbock and the South Plains at the ARCS Foundation, Inc. Auction in February. With full approval of the FAA, the flight will be auctioned to the highest

bidder. The annual ARCS Auction is a gala affair at which "services" of prominent citizens are donated. Funds from the auction provide scholarships for university students.

**Nebraska 99s** have assisted with several refresher courses sponsored by the Nebraska State Department of Aeronautics. **Diane Mann** assisted with a North Platte VFR Course; **Sue Askew** with a Norfolk Course; **Sally Clark**, **Mildred Barrett**, **Sally Van Zandt**, and **Diane Bartels** with a Lincoln Clinic; and **Jean Scoggin** with a Scottsbluff Clinic.

**Nebraska 99 Diane Mann** took her high school aviation class to her home to study blueprints of aircraft construction. Diane has also organized a Civil Air Patrol program in the Gothenburg, Nebraska area.

## Oklahoma 99s

### Participate in FAA Experiment

The Civil Aeromedical Institute of the FAA is investigating the 8 hour bottle-to-throttle syndrome on pilot skills. The experiment attempts to simulate situations in which pilots may be involved in drinking socially during the evening, sleep perhaps less than the usual amount, and then get up and fly the next day. Four **Oklahoma 99s** are among the group of pilot volunteers who have been attending the three required four-hour training sessions on the complex tasks they will be asked to perform when the actual experiments get under way early in February.

**Space City 99s** are getting into full swing setting up their Las Vegas night to be held on April 23 at the Ramada Inn at Hobby airport in Houston. It has been a great success for Space City and lots of fun for all who attend. This year should be even more successful since Space City is making their own tables with the help of their 49½ers.

**Space City's Evie Tumlin** has been teaching in the Aerodynamics Program at Sterling High School in Houston where they have purchased a \$30,000 Singer Link Trainer for the kiddies to "play" with. **Maybelle Fletcher** introduced a group of Boy Scouts to flying, 25 of them, by taking them all on introductory flights.

**Joan Alyea**, **Spanish Peaks Chapter**, loaned a big basement floor to 66s planning a dual cross-country trip from Pueblo, Colorado, to Florida — lots of sectionals needed — and found it an excellent way to brush up skills.

Funds from the Sidney Hall Memorial Fund (Sidney was late father of **Spanish Peaks Chairman, Joan Alyea**) were recently used to buy aviation books for two local middle school libraries, the Pueblo Regional Library and a donation to the 99s library. The books were presented in December.

Continued on page 22



# More 99's

## Projects

### SOUTHEAST

The **Florida Goldcoast Chapter** is sponsoring another Safety Clinic at Miami Dade Community College (South) on March 22, 1977 in cooperation with the FAA Miami GADO office.

In the near future **Memphis Chapter** will have for sale the poem "High Flight" (with or without 99 logo) suitable for framing. Also available in a limited number will be a desk plaque with the poem (with or without 99 logo).

#### Memphis Scouts Earn Aviation Badge

**Memphis 99 Jean McCarthy** is also a cadette Girl Scout Leader. She has worked with troops earning the aviation badge in the past, but this year her "own" troop earned it. The girls studied the history of aviation, safety regulations, made models, toured Memphis aviation facilities and learned to read aeronautical charts under ground instructor Jean's leadership. The only problem which cropped up came about when Jean took the girls to sit in a plane while she explained the components of an aircraft, the controls and flight instruments. Her own plane had been rented, so she asked an FBO if she could 'borrow' a plane for her scout ground school. To her surprise, Jean, accustomed more to 150's and 140's, found herself 'helpfully' provided with a Lear Jet! You never saw such a fumbling ground instructor! The scouts, however, were delighted with the jet, and Jean finally was able to identify all the instruments and controls to their satisfaction.

**Suncoast 99s Dottie Birdsong and Millie Lafferty** have also been assisting scouts. They recently helped 20 girls in 2 Cadet Troops in Temple Terrace, FL meet requirements for their aviation badge.

### SOUTHWEST

#### Aloha Chapter Establishes "Help" Award

The **Aloha Chapter** has decided to establish an annual "Help" Award and an annual Recognition Award with funds that have in the past been contributed to AWTAR. These two projects will be the basis of major fund-raising activities for the Chapter to undertake in the future.

**El Cajon Valley Chapter** and the FAA will sponsor an FAA Flight Instructor Refresher Clinic (Instrument and Airplane) at Hanalei Hotel in San Diego, April 19-21. Fee: \$35. Contact Lilly Martin, 4341 68th St., La Mesa, CA 92041 at (714) 444-3158

(days) or Joan Sierecki, 528 El Monte Rd., El Cajon, CA 92020 at 444-5188.

#### LA 99s Share Opinions with Legislators

The **Los Angeles Chapter** believes in letting legislators know chapter members feelings — especially in the area of aviation. In addition to writing letters to Senators and Representatives in Washington, D.C., protesting the discontinuation of F.A.A. Academy teams, the chapter members have also written to California Gov. Brown asking him to reappoint the members of the State Board of Aeronautics whose terms have expired. All are aviation oriented and well-qualified to serve.

#### 99s Airmark Palomar

**Palomar Airport** was airmarked by **Palomar Chapter** in January on a busy beautiful Saturday without disrupting traffic except for a few comments to the tower about 'those women down next to the runway'. A special area was paved by San Diego County just to accommodate the forty-foot lettering, not on the runway, but adjacent to it.

#### Amelia Earhart Memorabilia Purchased by Sacramento Valley Chapter

by Ruth Rueckert

**Bay Cities, Mt. Diablo, Santa Clara Valley and Sacramento Valley Chapter** members gathered on Sunday, Jan. 16th, at the Mariposa Airport to view the Amelia Earhart mementos owned for many years by Mr. A.R. Michael, and witness the purchase of this collection.

Late in 1963, some friends of our late member **Rita Hart** alerted her the collection was in the Michael Furniture Store and Swap Shop. Over the next 12 years several attempts to acquire the collection were made. When he retired, Mr. Michael finally set a price. Chairman **Barbara Goetz** of the **Sacramento Valley Chapter** urged her group to purchase the collection.

The purchase became a 'civic affair', with the airport crowded with townspeople, 99s and families. The entire valley was covered with fog, but 22 99s were at the event, including **Governor Verna West**. Several carloads of **Sacramento Valley Chapter** members drove in, in order to transport the purchased collection.

A sincere vote of thanks to the **Sacramento Valley Chapter** for its purchase of the collection — so long desired — and a welcome addition to our historical records. The collection will be on display at the Hyatt Regency during our International Convention in San Francisco this summer.

# FLYING

### EAST CANADA

#### First Canadians Take Children For Night Flight

On December 17th, under the chairmanship of **Adele Fogle**, the **First Canadian Chapter** took twenty-eight children flying over Toronto for a Christmas lights night flight. Drawn from Battalion 1427 of the Christian Service Brigade, the boys were a group from the inner-city and to insure feminine representation, some of their sisters were invited, too.

