

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

OCTOBER 1977



New Ninety-Nine Air Age Education Program . . . 8  
Dr. Anne Spoerry, East Africa's Flying Doctor . 14  
SFO WAS The Place to Go . . . 17



# VIEWPOINT

We're saving space in this column for you to have your say. We'd be happy to hear your opinion on the 99 NEWS, your comments on the Ninety-Nines as an organization. . . things you like, things you don't and new ideas you'd like to see implemented.

Names will be withheld upon request, but all letters must be signed to be considered for printing.

## SFO - A Great Convention

P.O. Box 477  
Cupertino, CA 95014  
Aug. 21, 1977

Dear Editor Jan:

I would like to make a public "thank you" to Vivian Harshbarger of Bay Cities Chapter, and her wonderful crew of 99s for the simply SUPER planning that made the 1977 convention in San Francisco the best in our history. A special "kudo" should go to Barbara Goetz and her fantastic Sacramento Chapter for the superb AE luncheon. And—to Rose Sharp, and her Bay Cities 99s for the great idea of a display room. I repeat what I have said before—each 99 should have in her library a book by a 99.

Mardo Crane  
Santa Clara Valley  
Chapter 99s

## New Horizons Memorial

Dear Friends,

Your generous donation to the Jerrie Cobb Foundation as a memorial to my husband Les, as well as Dottie Shaw, Ruth Renton and Hub Davies was such a thoughtful gift of love. My family join me in expressing our appreciation to each and every one of you.

Sincerely,  
Illovene Potter

## New Chapter Reporters for the 99 NEWS

Dear Jan:

This is my first article for the 99 NEWS. I'm not even sure where to send it. Please advise if this is the type of news you like. . . and the address and name of dept. to send future items to.

Lorraine Hoag  
Mt. Diablo

Dear Jan:

Just a note to tell you that I think the "99 NEWS" is really good. . . .

. . . I'm going to do PR for our chapter this year, and the

enclosed is my first attempt. I'm sure there is a better format - could you send me your required copy standards. . . .

Best ever,  
Eleanor Lowry  
So. Louisiana

Ed. Comments: We've sent Lorraine and Eleanor a copy of our "information for contributors" sheet, and we'll be happy to share them with you, too. Just send your request to the 99 NEWS, PO Box 59965, Oklahoma City, OK 73159.

## Amendments to By Laws Passed at The Annual Meeting, 1977

### ARTICLE IV. Section 2. Membership Requirements

- B. Upon Chapter approval, any former member of the Ninety-Nines may be reinstated without meeting new membership requirements.

### ARTICLE X. Section 1. Election Requirements

- B. International Officers, members of the Board of Directors, and Nominating Committee members shall have been members for at least five consecutive years, and shall hold current pilot certificates as defined by the rules of the member's resident country. All candidates for elective offices shall have had previous experience by having held office in a Chapter or Section. The candidates for President and Vice-President shall have had prior experience on the International Board of Directors.

### ARTICLE XII. Section 1. Committees

- A. The President, upon taking office, shall appoint a Chairman and Members of each of the Standing Committees stated in the Standing Rules.

### ARTICLE XIII. Section 1. Trustee

- A. Three Non-Permanent Trustees shall be elected to serve for a term of three years, one to be elected each year, as follows:
  - (a) When elections for International Officers are held, the Trustee shall be elected by mailed ballot.
  - (b) In years of no elections for International Officers, the Trustee shall be elected at the Annual International Session.

Two candidates will be presented each year by the Board of Directors.

### ARTICLE XV. Section 1. Publications

- A. The 99 News
  - (1) The 99 News shall be sent to all members, according to the provisions in the Standing Rules.
- B. Membership Directory
  - (1) The Membership Directory shall be sent to each member annually according to the provisions in the Standing Rules.



## THE NINETY-NINES, INCORPORATED

International Headquarters  
Terminal Drive and Amelia Earhart Lane  
P.O. Box 59965

Will Rogers World Airport  
Oklahoma City, Oklahoma 73159  
Return form 3579 to above address  
2nd Class Postage paid at Oklahoma City, Oklahoma  
and at additional mailing offices  
under 2nd class publication #390740.

**Publisher** ..... The Ninety-Nines, Inc.  
**Editor** ..... Jan Million (405) 682-4425  
**Circulation Manager** ..... Loretta Gragg  
**Headquarters Secretary** ..... Virginia Oualine  
**Contributing Editors** ..... Sylvia Pooli, Joan Kerwin  
**Editorial Assistants** ..... Nemo Masonhall, Nancy Smith  
**Advertising Manager** ..... Jan Million (405) 682-4425

### Special Articles and Features

Air Age Education Program (New) .....	8
A.E. Scholarship Application .....	10
A.E. Scholarship Winners for 1977 .....	12
Chapter Personalities .....	22
Cover Story . . . "Get in the Spirit" .....	7
Dr. Anne Spoerry .....	14
Safety Education Committee .....	9
SFO WAS The Place to Go .....	17
Up Front With Judy .....	20

### Regular Features

Activities .....	5
Calendar .....	5
Flying Activities .....	28
Legislation Information .....	7
Meetings .....	24
Projects .....	26
WASPs .....	6

### Advertising

Classified .....	32
Page Travel .....	5
Sportys .....	4
Wings of Hope .....	back cover

### INTERNATIONAL OFFICERS

**President** — Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901  
**Vice-President** — Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627  
**Secretary** — Janet Green, Rt. 7, Box 293W, Ocean Springs, MS 39564  
**Treasurer** — Hazel H. Jones, 8536 Mediterranean, Dallas, TX 75238

### BOARD OF DIRECTORS

Charlene Falkenberg, 618 S. Washington St., Hobart, IN 46342  
Gene Nora Jessen, 2814 Cassia, Boise, ID 83705  
Ruth S. Dobrescu, 4 Norman Court, Glen Cove, NY 11542  
Eame Williams, P.O. Box 3283, Tequesta, FL 33458  
Pat McEwen, 16206 E. Central, Wichita, KS 67201

### HEADQUARTERS HOSTESS

Nancy Smith, 7528 NW 11th, Oklahoma City, OK 73127 (405) 787-7923

Published ten times yearly. Jan-Feb and July-Aug issues combined.  
Annual subscription rate is \$7.00 and is included as part of the annual membership of The Ninety-Nines, Inc.  
Additional subscriptions: \$7.00 per year.

**Membership Count: 4740 as of Sept. 13, 1977**

# LOOKING UP WITH LOIS



Each year, as we start our new year, we make plans, outline programs, and set up our organizations. This is the usual procedure for the International Board of Directors, the Section Boards, as well as the chapters. One of the considerations in this organization process will be membership. Most chapters have a Membership Chairman, and most chapters invite prospective members to meetings, or schedule special membership functions.

I would urge you to make your drive to enlist new members a major part of your chapter's activities during this new year. There are great dividends to be derived for your chapter and for the Ninety-Nines in general. This is particularly true for the smaller chapters where the loss of a couple of members creates a severe hardship on the activities of the chapter. Even the large chapters benefit from the exchange of new ideas and new hands to help share the work load.

Unfortunately a few of our chapters actually discourage membership drives, preferring to retain a sort of elite status within the chapter. This is not in keeping with the general tenets of the Ninety-Nines. We are not a secret society or sorority, nor, are we an exclusive women's club. Rather, we are an organization of women who share the same avocation - the love of flight. We are doers and accomplisheers. We should and do welcome other women who share this love and who we can help and support, and, who in turn, can help and support us.

Our membership drive activities should take on some creative aspects. Too often, membership activities are confined to a list of names developed by acquaintances and friends or a chance meeting of a new pilot at the airport. Actually, we should be actively reaching out to find women who are students or who have already earned their private pilot's license, and do our utmost to encourage them to become a Ninety-Nine and participate in the work of our organization and to share in the friendship and good fellowship with our members. To find these women, we can utilize the FAA lists of women pilots, which should have been circulated down to the chapters through the Governors. We can make an effort to contact each airport manager or fixed base operator at each airport in our membership area to develop a list of prospective members. The next step would be to assign one of our members to contact the prospect and pick her up and bring her to a meeting, membership tea, or other function. As soon as she joins, it's up to the Chapter Chairman to assign her a job on a committee to make her feel wanted and needed and to encourage her interest in the Ninety-Nines.

Each prospective member, and certainly every Ninety-Nine, should be acquainted with our exciting programs, particularly those involving Air Age Education, the Amelia Earhart Scholarship, and the many safety and charitable endeavors. We should talk up these great programs among ourselves and others. If we have no pride in our own accomplishments, how can we expect the non-flying community to be proud of us? Each and every President of the Ninety-Nines, to my recollection, has sponsored membership drives as an integral part of her program. But let's make the 1977-78 year one of outstanding effort by the Chapter Chairmen and the Membership Chairmen to keep building our base of interested women who will carry on our great traditions.



## TO: POWDER PUFF DERBY RACERS 1947-1977 LAST CALL

As you may know, a SUPPLEMENT to the 1974 POWDER PUFF DERBY ALBUM covering 1975, '76 and '77, referred to as the ALBUM UPDATE, is in the composing stages.

1. PHOTOS of EACH contestant will be included WITH THE COMPLETE LISTING.

- a. IF photo was not in 1974 issue in rear of volume, and
- b. IF \$3.50 is sent for its inclusion, AND we DO want EVERYONE. (Send individual photo desired black/white glossy) (We have most of 1976 and 1977 entry photos)

2. ANY race-typical or fun photos, stories, poems, thank-yous which come from any year, we may be able to include to complete this memorabilia collection. Black/white or color! DO SEND!!! Materials welcome from RACE STOP COMMITTEES, too.

3. If you are or become a member of the POWDER PUFF DERBY ASSOCIATION, you will automatically receive the ALBUM UPDATE. Additional orders should be ordered NOW at \$5.00 each. If first class mailing desired, send an additional \$1.50.

SEND ABOVE TO: Kay Brick, 820 Blanch Ave., Norwood, NJ 07648. Be sure your return address is on the envelope.



### Carol Kitching, Australian Section

Well, the great trek "Down Under" for the 1978 Convention is on. The Australian Ninety-Nines have set the wheels rolling on a series of plans which will ensure that all those visiting Canberra next August, will not be disappointed.

In the months leading up to the Convention, we'll be keeping you all posted on these plans, and we'll be giving you a taste of what's to come.

We'll take a look at the aviation industry in Australia, compile interviews with 99s involved in flying, and give you a little of our history, our politics and a few relevant statistics about our cities.

Ideally, we want to give you an insight into this vast country - it'll make you feel less like tourists and more like Aussies.

Many Australian Ninety-Nines have enjoyed the engaging hospitality of American 99s while visiting the U.S. We hope to be able to repay a little of that debt next August.

## 50th ANNIVERSARY BOOK

As you know, a complete history of The Ninety-Nines is presently being compiled. In addition to the history of the organization, each and every member is urged to submit material about herself to be included in this book.

A good quality photograph of yourself (perhaps one of the highlights of your aviation background) and a brief typewritten auto-biographical sketch of not more than 100 words should be submitted to the 50th ANNIVERSARY BOOK, P.O. Box 100, Oklahoma City, OK 73102. Identification of the photograph must be typewritten on a separate sheet of paper.

Please note that all copy and photographs submitted will become the property of The Ninety-Nines, Inc. If you have an original photograph that you do not wish to part with, please have a competent photographer make a copy of it for use in the book. (Black and white prints are preferred, but you may send in a color print even though it will be reproduced in black and white.)

Deadline for the submission of this material is February 1, 1978.

## Nomination Notice

ALL members seeking election to either the Board or as Officers must file the "Intent to Seek Election" form published in the September 1977 issue of the 99 NEWS.

We will be electing a new President, Vice President, Secretary, Treasurer and two Board Members. Our new Officers will be elected by mail ballot; the Board Members from the floor at International Convention in Australia. You need not be present at the Convention to be elected.

**Filing Deadline: November 1, 1977**

### 12th Annual

## Bahamas Flying Treasure Hunt

Many 99s wrote to tell us what a great time they had last year on the Bahamas Flying Treasure Hunt. This is an annual event, but entries are limited so it's wise to make your application early.

More than \$25,000 worth of prizes will go to winners of the 12th Hunt scheduled for November 26 to December 2.

Approximately 120 airplanes and 340 persons are expected to enter this year's Treasure Hunt which begins in Freeport, Grand Bahama Island and terminates with an awards dinner in Nassau December 2.

"At least one plane of every four entered will go home a winner," promises Virginia Britt, coordinator of the event. "First time fliers will have as much chance at winning as seasoned Bahamas fliers because all clues and routes will be new and unannounced beforehand.

The Hunt is also a proficiency contest

based on the pilot's knowledge of his or her airplane."

Entry fee for the race, which includes a reception party in Freeport and the dinner in Nassau, is \$25 per pilot and airplane plus \$15 for each additional person.

Planes are allowed two days to identify clues from aerial photographs and complete the course. The remainder of the week is allotted to vacation activities such as golf, tennis, snorkeling, scuba, shopping and visiting other places in the Bahamas. Last year's participants, Pat and Roger Blum and Penny and Frank Amabile, report that the islands of their choice for additional stops are Abaco and Harbor Island, just off the northern tip of Eleuthera.

Entry forms are available from Virginia Britt, Bahamas Flying Treasure Hunt, c/o the Bahamas Tourist Office, 255 Alhambra Circle, Coral Gables, FL 33134.



## OCTOBER

- 1**     **Deadline for 99 NEWS**  
**October 99 Renewals due**
- AMPAR (All Men's Palomar Air Race). Palomar 99s, Carlsbad, CA**
- Empire State 300 Race**  
**Newburgh, NY**
- 7-9**   **Michigan SMALL Race**
- South Central Section Meeting**  
**Flagship Hotel**  
**Galveston, TX**
- 7-8**   **Kachina Doll Air Rally**  
**Phoenix, AZ**
- 9**     **South Central African**  
**Section Meeting**  
**Johannesburg, S. Africa**  
**Johannesburger Hotel**
- 11-13** **International Board Meeting**  
**HQ, Oklahoma City**
- 14-15** **Pacific Air Race**  
**San Diego, CA**
- NY-NJ Section Meeting**  
**Gov. Morris Inn**  
**Morristown, NJ**
- 15-16** **Middle East Section Meeting**  
**Wilmington, Delaware**  
**Ramada Inn**
- 18-23** **AOPA Plantation Party**  
**Hollywood, FL**
- 22-23** **Caribbean Section Meeting**  
**Freeport, Bahamas**  
**Xanadu Princess Motel**
- 29**   **HIS & HERS Air Race**  
**Salinas, CA Municipal Airport**  
**Monterey Bay 99s**

## NOVEMBER

- 1**     **Deadline for 99 NEWS**  
**November 99 Renewals due**
- 10**   **Fairview Flylady Derby**  
**Fairview, OK**

# Activities

Pat Mlady, Chairman

After participating in the round table discussions at the International Convention I'm full of ideas for things I would like to do for you. Naturally, the things I would like to do for you are based on what you are willing to do for me.

The Southwest Section Activities Chairman is putting together a directory of good fly-in airports. Good idea, don't you think? This directory will include restaurant-on-the-field information as well as other attractions in the area. It would really be great if we could put together such a directory on an international level. I'll be delighted to compile this directory if each Section Activities Chairman will accumulate the information and forward it on to me. This directory could be used for meeting planning as well as cross-country flying.

Don't you think it would be helpful to all sections and chapters if we put together a complete packet or booklet of different types of Ninety-Nines activities? Sometimes I'm very embarrassed by the lack of information I have available to send out to those seeking help. Remember, activities covers lots of things—flying activities, contests, races, weekend fly-ins, penny-a-pound flights, poker runs, airport beautification, airport safety programs, safety seminars, pinch-hitter courses, mechanical seminars, etc. We need to set down in writing just how these activities are planned and handled. Then, in order to have true value, the information needs to be put in a packet or booklet to be distributed to sections and chapters. It would be so helpful to have the benefit of each other's experiences in these activities. Send these SOP's, notes, and whatever you might have to me and I'll start putting them in some form that can be used by all. This will take time, but it certainly will be worth the effort. Here again, this information has to come from you. Let's see if together we can accomplish this during the next year.

At the round table discussions there was lots of enthusiasm and, at the same time, lots of frustration. There are Chapter Activities Chairmen who apparently put a great deal of planning and effort into arranging various activities only to find no

support within the chapter. Help your Activities Chairman by giving her ideas of what you would like to do. Then, for heaven's sake, support her efforts. Participate in the activities of your chapter to the greatest extent possible. It isn't always possible to attend absolutely everything, but at least make an effort. The more things you do with your chapter, the more you will enjoy your Ninety-Nines membership and the other Ninety-Nines. It's a marvelous group of people, but you'll never really know until you participate to the fullest in the activities of your local chapter and section.



## AROUND THE WORLD IN 25 DAYS With the 99s and PAGE TRAVEL

The itinerary is from Los Angeles on Wednesday, August 9, T0: Fiji, New Zealand, Canberra for the convention. From: Canberra to Sydney, Bangkok, Hong Kong, and on around to Istanbul, Rome, and then home, on Sunday, September 3, via Madrid & Miami, or, London & New York, depending on approvals due any day.

The price is \$3,200 which includes:  
**Air fare from Hometown to Hometown (USA & Canada), Hotel Accommodations, Transfers, Half Day Sightseeing in Each New Country.**

**Not Included:**  
**Convention Registration Fee, Passport, Visa Fees, Some Meals.**

**Mail To:**  
**Page Shamburger, Page Travel,**  
**P.O. Box 1406, Southern Pines,**  
**NC 28387.**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

*Sign me up! \$500 deposit enclosed, and I understand that it is fully refundable until January 1, 1978.*



## NEW RATINGS

### MIDDLE EAST

Kathy Royer-Central Penn-CFI  
Helen Sheffer-Central Penn-IFR  
Rene Birch-Maryland-Comm  
Harryette Deckelbaum-Maryland-ME  
Annabelle Fera-Maryland-CFI  
Joan Williams-Maryland-IFR  
Karen Greenawalt-East Penn-IFR  
Dorothy L. Hines-East Penn-Comm  
Angie Izzo-East Penn-CFI, AGI  
Shelly Katz-East Penn-Comm  
Anitra Ruth-South Maryland-CFI

### NEW ENGLAND

Diane Turcotte-North New England-IFR

### NEW YORK-NEW JERSEY

Mary Rich-Western New York-CFI

### NORTH CENTRAL

Sharon Fall-All-Ohio-CFI, IGI, AGI  
Barbara Silagi-Chicago Area-FE, Dispatcher  
Beverly Distelhorst-Indiana Dunes-CFI, AGI  
Mary Morris-Indiana Dunes-FE  
Pat Cleary-Greater Detroit-Lear Jet  
Terry Miller Ziedler-Minnesota-CFI

### NORTHWEST

Marjorie Blankenbaker-Idaho-SES  
Lyn Clark-Idaho-ME  
Shirley Coombs-Idaho-IFR  
Pat Jenkins-Idaho-IFR

### SOUTH CENTRAL

Jennifer Caine-Colorado-CFI  
Amy Pilkinton-Shreveport-ME  
Mary Jo Voss-Shreveport-IFR  
Barbara Ringold-Shreveport-IFR

### SOUTHEAST

Judy Magglore-New Orleans-IFR  
Lolly Show-North Georgia-IFR

### SOUTHWEST

Sherry Knight-Santa Rosa-CFI  
Dana May Neumann-Santa Rosa-Comm, IFR  
Carol Valette-Santa Rosa-IFR

## CHAPTER NEWSLETTERS REQUESTED

Please put us on your mailing list:  
The 99 NEWS  
PO Box 59965  
Oklahoma City, OK 73159

99 Activities Chairman  
Pat Mlady  
1250 Amelia  
Wichita, KS 67209

Your Section Governor

Receiving your newsletter helps keep us informed of your many activities. The copy for the 99 NEWS is also used by Headquarters to keep track of 501-(c)-3 activities.

# WASPs

Women Airforce Service Pilots  
Bee Haydu, President  
R.D. 2, Box 519  
Newton, N.J. 07860

To the young women pilots who graduated from Williams Air Force Base, Phoenix, AZ, the WASPs of WWII extend their congratulations. We are happy in the knowledge that these young women will be protected by benefits given the military. The 1,074 graduate WASPs are still seeking both recognition and belated benefits for their military service.

Headed by Jacqueline Cochran at the request of Gen. "Hap" Arnold in 1942, the WASPs were formed initially as an experimental group. When it was proven that the young women could be trained the same as male cadets, that they could not only ferry airplanes, but could perform all duties in the training command from towing targets for artillery practice (using live bullets) to flying the B-29, Gen. Arnold wanted them as members of the Army Air Force. To this end a bill was introduced into Congress in 1944 but its intent was lost in the squabble that followed involving male pilots who feared we would "take their jobs." The Bill was defeated by 19 votes in the House of Representatives.

Since that time, other bills have been introduced but it was not until recently when Sen. Barry Goldwater and Col. Bruce Arnold (Gen. Arnold's son) came to the aid of the WASPs that any progress has been made. At the end of 1976 Sen. Goldwater introduced an amendment to include the WASPs to Bill HR71. This Bill granted some 40,000 Czech's and Polish who had fought with the allies in WWII and later became citizens of the U.S. (min. of 10 years), veterans medical and hospital benefits. The bill passed in the Senate with this amendment but the House refused to pass the amended bill.

With the promise of both Senate and House hearings in 1977, HR71 became law WITHOUT the Goldwater amendment. The WASPs are asking that they be given consideration for what they did as citizens of the U.S. in 1942 to 1944 when 38 of them were killed on duty. Senator Goldwater this year presented Bill S247 for the WASPs. Hearings were held on this bill May 25 before Sen. Alan Cranston (D. Cal.), Chairman Veterans' Affairs Committee. Although at the hearings Sen. Cranston promised an early release of this bill from his committee to the Senate floor for voting, nothing has been done as yet.

Hearings are scheduled for Sept. 20, 21 before Congressman Ray Roberts (D. Tex.), Chairman House Veterans' Affairs Committee on Congresswoman Lindy Boggs' Bill HR 3321 and other related bills. For reasons unknown to the WASPs, Ray Roberts has taken a stand against us without even having heard our case.

Because only 800 to 850 WASPs are still living (many of whom still fly and are members of the 99s), we need the individual support of every one. The estimated cost of any benefits the WASPs may receive is under \$100,000 per year. Veterans medical and hospital benefits would go to just those who might have no other means for such.