After the flight, we served them hot dogs, drinks, and home-made cookies. The cookies, courtesy of several of the members were a notable success. Each child was presented with a t-shirt saying that he or she had flown with the Ninety-Nines and everybody — pilot and passenger — had a marvelous time.



Some of the children modeling their T-shirts after a night flight over Toronto with the First Canadian Chapter.

### MIDDLE EAST

#### Allegheny Air Derby II Planned

**Allegheny Air Derby II**, a proficiency race, is planned for April 30 with a rain date of May 1. Latrobe Airport, Latrobe, Pa. will be the base with Vee-Neal Aviation's hangar as headquarters. The Westmoreland County Airport Authority is planning an Open House in conjunction with the Derby and is providing all necessary services for the race. For rules and entry kit, send \$2.00 to: MaryAnn Grechen, 400 Camelot Court, Pittsburgh, Pa. 15220.

**Eastern Penna.** sponsored a Poker Run at PNE on Nov. 20, 1976. Eight planes took part and one helicopter. It turned out to be very profitable, because we sold many hands to passers by. Thanks to **Judy D'Marco, Shelly Katz and Mary Robinson.**



# ACTIVITIES

look at all the races  
and flying events  
being planned . . .

## NEW ENGLAND

### NEAR Planned for June

June 11th is the date set for the New England Air Race (NEAR), a 275 mi. round robin proficiency contest open to both men and women licensed pilots. The deadline for the race, which is sponsored by the New England Section of the 99s, is May 11th. Entry kits are \$2 and may be obtained by writing NEAR, Marcia Spakoski, 63 Valley Road, Groton, Conn. 06340.

### AIR FAIR and ENE Treasure Hunt Planned

The Eastern New England Chapter is sponsoring an AIR FAIR on May 21 at Mansfield Airport, Mansfield, Mass. Current plans include PAY-YOUR-WEIGHT FLIGHTS to give non-pilots an opportunity to sample the thrill of flying, a FLAPJACK FLY-IN for area pilots, sailplane and helicopter rides, information on aviation insurance and aircraft financing, career counseling for students interested in aviation, spot landing contests, a hangar sale and lots more!

The day will also serve as the finale for the 1st Annual ENE Treasure Hunt. Participants will be required to identify no more than 10 aerial photos taken in the central Massachusetts area. Kits for this fun-to-fly, and challenging event will be available from May 1 onward. Pilots and sharp eyed passengers may fly the designated area at their leisure as often as they wish, as long as their answers reach the Treasure Hunt Committee no later than May 19. Cash prizes will be awarded to the winners — who need not attend the Air Fair to win.

For further information on the AIR FAIR, the TREASURE HUNT or other participation write: Susan Linsley, 85 Woolford Rd., Wrentham, Mass. 02093.

## NEW YORK-NEW JERSEY

Long Island Chapter planned a fly-in luncheon on January 22nd. All three planes with ten 99s on board were the victims of "right mag failure"!! The luncheon was quickly detoured to Barons #3 Restaurant, adjacent to Islip MacArthur Airport.

## NORTH CENTRAL

### Illi-Nines Air Derby Planned

Quad City Airport, Moline IL will be the site of the 8th Annual Illi-Nines Air Derby to take place May 27, 28, 29. Entry kits for this Proficiency and speed race, open to men and women, are \$2. Write to Norma Freier, 225 Kelsey Rd., Route 1, Barrington, IL 60010.

### Quad-City Area has BFR Day in February

An annual BFR day, with a ground refresher mini-course in the morning and flight reviews in the afternoon, was planned for Feb. 12 by Quad City Area 99s. Pilots from the Army Air Section at Moline Airport volunteered their time to instruct and review, both in the air and on the ground.

## SOUTH CENTRAL

### Space City 99s Plan Proficiency Derby

May 28 is the date set for the 3rd annual Proficiency Air Derby in honor of Ruth Hildebrand. More details later.

## SOUTHEAST

Fran Sargent and Ruth Fleisher participated in the U.S. Precision Flight Team competition held at Melbourne, Fl. in December, where Fran competed, and Ruth acted as a judge.

### Louisiana Air Tour

Fran Salles, New Orleans 99, is Tour Coordinator for the 1977 Louisiana Air Tour, April 15-24. The tour emphasizes to the residents of LA the safety and pleasure of private flying, and shows the pilot-guests first hand the beauty and tranquility of our great state, its varied interests and cultures.

## SOUTHWEST

Bakersfield Chapter 99s had a fly-in to Santa Maria on February 5. A tour of the Aerostar factory and a luncheon were on the agenda for the day.

Joan Paynter, fly-in chairman, announced that each member participating had to give an ETA. A prize was awarded to the member with the most accurate ETA. Also, each pilot had to fly the course by pilotage and dead reckoning only — so out came the trusty computers and plotters!

### Date Set for Shirts & Skirts Race

Fullerton Chapter has set April 23rd as the date for the 3rd Annual Shirts & Skirts Race for Safety, Skill & Efficiency. Race goes from Fullerton, CA to Apple Valley. Impound from 8-10 a.m. Entry kits (\$2) are available from Reba Thompson, 2831 Hemlock, Fullerton, CA 92635.

### Golden West Chapter Plans Mini Derby

Golden West 99s will sponsor their Fifth Annual Mini Derby on Saturday, June 4. The cruise & proficiency competition features both a long (500 mile) and short (300 mile) Mini Derby. Lots of prizes in this derby starting from Hayward Air Terminal. Entry kits are \$2 from MINI DERBY, P.O. Box 136, San Carlos, CA 94070.

The Chairman and Secretary of the Los Angeles Chapter have done it again. Virginia Showers and Norma Futterman took 3rd place in the speed category of the Henry Ohye Trophy Race. Another honor to add to their racing accomplishments!

Beulah Kee, a member of the Los Angeles Chapter who is now living in Twin Falls, Idaho, came "home" for a visit with the chapter members. Beulah and two plane loads of 99s flew to Catalina Island for lunch to celebrate. Unfortunately, a third plane load was grounded with a dead battery!

### Mt. Diablo has January Fly-In

Mount Diablo Chapter Ninety-Nines had their January fly-in to Sacramento Executive Airport. They were met there by six of the Sacramento 99s and a guest. A great time was had by all and the food was excellent.

### San Diego 99s Plan PAR

San Diego 99s are already planning the 1977 Pacific Air Race. It will be in early October and will follow the route of their "busted" '76 race — SAN to CCR. Lois Bartling and Pat Volkerts are planning a Treasure Hunt for San Diego Chapter in March. Wonder what the treasure will be?

### Entry Kits Available for Tucson Treasure Hunt

The Annual Flying Treasure Hunt sponsored by the Tucson 99s will be held May 6-8. Cash and trophies will go to the top 5 teams. Entry Kits (\$2) available from: Tucson Treasure Hunt, 3525 N. Camino de Vista, Tucson, AZ 85705.