It would be helpful if each woman pilot would send post cards to:

1. Sen. Alan Cranston, Senate Offices, Washington, D.C. 20510 asking him to put Senate Bill S247 on the Senate floor for voting.

2. Your Senator asking him to support Bill S247.

3. Chairman Ray Roberts, House of Rep., Washington, D.C. 20515 asking him to act favorably on Bill HR 3321.

4. Your Congressman asking him to support Bill HR 3321.

Your help will make this THE YEAR OF THE WASPs.

From the women pilots of years gone by, we say thank you for helping us—lest we be forgotten.



Gen. Walter F. Kraus, reviewing the last class of WASPs to graduate Dec. 7, 1944. In all there were 1074 women who successfully completed training during WWII.



# Legislation Information

Joan Kerwin

## Chronology of a tax bill:

(May, 1977) Treasury Secretary Michael Blumenthal, testifying before the House Ways and Means Committee on the Carter Administration proposed energy package which includes a 4-cents-per-gallon tax on non-commercial aviation fuel, said the tax, "should achieve reduction in the use of fuel by these relatively inefficient and often non-essential modes of transportation."

Representative Jim Guy Tucker (D. Ark): "Where do you conclude that the general aviation aircraft... is energy inefficient? What data do you have to support that?" Blumenthal responded, "I guess it is relative. It is clear that a person flying an airplane will use more fuel than a person driving a small car." "No sir," Tucker said. "That is not correct. . . I urge you to check that carefully before making an across-the-board assessment of it. ...I found that (flying) was substantially more fuel efficient than just driving a car...."

Transportation Secretary Brock Adams, testifying before the same committee defended the 4-cent-per-gallon tax on the basis that general aviation may not be paying its fair share in maintaining the Airport and Airway system. However, the 4 cent tax would not be used for the ADAP fund but is a fuel efficiency tax which would go to the Energy Conservation and Conversion Trust Fund for a variety of purposes including energy research and development and mass transit.

(March - Airport and Airways Trust Fund - \$3.139 BILLION)

(May - Airport and Airway Trust Fund - \$3.24 BILLION)

(June, 1977) The House Ways and Means Committee killed the 4-cent-per-gallon tax increase. Before voting out the increase, the committee approved a proposal by Rep. Tucker (D. Ark.) to extend the existing 7-cents-per-gallon tax until 1985. The tax was due to be decreased to 5.5 cents in late 1979.

(Late July, 1977) The House Ad Hoc Energy Committee approved an amendment to the energy legislation to increase the federal tax on non-commercial, general aviation fuel by 4-cents-per-gallon. The energy bill will probably be voted on before the House adjourns for its summer recess, August 6th.

*Comment: One would think that Administration people and Legislators would*

*do a little research or investigation to obtain facts before testifying or voting on a bill. No one could possibly have knowledge on all subjects that come before Congress but they should certainly consult with those who do have the information before speaking or acting on "facts" that "everybody knows".*

*And, wouldn't it be nice if they gave*

*their constituents a little more information and a little more time to advise our Congressmen before ramming a bill through? This on again, off again tax is now back on, leaving very little time to get the word out and back to our Congressmen before they vote. Sure hope you got the word in time.*

WRITE ON



Kansas 99s welcome EAA pilot, Verne Jobst and the "Spirit of St. Louis" replica to Rawdon Field in Wichita.

## "GET IN THE SPIRIT"

Recently the Kansas Chapter had their first fund-raising drive to start filling their coffers so that in the fall of 1979 they will be able to hostess the South Central Sectional with no expense to the participants - hopefully!

The beautiful replica of the "Spirit of St. Louis", sponsored by the EAA, landed at Rawdon Field and Copeland Aviation (which are synonymous) at 11:00 A.M., July 21, 1977, almost fifty years from the day that Lindbergh himself landed in the same area. Pilot Verne Jobst and the "Spirit" were welcomed by thousands of aviation enthusiasts during the next ten hours. The 99s hosted the guests and provided box lunches, iced tea and ice cream bars for a crowd of 15,000.

Copeland Aviation is the new FBO of Dr. John and Marilyn Copeland. They purchased the airport last year and have made many improvements on the field. They are sales representatives for Rockwell and Grumman aircraft. Marilyn invites you to stop in and see them - they are just across the street from Beech Aircraft and they are on the sectional chart, too.

Pilot Verne Jobst gave a most interesting narrative all day and long into the evening, giving the facts about the airplane and the flight made by Lindbergh. He was dressed in Lindbergh attire of fifty years

ago. Everyone was intrigued.

Vee Shawver, Kansas 99, revisited, as did the "Spirit". Just a half century ago, she and her family travelled from Blackwell, Oklahoma in their Model A to welcome the "Spirit" and Mr. Lindbergh. On this excursion, Vee won the drawing for a flight in the replica - what a lucky lady!

The Mayor, City Commissioners, Airport Authority and many other City and aviation VIP's visited the field during the day. One of the comments recorded in the guest book, by a Beech Aircraft executive, stated, "Excellent for aviation". That it was - and for Kansas 99s, too!

### ON THE COVER

Pilot Verne Jobst meets 99 Vee Shawver, who had also been on hand as a girl of 5 to see Lindbergh and the original Spirit of St. Louis land at Rawdon Field in Wichita, KS some 50 years earlier. Photo: The Wichita Eagle.



# ANNOUNCING New Ninety-Nine AIR AGE EDUCATION PROGRAM

## AIRPORT AEROSPACE EDUCATION DISPLAY PROGRAM

A new, joint endeavor to promote aviation and space education entitled the **Airport Aerospace Education Display** was announced in August by the Presidents of the Ninety-Nines (Lois Feigenbaum), the American Society for Aerospace Education (J. Wesley Crum), and the National Air Transportation Association (Lawrence L. Burian).

This new endeavor—which will be an “on-going program” rather than a “one time project”—provides Airport Service Operators (FBOs) and others with an aerospace education display and service.

**RATIONAL:** Many educators and others involved or interested in aviation and space education often visit their local airport (a logical, local resource) for information and materials to use in introducing or studying aerospace in the classroom and other educational and youth settings. In the past there has been little or no assistance available.

The **Airport Aerospace Education Display** was created to help solve this problem. a) It provides the Airport Services Operator (FBO) with the best available aerospace education **Response**. b) It provides those who visit the airport with the best available aerospace education **Resource**.

**THE DISPLAY:** The **Display** comes in a **Box** that opens up (24" x 24") for hanging on a wall. The top half attractively depicts through artwork the many faces of aerospace education. The bottom half contains copies—for reference—of the **Directory of Aerospace Education** and current issues of the **Journal of Aerospace Education**. (As new issues of the **Journal** arrive, monthly, they can be placed in the display—older issues can be filed for reference.) The bottom half also contains—for the taking—copies of a special **Brochure** for those interested in *Learning More About Aviation and Space Education*.

It should be noted that the **Display** is adaptable to a variety of locations and programs (e.g. Offices of State Aviation Officials, Aviation Education Resource Centers, Aerospace Museums, FAA and NASA Education Offices, Offices of State Departments of Education, Aerospace Education Workshops, etc.)



**THE COST:** The Display Program is available from the Society for an annual subscription of \$20.00 and includes:

- 1) The **Wall Display** (a new display will be sent each year upon renewal)
- 2) Two copies of the **Directory** (Airport Services Operators (FBOs) may wish to order extra copies of the **Directory** (40% discount) for sale along with their regular books and materials)
- 3) Copies of the **Journal** and a one year subscription to the **Journal**.
- 4) All Society membership benefits (all additional publications and discounts), membership certificate and card
- 5) 100 **Brochures** (additional brochures available—free—upon request)
- 6) A **Special Booklet** (prepared in cooperation with the National Air Transportation Association) for the Airport Services Operator explaining the many benefits to an Airport Operation supporting aerospace education.
- 7) Additional materials and notices during the year.

All orders for the **Airport Aerospace Education Display** should be sent to the Society. The **Display Box** itself (without the year's subscription and other benefits) is available for \$15.00

Note the three major kinds of aerospace education resources in this program.

- 1) The materials on display are recognized as the best **printed resources**.
- 2) The Ninety-Nine person listed on the display serves as a **local contact**.
- 3) The Society, its services and materials, serves as a **national contact**.

**IMPLEMENTING THE PROGRAM:** There are at least three (3) ways in which the program will be implemented:

- 1) Airport Service Operators (and others)—after learning about the program through advertisements, special notices, or personal contact—may subscribe directly to the Society.
- 2) Some individuals/organizations may wish to purchase/sponsor the program for Airport Service Operations in their area.
- 3) Ninety-nines individually and in local chapters, throughout the nation, will be purchasing copies of the **Display** to take to their local airports and other appropriate places encouraging subscriptions to this special service.

The **Ninety-Nines** are considered by many to be the most important **grass-roots** effort promoting aerospace education in America and are the **Key** to the success of this important aerospace education program.

### SPECIAL NOTICE

All Ninety-Nine chapters are requested to order—as soon as possible—at least one **Display Box** (with materials) so that they can promote and show the **Program** to their local Airport Service Operators (FBOs) and others. To order send \$15.00 for each **Display Package** requested to: American Society for Aerospace Education, 821 15th Street, N.W., Suite 432, Washington, D.C. 20005. (Allow six weeks for delivery).



# Safety Education Committee

Marilyn P. McLaren, Chairman  
Diane Fisher, Co-Chairman

With the close of the 1976-77 fiscal year and this committee's annual "Points for Safety" Program completed for the year, we would like to repeat, for the benefit of all members who receive 99 NEWS, the final standing of each Section and award winners as reported at the International Convention this past summer.

Section Name	Section Points	Section % P.S.M.P.	Best Chapter in Section/ & Section-Level Points
Caribbean	(not participating)		
East Canada	10.0 (limited participation)	0.0	(all equal)
Middle East	174.707	5.94405	Maryland - 58.36
New England	376.86	15.44117	North N.E. - 175.39
NY - NJ	400.88607	15.23437	NY Cap. Dist. - 90.18
North Central	36.97	.56561	All-Ohio - 10.83
Northwest	100.0023	4.73186	Alaska - 29.638
South Central	93.825	2.76625	Shreveport - 42.245
Southeast	102.50556	4.2654	Fla. Gold. - 51.1975
Southwest	(not participating*)		
Western Canadian	20.0 (limited participation)	0.0	Saskatchewan - 5.0
Note: Due to size of Southwest Section, the Governor advised that the section elected not to officially participate in "Points for Safety" Program as a section. However 12 of their chapters did notify us of their chapter participation and filed claims for points during the past year. In recognition of those chapters who did participate, we list their results below:			
12 Chapters of SW Section 16.799511 .75125 Palomar - 10.79			

The NINETY-NINES AWARD for best Section Achievement was presented to the New York-New Jersey Section, with that Section's New York Capital District Chapter being the recipient of the GAMA AWARD for the chapter earning the most points in the winning Section. The FAA AWARD for the greatest percentage of participation in the Pilot Safety Maintenance Program (P.S.M.P.), was presented to the New England Section for the second year in a row. Our congratulations to these award recipients. Their efforts, as well as all sections and chapters, this past year have been a great contribution to the furthering of Safety Education for all licensed pilots.

A fourth award was also presented at this summer's Convention — the SAFETY EDUCATION COMMITTEE CHAIRMAN'S AWARD, which went to the Shreveport Chapter for their high level of accomplishment on a chapter level, since it exceeded that of the high-scoring chapter in the winning section

this past year. This was determined by the following chapter standing for the high-scoring chapters of each section.

HIGHEST SCORING CHAPTER IN EACH SECTION			
Chapter Name	Section-Level Points	Number of Chapters	Chapter-Level Points
Maryland	58.36	11	641.96
Northern New England	175.39	4	701.56
N.Y. Capital District	90.18	10	901.8
All-Ohio	10.83	18	194.94
Alaska	29.638	18	533.484
Shreveport	42.245	32	1,351.84
Florida Goldcoast	51.1975	16	819.16
Palomar	10.79	41	442.39
Saskatchewan	5.0	3	15.0

Since this is my last column as Chairman of the Safety Education Committee, I would like to express my thanks to all of those members, chapters and sections who gave their support and effort to the furthering of Safety Education and participated in the "Points for Safety" Program to make it the success it was this past year. I would also like to share with all of you the words appearing on a plaque in the office of my al GADO Accident Prevention Specialist, as I feel they are the KEY TO EFFECTIVE SAFETY EDUCATION:

"Safety must be made attractive.  
It must be emotionally accepted.  
It must be shown to be of value,  
And it must be integrated as an  
Emotional as well as an intellectual  
way of behavior if it is to  
Become an effective influence on  
Any person's activities."

## NOTAM

The Board of Directors announced that Page Shamburger, Carolinas Chapter, has been selected to be the new Convention Co-ordinator. Page, who owns her own travel agency, will be assisting future International Convention Hostess Sections with the hotel and travel arrangements, etc. The Hostess Section will still be in charge of programming and activities during the convention.



# Amelia Earhart Scholarships

## Career Scholarships

### FACT SHEET PERTAINING TO THE APPLICATIONS FOR THE 99s AMELIA EARHART MEMORIAL CAREER SCHOLARSHIPS

The Amelia Earhart Memorial Scholarship application form is made a part of this Ninety-Nine News. Any Ninety Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate includes the following:

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of award financially
- have the support of her chapter
- must have letter of recommendation signed by the Chapter A.E. Chairman or Chapter Chairman
- must agree to complete the course and/or training within two years
- submit a separate application for each rating or educational goal for which you are applying

The application consists of Application form, Experience record, Eligibility form and letter of recommendation from the chapter. FIVE copies of each of these must be submitted to her Chapter A.E. Chairman, only one of which must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2¼x2¼) must accompany each copy of the application.

The Chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 30 members or major portion thereof. Regardless of size, each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the Chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in further aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the Award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- is she worthy of the Award?
- how long has she been a 99 and how active has she been?

Chapter A.E. Chairman will mail her quota (or less) of the applicants to the Section A.E. Scholarship Chairman to be postmarked no later than JANUARY 15th. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

Section A.E. Chairman will in turn select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section A.E. Chairman may submit one application for each 200 members of the section or a major portion thereof to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than FEBRUARY 15th. The Section A.E. Chairman will notify those candidates not included in the quota submitted to the Board.

A Section which does not have a chapter may itself submit at least one application regardless of size.

## Research Scholarships

### FACT SHEET PERTAINING TO THE APPLICATIONS FOR THE 99s AMELIA EARHART MEMORIAL RESEARCH SCHOLAR

Applicant for the Amelia Earhart Memorial Research Scholarship must meet the following criteria:

- have been a 99 in good standing for the two previous years prior to date of application.
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have the support of her chapter
- have a letter of recommendation signed by the A.E. Chairman or Chapter Chairman
- submit a formal proposal (consisting of an Administrative and Technical section) for the research she wishes to perform
- to be qualified and recognized scholar in the area of her proposed research
- propose to do research in the area of women in aerospace and/or aviation

As for the Career Scholarships, the Research Scholar must include in her application: an Application form, Eligibility form when applicable, and letter of recommendation from the chapter. FIVE copies of each of these must be submitted to her Chapter A.E. Chairman, only one of which must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2¼x2¼) must accompany each copy of the application.

The Chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true.

Submittal of application forms will follow the format printed in the 99s Membership Directory. There will be no quota for the number of applications made for Research Scholars either at the Chapter or the Section level. The Chapter A.E. Chairman will mail the applications and proposals for the Research Scholar grants with her quota for the Career Scholarships to the Section A.E. Scholarship Chairman to be postmarked no later than January 15th. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

The Section A.E. Chairman will not evaluate the applications and proposals for the Research Scholar grant but will forward them to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than February 15th.

If the 99 belongs to a Section which does not have a chapter she shall submit her application and proposal directly to the A.E. Chairman of the Section postmarked no later than January 15th. The Section A.E. Chairman will complete the verification form and the Section Governor will prepare the letter of recommendation.

Evaluation of the proposals for the Research Scholar will be on the basis of research areas listed by the Amelia Earhart Memorial Scholarship Board of Trustees as desirable and on the basis of technical excellence.



# 1978 APPLICATION FORM

## AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP AMELIA EARHART MEMORIAL RESEARCH SCHOLAR (cross out one)

These scholarships and grants are made possible through the desires of THE NINETY NINES, INC. to develop the talents of women in the fields of aviation and aerospace and to sponsor research relating to women in these fields. The monies making this scholarship possible are drawn partly from interest on the trust fund and partly from annual donations by Chapters, Sections, Individuals and special interest groups within the NINETY-NINES, INC. and friends of the NINETY-NINES, INC.

Name \_\_\_\_\_ Airman's Certificate # \_\_\_\_\_  
(as it appears on Airman Cert )

Address \_\_\_\_\_

Chapter \_\_\_\_\_ 99 since \_\_\_\_\_ Month \_\_\_\_\_ Year \_\_\_\_\_

Age \_\_\_\_\_ Single \_\_\_\_\_ Married \_\_\_\_\_ Husband's name \_\_\_\_\_

Minor Children \_\_\_\_\_ ages \_\_\_\_\_ other dependents \_\_\_\_\_

Private rating rec'd \_\_\_\_\_ Pilot in command hours since Pvt \_\_\_\_\_  
MO / YR

Certificate & ratings now held \_\_\_\_\_

Scholarship would be used for the completion of \* \_\_\_\_\_

Reasons for applying (Proposed use of rating, opportunities available. Be complete!! Use additional sheet if necessary) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Present position and employer \_\_\_\_\_

Previous employment \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Husband's position and employer \_\_\_\_\_

- \* Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.

## EXPERIENCE

CROSS COUNTRY: List flights in excess of 250 miles from home base (Use attached sheet if necessary)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Instructing: (year, place, approx. hours or duration of job) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Other aeronautical experience or training, including former ratings: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Hours in various types of aircrafts: (give details) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

(Number of flight hours or semester hours) \_\_\_\_\_



# ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor)

(Name of school or qualified instructor)

(Address of school or instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction

Approximate cost of instruction \_\_\_\_\_

Approximate hours of instruction \_\_\_\_\_

Type of aircraft to be used \_\_\_\_\_

I have examined the credentials (certificates, logs, transcripts, etc) of \_\_\_\_\_ and find her to be eligible to begin instruction, and deemed fully qualified to accomplish the rating for the course entitled: \_\_\_\_\_

(full name of course)

The cost quoted above is standard for this school:

Signed: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

(If application is for more than one course copies of this form, duly signed, are required for each course.)

## TO BE NOTARIZED

Be it known that I am a member in good standing of THE NINETY NINES, INC. that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out inappropriate title) I will complete the course of instruction, education or research for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying. I further agree to retain my membership in THE NINETY NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/research goal requested in this application.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed \_\_\_\_\_

Subscribed and sworn to me before this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_

NOTARY PUBLIC

My Commission expires \_\_\_\_\_

## The following is to be completed by the **CHAPTER A.E. CHAIRMAN**

I have examined all three pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the chapter chairman accompanies this application

Date: \_\_\_\_\_

Chapter A E. Chairman

If the Chapter Chairman is the applicant, then the next responsible chapter officer will write the letter of recommendation

\*\*\*\*\*

Five copies of this application must be submitted to the Section A E Chairman postmarked no later than JANUARY 15th. A black and white glossy head and shoulders photo at least 2-1/4 x 2-1/4 must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application



# 1977 A.E. Scholarship Winners

**Ursula Davidson**  
**Florida Goldcoast**

Ursula will use her scholarship to obtain a Flight Instructor Rating. Married, with one son, Ursula is presently employed as an instrument ground instructor. Her long range career goal is to combine aviation and journalism. She is currently editing an aviation textbook for Sky Publishers, writing articles about women in aviation, has a Master of Arts in Communication, and 11 years in journalism and public relations.



**Elizabeth Sue Dinan**  
**San Fernando Valley**

Elizabeth will use her scholarship toward a multi-engine instructor rating. She presently is employed by World West Aviation as a Flight Instructor, and upon receiving her CFI she went to some of the local 99s and suggested a program where she would give instruction to Girl Scouts as an introduction to flying. The program has grown and five of these girls are now pilots and two are 99s.



**Angela Izzo,**  
**Eastern Pennsylvania Chapter**

Angela will use her scholarship toward an Instrument Rating. Angela is employed as a legal secretary and is a member of the Civil Air Patrol, Sq. 803, where she is the aerospace education officer. In this capacity she has set up



**Carol Alice Sutton**  
**Nebraska Chapter**

Carol will use her scholarship toward an Instrument Rating. She and her husband have an aerial spray operation on the Belleville, KS airport, where she works as a part time clerk. Carol is also a licensed spray pilot. They built



their own facility on the airport with no help from the city other than a long term lease. Carol is Vice Chairman of a flying club of some 37 members with only one part-time instructor who is about to retire. Many of the student pilots are losing interest because this part-time instructor does not meet their available time. By using her scholarship for her instrument rating, Carol can then afford to pay for her CFI. It is important to remember the value of an airport in a small community and it is a credit to Carol that she wishes to keep it productive and progressive.

**Roberta Ellen Taylor**  
**Alberta Chapter**

Roberta will use her scholarship toward a multi-engine rating. Roberta used to do many charter trips—flying hunters and fishermen to lakes; flying nurses, teachers and other support people into remote Indian settlements. In



1975, however, her husband suffered two cerebral seizures and lost his medical. Since then, her husband has successfully passed his aircraft engineers exam and they have established a small, limited company as a partnership doing building construction and aircraft maintenance. Since the medical specialists feel that her husband will probably never receive his pilot's license again, it falls on her to be the flying partner in the firm. The business requires her to test fly and ferry aircraft. She has also given many courses on flying and aviation to school children and other interested groups in the hopes of making the public more aware of modern aviation as a safe method of transportation and recreation.

## The A.E. Research Scholar Program

The Amelia Earhart Research Scholar program has been instituted by the Amelia Earhart Memorial Scholarship Board, with the approval of the Ninety-Nines Board and the membership, to give greater meaning to our charter and purpose "to engage in . . . scientific activities and purposes, and particularly to promote aeronautical science."

The Research Scholar grant will be given to 99s who are already proven and recognized scholars whose works have been published in technical journals in their discipline. The grant will be given in response to a technical proposal, made by the scholar, to perform original research which will add to the world's knowledge about women pilots. The findings of the research will be of a quality to be acceptable by a technical society journal. While they will be the property of the 99s they may be published under the author's name (as with contracted research to the FAA, NASA, etc.).