## AUSTRALIAN

Pictured below are 99s **Rosemary Colman**, **Margaret Kentley**, **Nancy Bird Walton**, **O.B.E.**, **Lauretta Foy**, and **Peg Kelman**. The occasion was a champagne supper given by Lifetime Associates in honor of **Nancy Bird Walton** after the filming of her "This is Your Life" program. **Lauretta Foy** flew from the U.S.A. especially for the occasion.



## EAST & WEST CANADIAN

The **Niagara Trillium** Chairman's Trophy for 1976 was presented to **Wendy Fowler**, who is a comparatively new member, and flies a much-modified old Bonanza. She has been newsletter editor for the Chapter for the past four months and she was also Chairman of the Niagara Trillium Air Rally in September.

## MIDDLE EAST


**Rosemary Conatser**, **Hampton Roads Chapter**, was interviewed about the role of military women in combat on a recent NBC-TV show concerning the Equal Rights Amendment.



Pennsylvania Award winners.

The 17th Annual Meeting of the Aviation Council of Penna. honored **Eastern Penna.'s Ann Shields** with the Distinguished Aviation Citizen Award and **Marge Bryant** for Outstanding Customer Service. Pictured with the recipients are **Nancy Hall**, **Kate Macario**, **Marie D'Alterio**, **Ginny Terry** and **Helen Sheffer**.

# 99s in



**Meet *MISS SUBWAYS* Heidi Hafner**

Weekdays, Heidi subways to her job at Potamkin Cadillac but weekends she zooms into the wild blue yonder! She has a private pilots license and recently co-piloted a plane in the women's cross-country air race. After 2,915 miles, 23 hours, nine stops and bad weather, Heidi modestly termed it "most challenging."

Her goal: a flight instructors rating. Down-to-earth pastimes: chess, tennis and reading. Some gal!

Miss New York City Subways, 99 Heidi Hafner.

## NEW YORK-NEW JERSEY

If you've been to New York lately and have happened to ride the subways, you may have looked up to see the face of **Heidi Hafner**, **Long Island 99**, smiling down on you from a poster. Heidi was elected New York City Miss Subways, and in addition to having her poster in the subways, she's been making guest appearances on TV. Heidi entered the contest because, "It was my way of promoting women in aviation. It would illustrate to the thousands of people who ride the subway daily, that if I could learn to fly, they could too!" Thanks to **Sharon Conover** for sending a copy of the poster.

**Long Island 99 Carol Richard** presented a map of Amelia Earhart's flight from Teterboro to Newfoundland to Ulster, Ireland at the recent ceremonies at JFK for the hanging of the votive model of AE's Vega.

## NORTH CENTRAL

**Joan Woodruff**, **Greater Detroit Area Chapter**, has been appointed by the Monroe City Council to a two year term on the Monroe City-County Custer Airport Board.

### St. Louis 99 Chairman Wins Whirly-Girls Scholarship.

**Nelda Kaye Lee**, Chairman of the **Greater St. Louis Chapter**, was presented the 10th Annual Whirly-Girls Scholarship in Anaheim, CA in February.

A structural design engineer with nearly 300 flight hours, Nelda holds a commercial pilot certificate with both flight instructor and instrument ratings.

After receiving her B.S. degree in Aerospace Engineering (with special interest in the design of fixed and rotary wing

aircraft) from Auburn University, Auburn, Alabama, she joined the engineering staff of McDonnell-Douglas Aircraft Corp., in St. Louis, Mo. There, after working in the structural design department, she was selected to participate in the Personal Development Program where she has the opportunity to work in all areas of design and manufacture of new aircraft.

Now her Engineering Supervisor foresees that the Whirly-Girls Scholarship winner Nelda may well become the company's first woman helicopter Flight Test Engineering pilot.

Nelda is the second member of this chapter to receive this scholarship. "Copter" **Sue Matheis** paved the way a couple of years ago.



Nelda Kay Lee  
Whirly Bird Scholarship Winner

### Michigan 99 a Fighter Pilot

**Sue Parish**, **Michigan 99**, owns and pilots her own P-40 WW II fighter. At a P-40 Warhawks Pilots Association reunion recently held at Dayton, OH, Sue was elected Vice President.



# he News

## Lake Erie Pilot of the Year

Lake Erie Chapter's Pilot-of-the-Year for 1977 is **Jane Hubben**, a vivacious, witty gal who knows how to enjoy life while obtaining her goals. She began her flying in 1972 from a grass strip in Corning, New York where her instructor was, as she tells it, an "old barnstormer" whose flying was second nature to him.

After moving to Cleveland in 1974, she found an active flying club at Cuyahoga County Airport and began flying seriously



*Jane Hubben*

again. She got her instrument rating, commercial and ground school instructor's ratings, and then decided to get her own plane again. She found a Cessna Skylane 182 which seemed in perfect condition but it turned out to be quite the opposite. The plane had some serious problems and the whole engine had to be torn down. Under supervision from her mechanic, Jane pitched in to help, becoming a mechanic-apprentice. She laughs as she remembers how she very carefully kept each nut, bolt and screw in separate piles so they could easily be replaced in the same holes. Then the mechanic dumped everything in one big container! It seems they're standard sizes so Jane's careful organizing wasn't really necessary.

Jane would like to find a niche in the aviation world. She applied for a job in the FAA office, passed all the tests and at present has her name on the waiting-list for a weather briefer.

Lake Erie Chapter is very proud of Jane and the two previous annual Pilot-of-the-Year winners whose names are inscribed on the base of the trophy which is loaned to the newest awardee for the coming year.

Minnesota Chairman **Linda Haedge** is on the Aviation Advisory Council for Anoka County. She was also appointed an Accident Prevention Counselor by GADO.

**Carrol Kunkel**, Wisconsin 99 has been appointed to the Wisconsin Aerospace Education committee, an advisory committee to the State Superintendent of Public Instruction.

## NORTHWEST

**Far West Chapter's Joann Rice** is the newly appointed Safety Chairman and Accident Prevention Counselor. Joann flies a Cessna 182 which she and her husband bought in Anchorage where each earned a private pilot rating.

**Ilovene Potter**, Greater Seattle, spent five days in Wash., D.C., as a Board member of the National Pilot's Association and was a guest of **Jean Ross Howard**, first president of the Whirly Girls. It wasn't all business, however, as she stopped over in Denver, Colorado to stay with friends and play golf.

**Darlene Fletcher**, a charter member of **Stillaguamish Chapter**, joined the Civil Air Patrol last September and has recently become qualified to fly as a volunteer mission pilot for the CAP in search of missing aircraft in Washington state. Darlene, a grandmother of two, learned to fly in 1974 and received her Commercial Certificate in 1975. She was a practical nurse and Director of First Aid and Nursing Programs for the American Red Cross before retiring.