While the research may be accomplished in any discipline which will add to the technical literature of women pilots (biology, physiology, anthropometry, medicine, behavioral sciences, etc.) the A.E. Board feels, at this time, that historical research is probably of the greatest need. While they will welcome any proposals of quality, they feel the need is most immediate for historical research and the contemplative evaluation of the contributions to national and world development of aviation by women pioneer pilots.

Information in more detail may be obtained by writing Dr. D.J. Strother, 3616 Landy Lane, Fort Worth, TX 76118.

The Board hopes this AE Scholar Program, while small, may develop as has the Rhodes Scholar, the Fullbright Scholar, etc. Our scholars and their research will bring new credit and recognition to our organization.



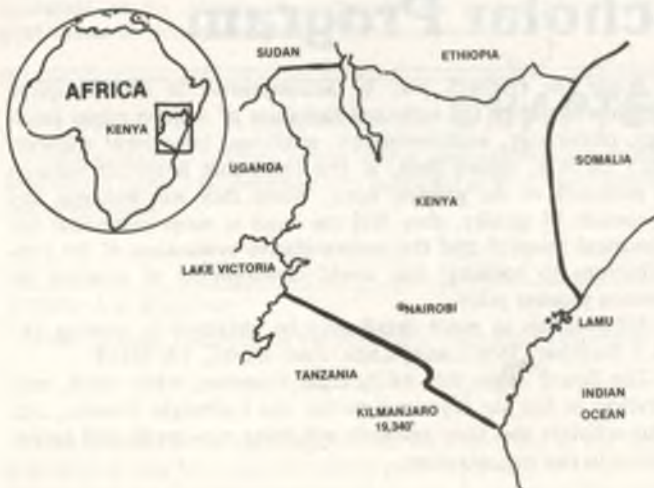


## DR. ANNE SPOERRY

By Julia Rutherford

Dr. Anne Spoerry of the East African Flying Doctor Services is in charge of medicine by air. She flies four airborne medical rounds in Kenya which take her from the coast at Lamu up to the dry desert areas of the north where Kenya adjoins Ethiopia; then down the shores of Lake Turkana - where some of the clinics are held right on the strip - to Masailand in the region of Mount Kilimanjaro and also to two islands in Lake Victoria. All these flights cover difficult terrain where travel on the surface is arduous and slow. One of the aims of Dr. Spoerry's medical

rounds is to give the Medical Officer of Health in charge of each district an opportunity of supervising his outlying districts - which would take days to visit by road or boat. Often a complete medical team will accompany Dr. Spoerry; problem patients are seen and maternal and child health clinics arranged as well as vaccination campaigns. When necessary, patients requiring specialist care are transferred to the nearest hospital - often days away by road.



Loading up Zulu Tango



Recently, as Information Officer with the African Medical and Research Foundation, of which the Flying Doctor Service is a part, I had the opportunity of accompanying Dr. Spoerry on her Lamu round. Preparations and careful loading completed, we are ready for take-off with Dr. Spoerry, her blue baseball cap resplendant with 99 badge pulled over her eyes, at the controls of her Piper Lance, 5Y AZT. The flight from Wilson Airport to Manda Island, which has the airstrip closest to Lamu, takes two hours. At first we fly over Kamba country, the hills of Machakos looking red and dusty and sadly short of rain. Then the undulating terrain falls away to the low, seemingly never ending, scrub-covered plains that stretch to the coast. This is comparatively featureless country; although an occasional bush strip, unmarked on the map, does exist, it requires all Dr. Spoerry's experience of the area to find them. The green tree-lined course of the Tana River emerges from the haze ahead and we know that Lamu is not far beyond. Soon the distinctive white sand dunes of Lamu Island appear. We swoop over Lamu township, the waving palms and cluster of white buildings lapped by the blue sea are a welcome sight. We taxi to a standstill in the parking area on Manda and unload the packed plane - cold boxes that will carry the vaccines on the next day's clinical safaris, drugs and provisions. The local porter appears with his handcart and we all troop off along a raised path through the mangrove swamps to a small jetty. By now the boat, which was alerted by our low pass over Lamu, has arrived and the coxswain gives us cheery greetings. We have a pleasant ride to Shella, an old Swahili settlement not far from Lamu township where we shall be staying.

At 8 a.m. the next morning the Ministry of Health boat collects us and we meet up with the medical team: Dr. Absai Kola, the Medical Officer of Health for the Lamu district, Sister Caroline Freda Micheu, a nurse, and Philip Osoro, a health worker. The boat takes us to Manda Island, the handcart is again loaded with drugs, vaccines etc., and trundled off to Zulu Tango, the Piper Lance, which is soon tightly packed with the five of us and all our equipment.

Zulu Tango takes to the air like a bird and after a few minutes we are landing on the grass strip at Witu, a settlement on the mainland. Had an aircraft not been available it would have meant an hour's journey by ferry to Mokowe on the mainland, then a three hour trip by Landrover to Witu, over hot bumpy and dusty roads in the dry weather, or perhaps getting stuck in the mud in the wet. However, thanks to Dr. Spoerry and Zulu Tango we arrived cool, fresh and ready for work. Our destination is Pandanguo (which in Swahili means 'put on your clothes') about twenty kilometres from Witu. We are taken in a Government Landrover over a little used track through wooded country with occasional open glades. . . .every opportunity to see elephant's here - but we don't. Luckily the road is dry, last time



**Lamu Township**

Dr. Spoerry attempted to get to Pananguo with the medical team the Landrover got stuck in the mud and they had to abandon the visit.

Soon we arrive at the village or round grass huts, attractive and cool amidst the cashew nut and mango trees. The people here are Wamboni, of the Muslim religion and true bushmen. Theirs is a small community of about 200 and they are very self contained - the nearest duka (shop) is at Witu. They live a simple life and are a most cheerful and attractive people. There is a school - a long building made of mud with walls about four feet high, then open to the large overhanging thatched roof. Here the clinic is held and the people converge upon it in a steady stream. Actually, it seems to be rather a red-letter day for them and an unusual and interesting occasion.

Caroline and Philip soon have the Primus stove hissing away and the syringes and needles boiling merrily. With the help of the school teachers the children are lined up and each given a card with name, date and note of vaccinations required; they then move along the line receiving each vaccination in turn and having it ticked off on their card. Generally they are very good and hardly utter a cry. Dr. Kola holds a clinic in one of the classrooms where he sees a total of 55 patients, which seems rather a lot out of a population of 200, so perhaps some of the nomads have come in from the bush. Prevalent maladies are malaria, eye problems and respiratory troubles.

Towards the end of the day one of the teachers shepherds a little boy to the medical team. He hugs a blanket to him and walks slowly on his painfully thin legs, his eyes dark and solemn. The teacher unwraps the blanket to reveal a sadly emaciated body covered with awful suppurating sores. The child does not utter a sound as he is examined. Dr. Kola thinks that subcutaneous Tuberculosis is the problem and says that the little chap



**The medical team wades through the oozy mud to the boat at Kisingatini.**





**Wading ashore.**

must return with us to Lamu Hospital for treatment. The discovery of this pathetic little boy made our visit to Pandanguo even more worthwhile with the hope that he would soon return to the village fit and happy like the other children.

Eventually all the people have been seen, equipment and drugs are packed into the Landrover for the drive back to Witu, into the air, land at Manda, boat to Lamu and it is good to get to bed that night.

Early next morning the boat again delivers us all to Zulu Tango. We fly north to Kisingatini on Pate Island and land on a grassy strip close to the sea-shore. A tremendous crowd of children come surging to greet us and willing hands convey the many boxes to the Ministry of Health boat which awaits us offshore. The tide is well out and we wade through oozy warm mud, clamber aboard and proceed north to Kiwayu island. There are many coral outcrops just below the surface and navigation is tricky. An old man sits crosslegged at the bow giving constant hand signals for direction as we chug along. An hour and a quarter later we reach Kiwayu. In relays the team and drugs are poled ashore in a dug-out canoe. Once again the clinic is held in the school. The immunization programme proceeds but the children are not stoic as yesterday and their screams rend the air, this of course is contagious and the waiting children outside are already screaming by the time they reach the door. The people are Bajun and, in common with most of the coastal people, Muslim. Fishing is their main occupation; they sun-dry their catch and take it to Lamu by dhow to sell. Coconuts are grown, also maize, millet and beans for local consumption. The island is close to the mainland and wild pig and other creatures partial to a tasty maize cob, cross at low tide and wreck havoc among the crops.

At the end of the day the boat returns us to Pate Island, but instead of Kisingatini, where we landed early that morning, we go further round the island to Faza, where we are to spend the night.

**Returning to the boat at Faza.**



At high tide Faza is an island on its own, separated from Pate by a narrow channel, at low tide it is an area of glutinous mud. It is our luck to arrive at low tide. The boat men struggle valiantly to pole us to the island, but we soon become well and truly grounded. We roll our trousers well above the knees and squelch the several hundred yards to Faza; at times the mud is only ankle deep, then suddenly a hole and we sink almost to our thighs.

The township on Faza is called Rasini and has a population of about 1500. As with all the islands there are no motor vehicles and their absence makes for marvellous peace and quiet as one wanders through the alleyways between the closely built houses, just stepping aside for the odd donkey. Children follow in a friendly crowd, taking one's hand and saying 'please come to my house.' This being the month of Ramadhan, the people of Faza, like Muslim the world over, fast; nothing must pass their lips between sunrise and sunset. To be in keeping we also observe the fast.

Next day we make an early start in the cool of the morning and our venue is the Faza Health Clinic. The lines of patients quickly grow, in fact it appears that the whole population must be coming. As with all the places we have visited during the last few days the number of children is quite incredible, hardly surprising really when one considers that over half the population are under fifteen years of age. Eventually we are ready to leave, low tide once again, so back through the mud with the boat even further out this time. Then a calm ride over the gentle early evening sea to Kisingatini where Zulu Tango awaits us.

Next day we are due at Matandoni which is on the other side of Lamu island, so we go by boat. A similar route to the last few days, but perhaps even busier. Mrs. Jedidah Mwanzia, a Nutrition Field worker, gives health education talks, illustrated with posters, to the queues of waiting patients. Towards the end of the day the children who have been hoping to escape notice are dragged from their hiding places by their elders; hardly one escapes those little needles that will prevent so much illness later on.

So the Lamu round comes to an end for another month. Dates and destinations are confirmed for the next safari and we say 'Kwaheri' (Goodbye) to the Lamu Medical team. It is too late to return to Nairobi that day but an early start next morning gives us an uneventful flight to Wilson Airport. Wilson Tower instructs us to report right base for 07, then we are cleared to land and so taxi up to the Flying Doctor's hangar.

A day or two at base for Dr. Spoerry, catching up on paper work and preparing for her next medical round which will take her to the desert area of northern Kenya - no chance of boredom with her job.

#### **Postscript**

It was good to hear after two months in hospital the little boy from Pandanguo returned home fit and healthy and ready for a normal happy life.

**...just stepping aside for the odd donkey.**





**SFO  
WAS**



Betty Walsh and Nancy Stock add their welcome to the sign-board at the Freeway On-Ramp at SFO.

**The Place  
to go**

# History of a Convention

By  
**Vivian Harshbarger**  
1977 Chairman

"To Dream the Impossible Dream". . . well, why not? Why not get all the Bay Area Chapters (wanting to participate) together and hostess the 1977 International Convention on behalf of the Southwest Section? Why not have elected delegates from each chapter form a decision-making committee? Why not involve all the members on integrated committees where they could sign up to help with the one that interested them the most? Why assign decorations, hospitality, or whatever to a particular chapter? Let everyone do her own thing, and she will do a better job! It worked, and beautifully, I might add.