**Darlene Fletcher**  
Stillaguamish Chapter  
Photo: Arlington Times

**Nebraska 99 Evelyn Sedivy** was re-elected president of the Nebraska Association of Aerospace Educators, and **Florence Boring** was elected treasurer of the group.

**Sally Staley**, San Antonio Chapter, was presented with the Accident Prevention Counselor Certificate by FAA's APS Eric Andreson during the chapter's January meeting.

## SOUTHEAST



## Carolyn Pilaar First 99 to Qualify for National Championships

Our Congratulations to **Carolyn Pilaar** of **Blue Ridge Chapter**, the first (and so far, only) female pilot to qualify for the National Championships of the U.S. Precision Flight Team. Carolyn finished second in Regional Competition held in Melbourne, Florida, December 4-5, 1976.

This was no small feat as Carolyn merely went down to observe, but wound up piloting a plane that was not her own.

Being among the five top scorers of the regional meet, Carolyn is invited to compete in the National Championships scheduled for May-1977 in Wichita, Kansas. The official four member team of the U.S. National Precision Flight Team will then be selected to represent our country at the 1977 World Championships to be held in August 1977 at Linz, Austria.

Precision flight competition is intended for solo pilots, flying single engine light aircraft. Pilots compete in flight planning, navigation and landing events and are scored for their accuracy and degree of skill.

Carolyn is a CFII and also holds a helicopter rating; she has over 3,000 hours logged. We wish her well in Wichita and hope she makes it to Linz, Austria.



Continued from page 25

Four members of **Blue Ridge Chapter** were recently highlighted in a feature article in the **Greenville News-Piedmont**. **Carol McKinney**, **Merry Robertson**, **Mary Ellen Castelloe**, and **Eleanor Sankey** are known as the Lunch Bunch. These 99s make a practice of flying off to lunch together at least once a week, weather permitting.

The article zeros in on **Mary Ellen** (pilot) and **Eleanor** (co-pilot) who have taken news staff writer, **Gigi Moses**, off to Columbia, S.C., for lunch so that she might experience, first-hand, the adventures of the Lunch Bunch. Ms. Moses ends the article with a quote from **Eleanor Sankey**, "Fliers are the friendliest people."



Lunch Bunch 99, **Mary Ellen Castelloe**, pre-flighting plane prior to take-off for Columbia, SC with news reporter **Gigi Moses** aboard.

## MOVING?

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

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

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

**Florida Goldcoast Chapter** chairman **Fran Sargent** has just been appointed Accident Prevention Specialist by the FAA for the Miami area.

**Betty Patton**, **Suncoast 99**, will be having a one man Art Show this month in **Dunedin, FL**.

**Kittyhawk Chapter** Proud of **Laura Tunnell** Bouquets and accolades are in order for **Laura Tunnell** of the **Kittyhawk Chapter** who has just been appointed state reporter for **The Journal of American Aerospace Education**. She is the only reporter appointed from North Carolina. Therefore, she has her work cut out for her.

**Laura** got her private license in December of 1974. For the second year in a row, she is the proud recipient of the **Clairol Corporation Scholarship** and is currently working on her commercial rating through this scholarship.

## SOUTHWEST

**Joan Paynter**, **Bakersfield Chapter**, was presented a special award by the **Kern County Board of Supervisors** commending her for bringing national recognition to **Bakersfield**. **Joan** and her sister **Shirley Cote**, **Orange County Chapter**, took second place in the 1976 Powder Puff Derby.

**Janie Postlethwaite** was named **Golden West Pilot of the Year**. Several local papers did nice articles on **Janie** and her 99 involvement. **Janie** and her husband **Hart** are also touring the area giving lectures on a search technique **Hart** has perfected.

**Norma Futterman**, secretary of the **Los Angeles Chapter**, was the guest speaker at a luncheon of the **Beverly Hills Optimist Club**. The all-male audience was fascinated to learn that women were involved in such activities as "Air Racing," the topic of her speech. In a question and answer period after her presentation, **Norma** had an opportunity to explain what the 99s are, what they do, and the involvement of women in many areas of aviation.

**Redwood Empire's Nina Rookaird** and 49½ **Dick** spent an evening with **CAP Group 156** at **Livermore** showing the **ATC 510** to the 16 cadets. Also, two days were spent at **Will C. Wood Junior High** in **Alameda** with twenty-three eager eighth graders in a new aviation class. There is nothing like a white-knuckled potential pilot.

## KEEP 'EM FLYING

Anyone notice what **Amy Carter** had over her shoulder in the newspaper pictures showing her arrival for the first day of school in **Washington, D.C.**? Why, it was a bright blue **Keep 'Em Flying Snoopy** bag!!

# Woman & Machine

**Gini Buck**, **Hampton Roads Chapter**, will be dusting off her multi-engine rating now that she and husband **John** have become the proud owners of a **Piper Aztec**.

**Alaska's Betty** and **John Rogers** went to **Tulsa, Oklahoma** to purchase their latest aircraft, a **Beech Travel Air**. They then made a tour of the "Lower 48" with excellent flying weather throughout the trip until reaching **Oregon**. Running out of time, they commed back to **Alaska** leaving the plane in **Portland** to be picked up later.

**Mt. Tahoma's Janet Penner** has acquired a new dependent, a slightly damaged **Cessna 150**. On her way back from the **East Coast** she spent a week in **Kansas** drilling out rivets and dismantling parts of a wing and rudder. She left the re-assembly work to some friends and hopefully can soon go and get it.

**Kay & George Stearns**, **Greater Seattle**, traded their **Comanche B** for a beautiful new **Aztec**. There's no doubt as to where we will find her for the next few weeks! In fact there probably will be a race to see who gets the left seat until the novelty wears off — if ever! Have fun, both of you!

**Susie Evan's** "new" plane is a 1946 **Stinson Voyager**. It is fully **IFR** equipped. **Susie**, from **Lubbock Chapter**, has flown it to **Lake LBJ** near **Austin**, to **Oklahoma** and **Kansas** recently.

**Mina Elschner**, **FL Gulf Stream Chapter** Chairman, has wings again, a year since she sold her **Aerobat**. She's joined a small flying club which has a couple of new **IFR Skyhawks**, the **Pompano Flyers**. Other club members are **Barbara Cockran** and **Alexis Montague**, new 99 members of the Chapter. **Mina's** check-out Instructor for her membership and **BFR** was **Barbara's** father, and he had glowing reports on her flying ability. One super lady pilot, even after a year on the ground.

**North Georgia Chairman Carolyn Baker** and 49½ **er Winn** spent the holidays flying; first to **Wichita, Kansas** for Christmas and then to **St. Simons Island, Georgia** for New Years. They are flying high these days having bought an antique 195 which is also a cross-country airplane.

**San Gabriel Valley 99 Kathy Woolsey** and 49½ **er Chuck** now have a plane with training wheels, a **Cessna 182**.



# BREAD AND BUTTER AVIATION

Many 99s and their families own and operate FBOs across the country. From time to time, we will try to tell you something about them so you can stop in and visit on your cross-country travels.