All this was a dream in 1973. July of 1974 brought approval from the local chapters. . . now to secure the bid! **Ruth Rueckert** was commissioned to sell our cause at the 1974 Fall Southwest Sectional, and did she know the way to do it! She emphasized "crime in the streets" and "a murder a day", which was the way it was elsewhere. The other bidders (hysterical and unbelieving) deferred to us, and there we were with a convention on our hands.

The first official meeting was in October, 1974. I became Chairman because someone said, "Why don't you?", and I said, "Okay". **Evelyn Lundstrom** became Treasurer because she wasn't at the meeting, and someone volunteered her. Some be-

came chairmen because someone (like me) said, "Hospitality only needs to have a room with ironing board, sewing kit, and, oh yes, maybe you can get raisins or something donated." **Gay McCauley** (thankfully still my friend) waves this original note at me periodically. Well, how did I know? I hadn't been to an International Convention at that point, but someone told me that this is what you do!

All the chairmen and workers did an incredible job to make YOUR Convention a success, and you did your part by attending.

We are getting rave reviews, and we love them all! An outsider (non-99) who worked in the Exhibit Hall with the Vertigon and Sierra said that our numbers were overwhelming, and everyone seemed so happy. Perhaps Ruth Rueckert's remark at the very end when Hospitality closed on Sunday sums it all up: several people had commented to her about how wonderful we all were in San Francisco, and her reply was "That's because YOU are all so wonderful!"

Who could add to that except to thank you for your participation, and if you enjoyed yourselves, we were a success.

PR P.S.....

Special thanks to Rose Sharp and Gay McCauley for augmenting my efforts as if we had it planned! Also, a million to Jan for not blue-penciling, Viv for understanding and cooperation, and my own chapter members for help during emergencies. Mustn't forget my good friend Ray DeAragon, who took superb photos for peanuts. . . I actually gave him a choice between dry roasted or redskins! And to all of you, muchas gracias! SFO was The Place to go!

. . . Jeanne Abramson



Convention Chairman Vivian Harshbarger is congratulated by Joyce Wells upon receiving the Amelia Earhart Medal at the conclusion of the Banquet.



Even as you and I . . . President Lois Feigenbaum takes her turn at the Registration desk, along with the 650 other Ninety-Nines and 49½ers who attended.







3



2



1



4



5



6

AT



7



8



9



10

1. Miriam Brugh, Gay McCauley, and Pauline Wade by the message board in the always busy Hospitality Room.
2. Exhibit Hall . . . , a first!
3. Looking over the wares in exhibit hall.
4. Meeting international members at Welcome Party.
5. Others just "welcome" the Wine and Cheese.
6. Governors' Conference, "Another first!"
7. "Fun on the Bay for 300!"
8. Loretta Gabrielson and Gene Snyder aboard the cruise boat as it passes Alameda Estuary.
9. Red Barons(esses), "A 49 1/2er inspiration to replace the Turtles!"
10. Photo board, "I'll take twelve."





1



2



3



4



5



6

## SFO

1. Centerpiece doll for A.E. Luncheon, designed by Sacramento Valley Chapter.
2. A.E. Scholarship . . . "A Winner!"
3. Alice (age 71) and Clyde Bull (74), "Honeymoon Hearts in San Francisco."
4. Fran Grant and Mary Ben McClave inspect items in A.E. Memorabilia Collection, on display at convention. Behind them is portrait of George Putnam, A.E.'s husband.
5. Carribean Section, "Pre-prandial Cheers!"
6. "We DID TOO attend seminars."
7. Banquet crowd . . . nearly 1000 were there.
8. That special quality of Dr. Dora Dougherty Strother, Chief of Human Factors Group for Bell Helicopter Textron, enralls the banquet crowd.
9. "Thanks, OAK." Walking President Lois to her plane are Hospitality worker Nancy Rodgers, FAA's Frank Springer, and Joseph Meyers from Oakland Airport Operations.

Fantastic photos by Ray De Aragon



7



8



9

S



Lt. Judy Neuffer was in the first group of females to undergo Navy flight training. A pilot in VXN-8, NAS Patuxent River, MD., she is a designated aircraft and mission commander in the RP-3 Orion. She has applied for the space shuttle program, selections for which will be announced later this year.

Among many other achievements in her young career in Naval Aviation, she was the first woman to fly an aircraft through the eye of a hurricane.

Born in Wooster, Ohio, Neuffer has always been exposed to aviation. Her father, an Army Air Corps pilot in WW II, has always either managed or worked at airports. He started giving her flying instruction at age 15. She soloed in a Piper Cub at 16.

NANews interviewed Lt. Neuffer at VXN-8 before she left for a three-year tour as a detailee at the Bureau of Naval Personnel in Washington.

*This article was reprinted from the July 1977 issue of Naval Aviation NEWS. Lt. Judy Neuffer is a member of the Southern Maryland Chapter of the 99s.*



# UP FRONT WITH JUDY

## Interview with Sandy Nye

**NANews:** What does your job entail as a plane commander in VXN-8?

**Lt. Neuffer:** As the aircraft commander, I am in command of that particular aircraft and a crew of 11 or 12 while we are flying. I make decisions that need to be made throughout the flight and am responsible for the safe conduct of the flight.

**Do you think you chose flying as a career because you grew up around airports?**

I definitely think so. My whole life has been involved with aviation. I spent many summers at the airport helping my father and it's something I have come into very naturally just because I have been around it so much. I really can't imagine what life would be like without flying.

**How old were you when you first learned to fly?**

I was 15 when I started taking instruction and 16 when I soloed in a Piper Cub.

**When did you decide that you wanted to be a Navy pilot?**

When I enlisted, the flight program was not open to women and I had no idea that it ever would be. I was a computer programmer initially in the Navy and, while I was doing that job, the Navy opened the flight program to women, indicated that it was taking applications and anyone interested should apply. I jumped at the chance. I applied and was accepted, deciding it would be great to be doing something worthwhile as well as something I enjoy.

**Before flight training, was it your intent to become a pioneer in women's Naval**

**Aviation?**

No. I was in no way trying to be any kind of pioneer. I would say that I was at the right place at the right time. I have never set out to blaze any trails. I enjoy doing what I have been trained to do.

**Now that women have proven their competence in Naval Aviation, do you think there will be a great increase in the number of women enrolling in the flight program?**

I think we will continue to get more into the program. But, at this point, we are restricted in the type of flying we can do because of the federal laws that prohibit us from participating in combat situations. Of course, the majority of flying in the Navy is oriented toward combat. Women will continue to enroll but until more squadrons are opened to us, I don't imagine that there will be a large number of women in the program.

**What emotion best describes your feeling as you flew into the eye of a hurricane?**

That's hard. First of all, it was something I had been anticipating for some time. I had asked for orders to that squadron because I wanted to do that type of work, and I was in the squadron for quite a while before the storm season started. Actually, it's hard to say what I felt when we were in the storm because I was very busy. Your time is totally committed when you're flying into a storm and you're concentrating on what you're doing, the purpose being to get into and out of the storm safely. I wasn't really conscious of anything other than using my training to fly the aircraft properly to get into the storm. I'm sure that subconsciously I was feeling fear because I





was very tense, but mainly I'd say that it was a very busy, exciting time—the culmination of a great deal of training and anticipation.

**Why do you want to be part of the space program?**

That's something that I've wanted to do as long as I can remember. It's been my dream, more than anything else, to fly into space. I didn't think I'd ever have the chance to realize that dream, but recently the Navy indicated that it was looking for applicants for the space shuttle program, specifically women. Again, I feel I was in the right place at the right time. I have a degree of experience now that I hope will be helpful. My application is in and it's a matter of waiting to see what happens.

**When will you know if you've been accepted?**

I applied directly to the Navy selection board which convened in May. It will select a number of applicants and submit them to NASA, as will the other military services. NASA will then make the final selection. If I'm not selected by the Navy then that will be the end of it. But I'll know I gave it my best shot.

**How do you feel about flying in combat?**

I have no more desire to fly in combat

than my fellow male pilots. If the federal law should be changed allowing women to participate in all aspects of aviation, I would expect to draw the same type of duty as any other Navy pilot. I would be trained to do it and I would accept it as my duty.

**Would you like to land on a carrier?**

That has to be the highlight of any Navy pilot's career. It's the one thing that really sets the Navy pilot apart from other pilots. Again, because of the federal law, I have been prohibited from participating in any flying that could be involved in combat. I wish that when I went through the training command I had been allowed to land on a carrier as a student, just for the experience, even knowing that I'd never receive orders to a squadron operating from a carrier. I regret not being given the opportunity to have an experience unlike any other in flying. Landing on a deck that's bobbing out in the ocean *has* to be very exciting—and frightening—I'm sure.

**What are some of your interests outside of aviation?**

Right now the Navy and flying occupy 100 percent of my time because, even when I'm not flying, I have a ground job here in the squadron. When I'm not on duty I have to spend a great deal of time studying to maintain my proficiency and knowledge in the aircraft.

In the past when I had more free time, I enjoyed scuba diving. I'm a certified scuba diver.

**How has your male crew reacted to you as plane commander?**

I couldn't ask for better support than I've received over the past several years while I've been flying with crews. The men have been outstanding. It's hard to say enough good about the crew I'm flying with right now. Each and every one of them is a very special friend.

That's not to say that I haven't received some resentment along the way because that's inevitable. I'm doing something which is different, a change from the way things have been. And it's harder for some people to accept change. There has been some resistance along the way. Once the fellows fly with me and realize that I'm just trying to do what I've been trained for, they can see I'm not out there to prove anything, to pose a threat to them or to be better than them. By far, the acceptance has been terrific. It's made the last few years very enjoyable.

**Do you feel that men in general, in your career as a Navy pilot, have made special efforts to make you feel like one of the guys?**

It's not been my desire to be one of the guys. I want to be a member of the team, not one of the guys. I think there's a very distinct difference. I'm a woman and I'm very glad to be a woman. Again, after the men have flown with me and realize that I've been trained just like any other pilot, they simply treat me like a member of the crew, with no special considerations.

However, I do know that the language on my crew is not as colorful as it is on others. There are changes in that respect and I appreciate that, but I've never requested it.

**Has working in a mostly male environment helped your social life?**

No, not really. As I've said, I'm kept very busy with my ground job and flying. I have very little time to make contacts outside the squadron, so my social life is nothing out of the ordinary. I know a lot of women who think, "What odds—one woman and all those men!" Even though there are some advantages to my situation, there is also a lot of hard work. I get grubby when I'm in my flight suit and at night I spend most of my time studying. It's not as glamorous as it may seem.

Sometimes I really long to have a woman to go to lunch with or talk woman things with. I just can't go to the ward-room and sit down to talk about woman things with the guys. So there are advantages and disadvantages to the situation.

continued on page 22



## Up Front with Judy

(continued)

**Do you have a specific goal in mind for your future in Naval Aviation?**

If I have a long-range goal, it's in the space program. I just take one day at a time, trying to be the best pilot I can be. I try to stay flexible and be able to move in whatever direction becomes available to me. I don't know if I'll make the Navy a career. As long as I feel that I can make a valid contribution to the Navy, this is where I'll stay.