**Christina Branch** and her husband own and operate Aim Aviation at Mt. Pleasant, **Michigan**. Christina is an active, 3000 hr. commercial pilot and acts as chief instructor for their Part 141 school as well as chief pilot for their charter business. Christina, incidentally, is the proud new holder of an ATP rating!

**Ruth K. Phillips, Florida Gulf Stream**, and 49½ **Lewis**, have recently bought Lauderdale Aviation, Inc. located at Ft. Lauderdale International Airport. A full Cessna dealership, they also have airplane rental and charter, and of course, a complete flight school. They would love to have anyone flying to Florida stop in and say hello.

**Claudia Beckner** continues as professional pilot for AVCOR, the Beech Aero Club in Albuquerque. **Margaret Lawson** of the **San Gabriel Valley Chapter** has left her position as Chief Pilot for Flor Aircraft in El Monte, CA to be a Co-pilot for NASA. She has flown a Twin Comanche, Navajo and a Queen Air into places such as Edwards Air Force Base.

When a group of EAA members from Southern California recently flew up to see the war replicas being built in Carson City, NV (including the ME-109 being built in **Hazel Hohn's** garage by her 49½ **Werner**), it was **Fullerton, CA 99 Esther Grupenhagen** at the controls of their chartered Turbo 210.

Many, many 99s are involved in the business of teaching other people to fly. Aviation seems to be more and more popular in the curriculum of community colleges and universities, and many 99s are involved in these programs. **Doris Kilanski, Greater Detroit Area Chapter**, is teaching Basic Ground School in the Ann Arbor Adult Education Program. **Norma Vandergriff, Oklahoma**, has 80 students enrolled in ground school courses she is teaching in two college programs this spring. **Jody Wheeler, Mt. Tahoma Chapter** Chairman, is teaching a class in aerospace education in Tacoma through Washington's Central State College.

The airport is still a popular place. **Nancy Moore, Hudson Valley Chapter**, has just started her second ground school at the Kingston Ulster Airport, where she also gives flight instruction for Carroll Air Service. **Marie Destefano** is now working as ground instructor and manager of Empire Flight Center on Long Island.

**Shreveport Chairman, Amy Pilkinton**, has accepted a position with Nichols University in Thibodaux, LA as flight instructor in their new college program. Amy will commute to meetings in her faithful Bonanza, Charlie.

Past **Golden Triangle Chairman Jo McCarrell** is now instructing at Aero Valley for **Edna Gardner Whyte** three days a week. **Sue Stetson** is a flight instructor for Carson Tahoe Aviation in Carson City, NV. **Joan McArthur, former Wisconsin 99** Chairman, has earned an instructors certificate and is flying out of Baraboo where she teaches flying, and conducts air tours of the scenic Dells area.

**Susan Hartung**, a new member of the **Chicago Area Chapter**, is a TV news photographer for WREX-TV. She wrote and filmed a program about the antique aircraft at Dacy in Harvard, IL which was purchased by ABC and sent to all its affiliates for their own use.

**Minnesota Chapter** has three new members. **Diane Fagan** and her husband are starting an airport in Granite Falls. **Valery Price** is a curriculum specialist working in an alternate high school for drop outs, through the Minneapolis Urban League. **Jan Young**, daughter of former North Central Governor **Rita Orr**, brings to Minnesota Chapter their first mother-daughter team.

**Mt. Tahoma's Sally Bell** has her private and instrument ratings and is working on

**Margaret Shipley, Mississippi 99**, has added a Bellanca Scout to her school in Greenwood, and reports that it's really gone over big! Tail wheel experience plus flying off the 200 foot grass strip really makes some skillful, resourceful, students.

**Katherine Caraway** of **Coastal Bend** is now working at the Yoakum, TX Municipal Airport where she and her husband also plan to use their 150 for student training.

**Felicity McKendry, Eastern Ontario**, has been selected to attend the Civil Flying Instructor Refresher Course at London, Ontario in February. . .one of two such schools held in Eastern Canada each year.

Many 99s spend time throughout the year in OKC when they or their husbands are attending one of the many training sessions at the FAA Academy. We hope all of you will stop in and visit Headquarters. The 99 NEWS is always glad to relieve you of a few hours of your time. . .we try never to be too busy to find something for a volunteer to do. . .and OK 99s love an excuse to go out to dinner, so let us know when you are here.

Two 99s are recent graduates of FAA Center Training. **Debbie Plymate** has just returned to Hawaii where she will take up her new duties in Honolulu. **Jackie Acosta, Palisades Chapter**, is now back in New York where she will be a Tower Controller at JFK. Incidentally, these gals deserve a lot of respect. Even after all the screening and testing that goes on before they are accepted for training, washout rate (at least for controller training) is still 2 or 3 out of every class of 18 when they get to OKC and the Academy.

And just to wind things up, let's turn on the radio and see how many 99s are in the air during high traffic hours. We all know about "Copter" Sue in St. Louis, and OKC has Dottie Young flying the Red Rover traffic patrol for radio station KTOK. And more?

her commercial. She is originally from England, where she obtained her private license and has flown extensively in Europe.

**Leota Golden** from La Porte, TX is a new member of the **Space City Chapter**. Leota has a new CFI and is using that rating at La Porte Municipal Airport. She has 6 semester hours left to complete a 2 year Commercial Pilot program at San Jacinto College with a 3.96 grade average.

**Florida Goldcoast Chapter** is developing an international flavor with its new members. **Jocelyn Dean**, who works for an FBO at Opa Locka airport and is currently working on her instrument rating, is from Australia. **Betty Hunt** who owns a Cessna 180 is from Canada. **Fran Fegley** lives in Marblehead, Mass. during the summer and Florida in the wintertime.

## NEW MEMBERS OF THE MONTH

**Hampton Roads Chapter** welcomes **Chrys Levesque**, an Air Force intelligence officer stationed at Langley AFB. Chrys can tell interesting tales about inadvertently crossing the North Korean border during her student pilot solo cross-country days.

**All-Ohio** has five new members: **Judy Sayers**; **Sandra Bowdon**; **Bambi Lynch**; **Dorothy Zenni** and **Sandra Gardner**. Judy's husband owns the FBO at Marion, Ohio where she works as a secretary. Bambi has a commercial license and is studying for her A & P mechanics license and enjoys parachuting and aerobatics.



# MEETINGS

## EAST CANADA

Over 50 attended **Eastern Ontario's** Open Meeting in January featuring Mr. Ken MacKenzie of the Ottawa Radio Control Club. Ken was in part responsible for all the models of old, often extinct, aircraft that were used most effectively in the filming of Patrick Watson's 4 part documentary series "FLIGHT, THE PASSIONATE AFFAIR" produced by the Canadian Broadcasting Corporation. We also enjoyed viewing the part in which these models were used extensively to reconstruct aviation's progress in Canada.

## MIDDLE EAST

**Shenandoah Valley** Ninety-Nines and E.A.A. members learned about wind sheer from nationally known Dr. Charles Woodhouse. He and his wife, Martha, one of our newest members, are developing systems for reporting wind direction and velocity during landing approaches. (You may have seen one of their fish flying at Roanoke Airport in Virginia.) Teledyne Test Pilot, Harry Paun, displayed and discussed the newest instantaneous vertical speed indicators (which are now being coupled with glide slope receivers) and angle of attack indicators which are unsurpassed as an approach cue and offer a precise yet simple means for optimizing endurance or range.

## NEW YORK-NEW JERSEY

**Hudson Valley Chapter** had a joint meeting in January with the **New York Capitol District Chapter** in Albany. An informative talk was given by Reese Mitchell, Albany GADO who stressed the importance of using your shoulder harness.

Bill Rhode, Author of "Bailing Wire, Chewing Gum and Guts" was the guest speaker at the dinner meeting of the **Palisades Chapter** in February.

## NORTH CENTRAL

The January meeting of the **Greater St. Louis Chapter** was a fun lesson in "don't

let this happen to you!" Flight Instructor member, **Martha Norman** handed everyone a quickie quiz on the latest part 61 FARs, and a bunch of us found out that we really need boning up! Discussion followed and it was really a very enlightening program for all of us. How easy it is to forget! In February, we are to fly-in (or drive?) to Scott Air Force Base for our meeting, tour of the facility, and luncheon at the Officer's Club. If nothing else is accomplished by this tour, our gals now know about the paperwork involved in obtaining prior permission to land at a government installation! Should be a fun tour, however, with families included.

**Barbara Gross' 49½er**, Dick, gave a slide presentation to the January meeting of the **Indiana Dunes Chapter** on "Flying the Bahamas". This was especially presented for **Barb Jennings's** benefit. She and Harry are leaving for the Bahamas on January 19. The gals thinking about the Angel Derby paid close attention also.

## NORTHWEST

The January meeting of the **Alaska Chapter** was held at Aircraft Rebuilders in Anchorage. This month's topic was "Winter Survival". Jim Sumner gave an excellent presentation on winter survival gear and procedures, along with two films describing actual survival situations.

**Mt. Tahoma Chapter** had a tour of Tacoma Industrial Tower in January. Even though it was instrument conditions there was plenty of traffic to observe and communications received from Tacoma Approach Control.

Two famous women were featured at the December meeting of the **Puget Sound Chapter**. **Thelma Burleigh Johnson**, Charter Member who now lives near Arlington, WA, entertained them with remembrances of her early days of flying, as when she flew a Jenny in and out of a race track, getting up at 5 A.M. to take public transportation to the track to get a lesson before going to work. **Joann Osterud**, well-known aerobatic pilot, instructor, and pilot for Alaska Airlines, kept us on our toes as we reviewed

FARs. She related experiences she has had as a crew member in Alaska, and as a flying-show participant throughout the country. She is also featured in a career education program that **Lorna Kringle, Puget Sound Chapter**, is preparing for Northshore School District, Bothell, WA to encourage girls toward non-traditional careers.



(L-R) Joann Osterud and Thelma Burleigh Johnson

## SOUTH CENTRAL

**Albuquerque Chapter** named **Jewell Lundren** as **Outstanding Girl of the Year** at their annual Holiday banquet held at Old Town's La Placita.

### South Central Fall 77 Sectional Changed to Galveston, TX

**Coastal Bend 99s** are busy planning a bang-up convention to take place Oct. 7-9 aboard the Flagship Hotel located over the Bay of Galveston. The airport is within 5 minutes of the Flagship, and Galveston has food of the most superlative quality and activities for the whole family. Come see what a great convention a really small chapter can put on all by themselves.

After a brief meeting at Chairman **Pat Evan's** home in January, **Golden Triangle** members were taken on a tour of Bell Helicopter's plant. Pat worked for Bell for a number of years and made all the security arrangements for this tour. I think most of us agree that the process involved just to make a blade for a helicopter is the most complicated, yet intriguing thing we were fortunate enough to witness.

**San Antonio Chapter** has moved their meeting place to Rebel Aviation at International Airport, but won't be seeing much of their new location for awhile. February saw them at Kardys Airport for an Aerobatics



program, including free flight demonstration. March will find them in Kerrville, TX touring the Mooney Plant.

In January, **Shreveport** members brought a salad and a prospective 99 to a meeting in the home of **Jere Saur**. They recommend this type occasion as it provides an opportunity for the student pilots to discuss problems with other students and receive encouragement from those already rated.

**Texas Dogwood Chapter** had a film meeting in January and saw "The Warm Front", "The Cold Front", and "Some Thoughts on Winter Flying".

**Topeka Celebrates Tenth Anniversary**  
On Saturday March 26, the **Topeka Chapter** of Ninety-Nines would like to invite you to attend an open house in honor of our Tenth Anniversary. It will be from one to four o'clock at Philip Billard Airport terminal in Topeka, Kansas.



Nebraska 99s Sharon Meyer and Mildred Barrett, recipients of Chapter Achievement Awards.

Annual Chapter Achievement Award Trophies for the **Nebraska Chapter** were presented to **Sharon Meyer** (first place) and **Mildred Barrett** (second place) at the December meeting.

### SOUTHEAST

The January meeting of **Blue Ridge Chapter** was loud and lively. Ninety-Nine **Debbie Fischer** organized a Safety Bowl Contest based on the format of television's College Bowl. Two teams, the Ding-bats and the Angels, answered timed questions about all aspects of flying safety: first on a group basis, then on an individual basis in the enlightening round. We soon found out all we knew. . . or was it all we didn't know?! The Ding-bats won.

Dr. Bob Richards, FAA Medical Examiner from Wilson, gave a very interesting and informative presentation on "High Altitude Physiology" during a recent **Kittyhawk Chapter** meeting. He talked about the relationship of smoking and alcohol to flying, and you might be interested to know that if you smoke a pack of cigarettes a day, you are physiologically at 10,000 feet or better, all the time.

## CHAPTER PERSONALITY



### Topeka Chapter's SONDRA RIDGEWAY

On May 17, 1966 a small nucleus of women pilots formed the "Petticoat Pilots" of Topeka. Within the year, the members decided to become 99s and the **Topeka Chapter** of 99s was born. As of March 18, 1977 the chapter will be ten years old. With the advent of our tenth anniversary there is one remaining Charter member — **Sondra Ridgeway**.

Sondra, mother of four youngsters, now either married or in college, learned to fly in the family 172 in 1965. Thereafter her aviation enthusiasm has been limitless. She has held every chapter office (some twice), has been on numerous chapter committees,

held the position of South Central Section APT Chairman four years and has arranged or assisted with numerous FAA Safety Seminars.