**Is there any advice you would give a woman now entering the flight training program?**

I really tried to prepare myself before I started the flight program. I think I was prepared for what I encountered except for the notoriety—the interviews, the pictures, the public affairs part of it. I never imagined that anyone could be that interested. It has been an enjoyable sideline to what I've been doing, even though it was a surprise initially.

My overall advice is that motivation is the key. I would say I'm a very average person. I don't have any special skills. I'm not gifted or in any way superior to anyone else. Most any other woman would be able to do what I have done—if she were motivated. It's a lot of hard work. Even for a woman coming into the program now, it's still relatively new. She must realize that there will be people who will be suspicious of her motives. She is going to be an oddity to a degree, so her motivation and ambition will have to carry her through whatever she encounters.

**How would you sum up your total experience so far in Naval Aviation?**

It's been a very exciting time. I've never worked harder in my life, but it's been worth it. I've seen the world, from one pole to the other. I've certainly had opportunities that many women haven't had. I've been in the right place at the right time and I've been lucky.

It's given me an opportunity to push myself to the limits of my potential and to really use whatever talents I have. And there's a great deal of satisfaction to be gained from that, knowing the job that I've done and what I've achieved.

**Any other comments?**

Just that I feel very fortunate about the acceptance I've received from my crew. These fellows will remain good, close friends forever.

They've made the difference between *doing* a job and *loving* a job.

# CHAPTER

An interview with an **Australian 99** - one of only five women air traffic controllers in Australia and the first to be accepted and trained in the profession.

## Olga Tarling

**Australian 99  
and Air Traffic Controller**

Olga Tarling is an expert at three dimensional chess. A professional whiz at sorting out priorities and coping with emergencies. She's unflappable, despite her ginger hair.

From Brisbane, Queensland, Olga is an air traffic controller, one of five women who have joined men on Australia's airwaves during the past 18 years. Her interest in air traffic control goes back a lot further than 1959 - the year she entered the profession.

"My mother keeps insisting that when she was pregnant with me she went out to an airport with dad and sat in the cockpit of an aeroplane, and suddenly she felt she wanted to take off. She said she thinks she wanted to pass the sensation on to me." Olga said.

And that's how it started.

When Olga left school in 1948, she didn't have a clear idea of what work she wanted to do.

"Father was with the department of civil aviation in the air radio set-up, and he suggested I might like to take up a job in radio communications, until I decided what I wanted to do.

"Soon, I was working at an airport and took an interest in aeroplanes," she said. In 1953, Olga obtained a private license, and went on to get a commercial license at the Royal Queensland Aero Club. She then joined Southern Airlines, a small feeder service operating out of Essendon in Victoria.

"They wanted girls to fly as radio operators, co-pilots and hostesses. I was able to combine all three positions, so I got a job."

For the past 18 years, Olga has been involved in ATC. Her current position is that of instructor, in charge of all Queensland recruits. She's based in Brisbane.

"Air traffic controllers," says Olga, "have some peculiar quirk which allows them to think in three dimensions, and to think and act quickly in emergencies." "It can be a high tension job sometimes, but the work is not mundane in any way. Every day, there's something new," she said.

Recently in Australia, there has been a considerable public outcry over increased wage demands by ATC personnel, to



**Olga Tarling, first woman Air Traffic Controller in Australia.**

compensate for increased responsibility. Olga comments: "Having been a pilot, I can see their problems. Even though I am only instructing on how to control aeroplanes now, I can understand the pilot's point of view.

"Unfortunately we've had in the past few years a few incidents and accidents, and some arguments as to who was responsible. In many cases, there was a joint responsibility between ATC and pilots.

"In recent incidents we were given the major responsibility for accidents, so we decided we needed extra remuneration for this responsibility."

Controlling traffic at Australia's big international airports is not without its frustrations. "The most difficult part is handling bursts of traffic. It doesn't flow all the time. You might be controlling very little, then there's a burst of heavy traffic, in the middle of it you might have an emergency, so you go from full stop to full speed ahead. You've got to be able to keep your cool, and decide on your priorities, and they must be right every time. "I've always been a very dedicated person, and any job I tackle, I want to do well."

Olga has earned the respect of her colleagues and the admiration of friends because dedication and drive, rather than ambition, have gotten her where she is today.



# PERSONALITIES

## 99 Profile

### Judy Logue

Chairman-elect of the Wyoming 99s is **Judy Logue**, Casper. Judy and husband Terry, who are both teachers in Casper, run a hostel for bicyclists in Encampment during the summer months.

Judy is happiest when she's moving. "I don't care if I'm bicycling in Ketchikan or rocking on my front porch, just don't make me sit still!" Her hobbies include traveling, bicycling, canoeing, cross-country skiing, and photography. She writes a poem occasionally, "mostly for myself," and is putting a lot of energy into wood carving. You can see some of her work in the lobby of Casper Air Service.

Judy flies her 60 Cessna 172 "because it keeps me humble." She says, "I always fly scared dry—then I'm yahooing when I arrive without mishap. Right now I'm just anxious to see my three children back in school so that I don't have to hear, 'WHEN DO WE EAT?' so often."

I happen to know Judy can pitch horse shoes also.

### San Fernando Valley's New Chairman

### Ely Rickabaugh

New members and old are drawn to Ely Rickabaugh, San Fernando Valley's Chairman, by her friendliness and lovely smile. A great deal of her time is devoted to flying in one way or another.

She is an Air Craft Sales Broker for Trademark Aviation at Van Nuys Airport. Though she has been busy as past Treasurer, Membership Chairman, and Telephone Chairman for our chapter, she still found time to handle the bookkeeping for the Skyhawks Flying Club, a local club of which she is a member.

She is diligently working toward an instrument rating. She likes racing in the Palms to Pines Race and plans to go again this year.

Aren't we lucky that this former fashion model decided to become a fly-girl? Ely is happy to report she has a full compliment of committee chairman ready and willing to help her through the year - neat? !

## Finger Lakes Personality

### Alice McEachern

**Finger Lakes Chapter 99, Alice McEachern**, had a fun packed summer towing sailplanes for her fourth year at the Rochester Soaring Club of which she is a member.

Alice tows with a Citabria owned by the Rochester Soaring Club and it is not uncommon for her to make thirty-five to forty tows in a day. Her work is usually on weekends but she is also on call weekdays as she is within bike riding distance of her home airport, Dansville, NY where soaring is done every good day available.

Alice also owns a 1968 Cessna Cardinal which, with her 49½er as co-pilot, she has flown to the West coast, Florida and the South many times. She is hoping to have her own soaring rating soon and then plans to get her instrument rating as it is a must to visit her children who live in the Western States.

An active 99 member, Alice has also spent the last two years working with an aviation Explorer Post group at the Dansville airport. She's Finger Lakes Chapter Corresponding Secretary and planner of a soaring day to be held for Finger Lakes members. She was excited about visiting her son stationed in Germany with the Air Force and left for a month in Europe this August.

The Finger Lakes Chapter is proud to have Alice as a member.

Related picture page 30

## Profile of a 99

### Shirley Hains

**Shirley Hains**, Eastern Pennsylvania Chapter, is the mother of fourteen (14) children, ages 4 to 21 (1 set of twins). She started flying lessons in the Spring of 1971 (13 children at the time). Her husband, Gordon, had received his license the year before, and Shirley felt that two pilots are safer than one, so she started lessons.

The lessons were interrupted by a pregnancy and even then only when, at 8 months, the doctor convinced her to wait until the birth of Pam before completing her cross-country and flight test. So Shirley took a short maternity leave, then went back to the air and has been flying happily ever since.

Summer has just flown by, but in its wake one notable news item has surfaced from the Eastern Ontario Chapter. At our June meeting it was reported that **LORNA de BLICQUY** had won a competition to be appointed as a Civil Aviation Inspector in the Toronto Regional Office of the Ministry of Transport. Lorna was reluctant to let me do a write up at that time saying, "Let's wait until I'm actually there." So as of August 22, 1977 **LORNA VIVIAN de BLICQUY** became the first woman in Canada's history to become a M.O.T. inspector.

## First Woman M.O.T. Inspector

### Lorna de Blicquy

by Felicity McKendry

Lorna de Blicquy was educated in Ottawa. As soon as she was able she acquired her Private License at the Ottawa Flying Club, paying for her lessons by part time employment. She made a parachute jump in these early years when she was finally able to adjust the harness to fit her small frame. . . or maybe she waited until she grew and it finally fit her! As her aviation education progressed, Lorna also received her B.A. from Carleton University, Ottawa and taught high school in Sudbury.

But flying was much more to her liking and she went on to become a bush pilot. In addition she has flown commercially in the Arctic and in New Zealand as well as being a highly esteemed flying instructor. A member of the Whirly-Girls, Lorna also holds an instrument and multi-engine endorsement as well as being an active glider pilot supporting the local club as much as her spare time permits. Her years as a flying instructor were recognized when the M.O.T. designated her as a Commercial Flight Test Examiner about 4 years ago.

Lorna has several aviation recognitions to her credit. . . in 1952 she won the local competition to represent her club in the St. Lawrence Zone trials for the Webster Trophy. She has participated in several international air races and competitions such as the AWTAR, AWIAR, AWNEAR. An achievement that greatly pleased her was winning the Amelia Earhart Memorial Scholarship in 1970 to obtain her Class I instrument rating and her Airline Transport Rating.

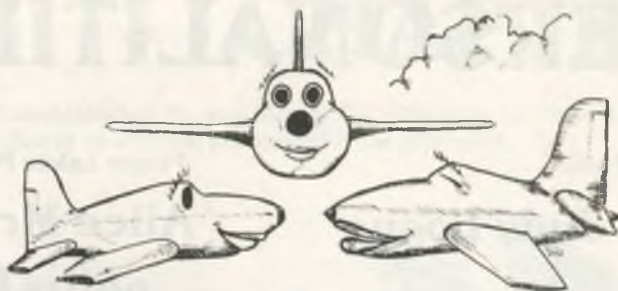
Lorna has shared her knowledge and flying experiences very vividly through the many articles she has written for various publications and through her ability as a speaker. She has been a key member of the East Canada Section of the Ninety-Nines and particularly the Eastern Ontario Chapter, being a most diligent worker and offering hospitality and encouragement to flying folk who might need 'a wing to crawl under'. In fact it was in her home that I stayed when I flew to Ottawa to attend one of my first 99 meetings in the early 50's.

We are truly proud of your achievement Lorna, and share this pride with your husband, Dick and your daughter Elaine.



99s getting together

# Meetings



## Middle East

### Auction Held at Meeting

A beautiful day led to a great turnout of members and prospective members for Central Pennsylvania's meeting at Bellefonte Skypark. After the business meeting, an auction was held in which the chapter did quite well for its Treasury.

### Middle East Fall Sectional October 15th, 16th Ramada Inn Wilmington, Delaware

The Delaware Chapter will be the hostesses for the Fall Sectional. Tentative events are scheduled as follows:

#### Saturday

- 1:00 Chapter Chairmen's Meeting
- 2:00 Business Meeting
- 7:00 Cocktails & Dinner
- Speaker: Louise Sacchi

#### Sunday

Tour: Delaware Air National Guard C-130 simulator



Ozark Airlines pilot, Jackie Gero with President Lois and Sue Long. Jackie was the guest speaker at the STL Installation Luncheon.