An avid air-racer, Sondra placed first in the Skylady Derby in 1970 and placed in the top five of many other races. She finally got to fly the Powder Puff Derby in 1975, an ambition for a number of years.

Sondra worked full time in the fuel service office at Topeka Municipal for 2½ years, during which she earned her commercial rating in 1972, followed by the instrument rating in 1974 and would you believe CFI, multi-engine and multi-engine instructor in 1976. Sondra and her 49½er Dale now own and operate Blue Sky Aviation in Topeka so Sondra really gets to put her ratings to good use as a charter pilot and flight instructor.

With a schedule like Sondra's you wouldn't expect too many extra activities. Not so. Sondra was also a principal in the arrangement of an air show by the Blue Angels in Topeka to assist the Air Scout Explorer Post with their "Paul Revere III" flight around the border of the continental U.S. She also donated the use of the Apache and her own time as pilot to fly one of the air crews to Florida and return an air crew to Topeka. This donation cost Sondra dearly, as on the return trip to Topeka the twin threw a prop tip, and with a full load of passengers she made a successful landing at Butler, Missouri doing no damage to the plane. Upon opening the cowl, however, she noted that the engine had dropped 8 inches. After much delay for repairs and parts Sondra and the plane are now back in the air and the aviation enthusiasm is still untarnished and limitless.

### SOUTHWEST

If Most is Best then the **Aloha Chapter's** annual Christmas Party for members, husbands, and friends of 99s was the best for all for it had the most food, the most fun and the most people — all at **Jane Kelley's** lovely Diamond Head home.

The **Mt. Diablo Chapter** has many plans for the new year including hosting the Pacific Air Race Terminus next October and also helping with plans for the International Convention next August in San Francisco.



(L-R) Mt. Diablo Chapter Chairman Fran Milford and Vice Chairman Lucile Rollen.

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Donald R. Goss, Ph.D. husband of 99 **Sue Goss**, and Chairman of the Division of Humanities at Volunteer State Community College at Gallatin was speaker at **Middle Tennessee Chapter's** monthly meeting. He refreshed our memory about pilotage, dead reckoning, magnetic headings and "seat of the pants flying" in Tennessee.



Watching Dr. Goss discussing pilotage are Georgeana McConnell, Mid. Tenn. Chapter Chairman, and Rosemary Wright, Secretary.

22 members of **Suncoast's** Chapter listened to a most interesting speaker in January — Chuck Miller of FAA who talked on Safety. Chuck is the husband of **Betty Miller**, formerly of the **Aloha Chapter** now living in Belleaire Beach, FL.





# Gone Flying

A Travelogue  
of Ninety-Nine  
Trips and Flying Fun

## CANADIAN

**Madeline and John Fielding, Eastern Ontario**, are back from a medical stint in Afghanistan with interesting tales including mode of air travel.

Many Canadians are heading south for a warmer climate this cold winter. Among those heading for Florida were **Eastern Ontario's Lorna and Dick DeBlicquy** in a Seneca and **Betty Jane and John Schermerhorn**. Two of **First Canadian's** members were headed in the same direction. **Shirley and Neil MacDougall** flew their Cessna 172 while **Beryl and Norm Scudellari** went in their Mooney.

## MIDDLE EAST

**Eastern Penna.'s Gail and Jack Lingo** won 24th prize in the Bahama Treasure Hunt. There were 156 entries. Their prize was a weekend on Walker's Cay.

Winter vacations for **Hampton Roads** members included a trip for **Garnett Casey** and family to Nassau in a Cherokee Six, a Canadian skiing trip for **Sherry Barnett** and 49½er **Jack** in a Cessna 210, and a Florida trip in a Cessna 172 for **Sarah Cockrill** and son, **Chris**.

## NEW YORK-NEW JERSEY

**Garden State Chapter** member **Alice Hammond** flew out to Oregon in her Mooney "Susie Q." While there, she experienced the joy of flying in a Blanik Soaring glider at "Sister's Glider Port." Now she is eager to pursue this magnificent aspect of flying further.

## NORTH CENTRAL

New **Quad City Area** member **Maureen Kahle** and husband **Glenn** spent the holidays in the Bahamas and the lucky **Smiths, Norma** and **Roger**, are escaping the cold on a cruise from Puerto Rico to the islands.

Many **Minnesota** members have been flying lately. **Gerry Rodengen** reports a fabulous trip to Costa Rica. **Dorothy and David Bolander** went to Atlanta, along with daughters **Kris** and **Susan**. Many thanks for some super service from Tri-State Aero in Evansville after an in-flight problem necessitated an unscheduled landing on New Years Eve. **Linda and Carl Haedge** were enthusiastic partici-

pants in the Bahama Treasure Hunt as guests in a Baron. Linda especially enjoyed meeting the many Caribbean Section members who were so active in the Hunt. **Clara and Arnie Johansen** flew 5279R to Oshkosh, Wisconsin to meet new granddaughter **Kirsten Marda**, born December 1, the first girl to be born in the family since Clara herself was born.

**Carolyn Haley, Greater Detroit Area Chapter**, traveled some 4,500 miles and 31 flying hours visiting friends along her route to California and return.

Due to an apparent swap in climate with the north pole, most of **Greater St. Louis 99s** have had to be satisfied with hangar flying, or commercial, as was the case of **Loretta Slavick and Laura Sellenger** who spent a delightful 2 weeks in January in South America — I mean really SOUTH! Rio and Buenos Aires, among other stops, including a short visit with **Anesia "Shorty" Machado**, our charming 99 in Rio. Only trouble with a trip like that is coming back to reality and the frozen tundra!

## NORTHWEST

Taking advantage of an unusually blue-skied, Puget Sound winter day, **Far West Chapter's Mary and Ray Cole** in their 150, **Margaret Layton** and **Gordy McDonald** in a 150, flew with **Vi and Rod Nixon** in their 140 to Bellingham for lunch. On the way **Mary and Margaret** demonstrated their short field proficiency in landing and departing an unmowed, wet strip. The feature of the return to Port Angeles was comparison of the performance of the newly refurbished 140 with the 150's.

## SOUTH CENTRAL

**Karen Iselin, Chaparral**, and 49½er **Bill**, with their two small children, flew a Cherokee to Kansas for the Christmas holidays. On the return, bad weather delayed them and **Karen** reports concern that they might not be home to welcome their newest baby. But they made it, just in time. Another little prospective 99!

**Doris Shreve and Norma Kudiesy, El Paso**, are taking the 99 tour to India. We understand that 70 99s are going and several more were on a waiting list.

**Lubbock's Susie Evans** was the only woman pilot at a recent Ag Convention in

Ft. Worth. Over 750 aerial applicators were present to receive information on the coming licensing procedures for agricultural spraying.

New **Shreveport** pilots, **Eileen Anderson and Joyce Wilkins**, checked out in a Bonanza and bravely set out for Ft. Lauderdale, FL. They gained a wealth of experience on the return trip when they encountered 50 knot headwinds, snow and ice.

## SOUTHEAST

**Florida Goldcoast 99s Helen Mennitto, Fran Sargent**, along with **Lois Eig, Katherine Albury**, and **Katie Shrehle**, accompanied by their 49½ers, attended the big 'SUN 'N FUN' winter Fly-in sponsored by EAA at Lakeland the weekend of Jan. 23rd. This is getting to be another 'Oshkosh' from all reports.

On a recent trip to Germany where she spent Christmas with her family, **Laura Tunnell, Kittyhawk Chapter**, had a stop-over in Iceland and met and had a very enjoyable visit with another Ninety-Nine by the name of **Jyette Marcher** from **Reykjavik, Iceland**.

**Middle Tennessee 99 Sue and Don Goss** flew their Musketeer to Washington, D.C. and report that turbulence on return trip just out of Knoxville found them doing a **True Ground Speed of 57 MPH — WOW!**

**Sandy Sparks, Middle Tennessee**, was found ferrying a Mooney all the way from Kerrville, Texas, having trouble with fuel contamination which forced a stop for repairs in Jackson, Tennessee, but home safely!

## SOUTHWEST SECTION

**Aloha's Marguerite Wood** will be the first in Hawaii to fly the Cougar which will be added to the fleet at her Hawaii Country Club of the Air later this year. To St. Thomas, V.I. and a month of right seat time with Antilles Flying Boats is **Marijane Nelson** who decided to get her BFR there instead of in Hawaii. To Vero Beach with 49½er **Bud**, is **Pat Davis** to pick up and fly cross-country in a new Cherokee 140 which will join the aircraft lineup at Aeromarine, Inc.

**Orange County 99 Betty Ackerman** put her new IFR ticket to good use during a



vacation flight to New Orleans. She got hit with snow, ice pellets, and pouring rain.

**Helen Cranz**, another **Orange County 99**, will take her IFR X-country to Denver, then Aspen, where she'll take two days off to go skiing with her Instructor and another fellow passenger who is a former Ski Patrol member. Now, that's the way to do a x-country!

**Eleanor Todd** will be an official whale spotter for her **Orange Coast College Marine Biology** class.

The flying **Grimsingers**, **Val** and **Ray** of **Palomar Chapter** have hardly had time to repack between trips with a flight to Texas for Thanksgiving, to Toronto during the Christmas holidays, and now off to South America on an **AOPA** tour.

**Elaine Hussey**, **Redwood Empire** and 49½ **David** made a third leg in their weekly commute from Pasadena to Reno to Concord. They were grounded at Sacramento, and finished the trip by auto. Elaine was elated with the experience of flying for 21 hours in her Cessna 150 to break in the engine before it returns to leaseback. She left from Los Angeles and toured Nevada, New Mexico, and Arizona.

**Kay McGeehon** was off to Baja California to count whales again. She went with the National Environmental Studies group of University of California at Berkeley extension. Besides counting whales from the air, they were researching plans for an extension course.

**Reno's Shirley Weise** did all the flying on a recent Cessna 310 trip from Reno to Furnace Creek and back. She was sad to see the smog in Owens Valley. She flew her Skyhawk solo to McCall and Challis, Idaho, stopping at Winnemucca, Nevada for fuel. But the really fun flight was a local one in a J-3 Cub.

**Vi Dobbins** of the **San Gabriel Valley Chapter** spent one and a half months flying around the South Pacific visiting Australia, New Zealand and Tahiti, to name a few countries.

#### SEE THE AIRPLANE?

The special tennis garb that 99 Treasurer **Hazel Jones** is wearing will not guarantee that she'll win the match (she fixes the score to take care of that). But the airplane on her skirt with N99 on it will insure that her opponents know of her interest in aviation. Special clothes were designed by "Joycee". For information on her special aviation designs or how to get YOUR airplane on special items, write Joycee, 9848 Dale Crest, #1088, Dallas, TX 75220.

## MEETINGS

Continued

New officers for the **Los Angeles Chapter** are **Virginia Showers**, re-elected Chairman; **Jane Vaughn**, vice Chairman; **Eugenia Rohrberg**, Treasurer; and **Norma Futterman**, re-elected Secretary.

**Orange County 99s** had Mr. John Huntly of the Christian Pilots' Assn. as their January meeting speaker. He made a slide presentation of their work among the Indians of Arizona and orphanages in Mexico, plus helping the people of Guatemala rebuild after the earthquake. Food and clothing plus building materials were flown to these people.

**Ruth Dilg** entertains the **Palomar Chapter** at a chili luncheon as her individual money-raising project at the February meeting. At a desert fly-in meeting at Palm Springs in January, **Sue Adler** and 49½ **er Neil** surprised the group by flying in from their new home in northern California. Flying activities chairman, **Ginny Boylls** has arranged for another fly-in meeting in March — this time to Death Valley.

One (typical) **CAVU** Saturday in Jan. found **San Diego** members and guests at the Armed Forces Aero Club hangar for a seminar on "Inside Your Engine" (or what does that funny lookin' thing do in there?) We are all now on a first name basis with cam shafts, disc brakes, flap actuators, etc.

**Helen Cranz** of the **Orange County Chapter** paid a visit to the **San Gabriel Valley Chapter** to speak about the Naval Air Reserves with her co-workers **Walt Herdman** and **Dan Cooper**.



## 99 CLASSIFIED

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

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

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

### ARTICLES FOR SALE

**COLORADO AIR TRAVEL PACK.** STATE AERONAUTICAL CHART — VFR Routes; weather info; MRA; Mountainous/Desert Flight Emergency. **AIRPORT DIRECTORY** — over 300 photos; Strip info; Survival info. \$6/pack, CPA, Box 2121, Denver, CO 80201.

**NAMBE ALUMINUM MEDALION**, 2½" dia., with emblem. Send \$7.50 plus 50 cents postage to **Muriel Guggolz**, Rt. 6, Box 344, Santa Fe, NM 87501.

### EMPLOYMENT OPPORTUNITIES

**AOPA** is looking for qualified 99s as speakers on their CFI Revalidation Clinic Teams. Those interested should contact **Jim Stargel**, 800-638-0854 for more information.

### SERVICES

**RELOCATING TO D/FW AIRPORT?** Let **Sandra Lapsley** help you find your new home or business site. **FIRST-MARK LOU SMITH REALTORS.** (817) 498-3600 or 481-3828.

### GREEN'S CUSTOM AIRCRAFT PAINTING

99 member **Barbara Green** and 49½ **er husband Tom** have recently opened a new aircraft paint shop in Ambler, PA. featuring custom designs and using DuPont polyurethane paints. They hope to further the reputation **Tom** had built in the Vancouver, WA area. Their fully equipped facility is located on Turner Field. Stop in for a cup of coffee and a cheerful free estimate or call 215-646-6938.



# ***One Family's Airport.***

George J. Priester is a

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

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