### STL Holds Gala Installation

How very fortunate we were to have surprise guests at our installation luncheon in the persons of **Lois Feigenbaum** and her daughter, **Sue Long**. Their presence certainly helped to make our luncheon even that much more impressive. I'm certain, too, that Lois and Sue were plenty impressed as we were, by our guest speaker, Jackie Gero, Ozark Airlines First Officer and future 99! Jackie's talk on breaking into the "big time" and becoming Ozark's first woman flight officer was very interesting to all of us and created quite a question and answer period afterward. We're all looking forward to Jackie becoming one of us, so that we can hear more about the wonderful world of flying the left seat of an F27. (DC-9s next year!)

Our new officers, off to a flying start, are already well into plans for a fall

hangar dance, Oct. 1st, at Spirit of St. Louis Airport so that we can recover, hopefully, some of the many dollars spent during the past very active year. Thought we'd rest a little bit, but, no way! Also, we were all very pleased to hear that our outgoing Chairman, **Nelda Lee** came home from convention with a first place trophy from the tennis match! All four of our reps. to convention raved about what a wonderful time they had in SFO and **Val Johnson**, **Dottie Haupt**, **Irene Rawlings** and **Nelda** are all anxious to return to the Golden Gate area when they can spend more time (and money????)

### Indiana Dunes Officers Installed

Lansing Municipal Airport was the site of the August meeting of **Indiana Dunes Chapter**. We were honored to have the North Central Section Governor, **Lois Kennard**, along with husband **Dick**, and **Kelly**, (Lois' airplane-loving dog) in attendance. Officers for the 1977-78 year were installed with a beautiful service led by **Donna Hruska**, Installing Officer. Each old and each new officer received a beautiful long-stemmed rose and their personal copy of the installation service. New officers are: Chm., **Barbara Gross**; 1st V-Chm., **Michelle McDonough**; 2nd V-Chm., **Charlene Falkenberg**; Recording Sec., **Carol Zander**; Corres. Sec., **Kathy Walker**; and Treas., **Muriel Kreski**.

### "Spirit of St. Louis" Lands at Quad City

24 July 77 the "Spirit of St. Louis" landed at Quad City Airport. Pilot **Vern Jobst** was welcomed by 2,000 - 3,000 people. Reception was held at Holiday Inn and we heard details about the historic

## North Central

### Ohio 99s Ride in Vultee BT-13

All Ohio's August meeting was held at **Louise Pfoutz's** home in West Alexandria where she and 49½er **Paul** have their own private grass strip. The **Pfouts's** each own a Vultee BT-13 and Louise gave rides in her plane to the members attending.

### Chicago 99s Try Gliders

Hinkley Field was an interesting place for the July meeting of **Chicago Area 99s**. We enjoyed a talk on soaring and afterwards we were entertained by the sailplanes and sky divers. Many of the girls had their first glider ride.

The August meeting was a fly-in to Naper Aero to enjoy **Eva White's** Splash Party after the meeting. The members brought fancy wrapped lunches to be raffled off and the proceeds went to the chapter treasury.



Outgoing Chairman **Nelda Lee**, **Gloria Cash**, International Pres. **Lois Feigenbaum**, **Elizabeth Jordan**, **Ruth Schuler**, **Jackie Gero** and new Chairman **Virginia Kunkel** pose at STL Installation Luncheon.



replica plane built by EAA in Hales Corners, WI and interesting stories about the flight this far. Pictures were taken with pilot and approximately 10 members of our chapter. **Lilli Soomre** had the honor of taxiing with pilot to the hangar when he put the plane away for the night.

## Northwest

### Report on Alaska Sectional

The Northwest Section of 99s held their Sectional Convention in Anchorage July 21-24. Fifty women pilots attended, some flying their own aircraft up the Alaska Highway. **Priscilla Cook** and **Pat Erickson** flew from Bellevue, Wash. in a Super Cub on floats winning for them the Proficiency Race Award.

Lt. Gov. **Lowell Thomas** was the guest speaker at the banquet relating tales of his flight around the world with his wife **Tay** in their Cessna 180. The wild game dinner has always been a highlight of the Convention which is prepared and donated by the Alaska 99s.

It was nice having **Hazel Jones** and **Thon Griffith** attend from International. During the Convention the FAA conducted a day-long seminar relating to traffic control and flight service station operations as explained by women working in the FAA facilities in Anchorage.

### Fly-In to Friday Harbor

In July, **Greater Seattle Chapter** had their much anticipated, annual fly-in to Friday Harbor where they were met by **Dodie** and **Ernie Gann**. The Gann's always meet them with a pick-up trailing a low flat-bed sporting bales of hay for 99s to sit on during the two-mile ride to the ranch. The weather always seems to favor this event, and when they arrive, they pull the bales down from the truck for seats while eating the delicious array of food everyone brings.

### Wyoming 99s Reorganize

Enthusiasm was the key word when the **Wyoming Chapter** of 99s convened in Casper in June for a reorganizational meeting. Honored guests were: Regional Governor, **Gene Nora Jessen**, Boise, Idaho; Vice-Governor, **Lou Wicks**, Eugene, Oregon; and Pilot-in Command, **Ali Sharp**, Grants Pass, Oregon.

After being relatively inactive over the past four years, the Chapter gained five new members. Charter member **Mable Blakely** conducted the business meeting. The following new officers were elected: Chm., **Judy Logue**, Casper; V-Chm., **Kay McMillan**, Riverton; Sec., **Crystal Ahrens**, Torrington; Treas., **Elizabeth Grieve**, Lander.

PIREPS were the order of the day when 99s encountered antelope on the runway at Saratoga in July. Terry Logue gave an interesting presentation on the pterodactyl, a prehistoric gliding reptile which inhabited Wyoming up to 75-90 million years ago.

## South Central



New Arkansas Chapter officers at the Heber Springs Fly-In were **Camille Smith**, Chm; **Donna Harris**, Co-Chm.; **Bonnie Anderson**, Sec.; **Pat Hyde**, AE Scholarship Chm.

### Texans Go Mexican

**Golden Triangle Chapter** had a very warm (weather) but delightful installation dinner at **Joe Garcia's** in Ft. Worth in August. This restaurant serves only Mexican food and we chose to have our dinner out in the pool-patio area but did have to move inside after our "happy hour" because of the heat.

Later in the month, the Chapter Executive Board met and in-going and out-going committee chairmen exchanged material and ideas. The chapter is looking forward to another active year.

### Playwright Speaks to 99s

The August meeting of the **Santa Fe Area Chapter** was held at the Los Alamos Airport and all area pilots and plane owners were invited. **Paul Garrison**, noted writer and playwright, was the speaker. He asked for help with planes and pilots for a Labor Day nickel-a-pound project being sponsored for the benefit of the Theatre Arts Group of Santa Fe. An evening downpour cut sharply into the attendance but two planes and three pilots were promised for the event which is to be held at the Santa Fe Airport.

## Southeast

### 99s Ride in Bell 212

**South Louisiana Chapter** met in Lafayette, La. in August at **Petroleum Helicopters Inc.** After riding in the big Bell 212 helicopter, the group was escorted on a tour of the large facility. Plans were



South Louisiana 99s were treated to a ride in this Bell 212 Helicopter.

laid for events aimed at helping the NIFA chapter at LSU which So. La. is currently sponsoring.

### 99s Tour Movie Studios

A summer meeting of the **Blue Ridge Chapter** was held in Shelby, NC and included a tour of the **Earl Owensby Movie Studios**.

## Southwest

### LA Installs Officers

**Los Angeles Chapter** held their annual pot luck installation dinner at **Norma Futterman's** in Beverly Hills during August. In addition to installing officers, several chapter awards were presented. **Virginia Showers** was named the Woman Pilot of the Year, and the Service Award for outstanding contributions to the chapter was presented to **Rachel Bonzon**. Achievement Awards were presented to members who had received new ratings during the year.

**Berni Stevenson** showed her films of the Alaskan Sectional, and the group also saw the film, "To Fly". And of course, how could the LA gals have a party without ending up somewhere during the evening gathered around the piano for a sing-along.

### Palomar Installs Officers

**San Diego's Betty Wharton**, who installed the chapter officers when **Palomar Chapter** organized in August 1966, again did the honors for **Ginny Boylls**, Chairman, and the new Palomar Chapter officers at the annual pool party at **Pam Vander Linden's** ranch in Fallbrook. This combined business and social function started off the new season with a large enthusiastic crowd of members and their families.

### SFV Holds Awards Banquet

Awards banquet for the **San Fernando Valley Chapter** 99s was held at the **Maison Gerard Restaurant** in North Hollywood. We presented member **Coralee Tucker** the "Woman Pilot of the Year Award" and to member **Pamela McInnes** went the "Trixie Ann Schubert Award". Congratulations 99s. We know how hard you worked. Thanks also to **Cec Schulman** for the arrangements.

### Inland CA Greet Guests from England

**Inland CA 99s** held their August meeting at the home of **Nola Rhodes**. Members had the opportunity to greet new friends from Yorkshire, England, **Dawn** and **Alan Turley**. Following the short business meeting, 99s and husbands enjoyed an afternoon of swimming, refreshments and music.



## Ninety-Nines

# Projects

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



### Middle East

#### **Presentations & Displays by Maryland Chapter**

**Maryland Chapter** had a display and audio-visual presentation and were also participants at the East Coast EAA Fly-in during September. They will also have a booth and audio visual presentation at the Chesapeake Appreciation Days in October during which they will be performing a fly-by for spectators. **Lenora Eaton**, Flying activities Chairman, is planning an exciting airshow for the gals to perform. This will be the third year in a row that Lenora and the Maryland Chapter have participated, and Lenora has been designated a permanent board member for Chesapeake Aviation Days.

#### **Chapter Receives Surprise Donation**

H. Rogers, Headmaster of Oldfields School, Glencoe, Maryland sent a donation to the **Maryland Chapter** for "the wonderful program" presented to the students by the 99s.

#### **99s Attend Aviation Education Seminars**

Members of the **Maryland** and **Southern Maryland Chapters** participated in the first of a proposed series of Aviation Education Seminars sponsored by the Maryland State Aviation Administration. The group assembled at the meeting included representatives of both State and County School Boards, Civil Air Patrol, FAA, MD DOT, airport managers, flight schools, and high schools from all over the state.

The point of the meeting was that the FAA needs the assistance of people who are interested in spreading the general aviation story and its career opportunities. The impetus for furthering public awareness of general aviation and its importance to the nation's economy must come from persons now involved, employed, and interested in general aviation. If we don't do it, who will? Only a small percentage of the general public realizes that general aviation encompasses every facet of the flight

industry that is not military or commercial airlines.

A great deal of material is available free of charge and can be used in aviation educational programs. Order blanks with a list of all available FREE booklets in unlimited quantity are available from the FAA. Write Mr. Don Perry, DOT FAA Eastern Region, Federal Bldg, AEA-4, JFK Int'l Airport, Jamaica, NY 11430, or your nearest FAA Regional Office.

#### **Rocks Cleared From Taxiway**

Since there is no taxiway at St. Mary's County Airport, aircraft taxiing down the runway have had to use a grass strip to avoid incoming planes. Occasionally, rocks on the strip may be kicked up into the propeller.

To provide a temporary solution to that problem, the **Southern Maryland 99s**, on June 18, cleaned up the strip, digging the rocks out of the grass. Assisting were **Anitra Ruth**, **Noreen Cosner**, **Donna Miller**, **Pegi Sasher**, and flying enthusiast **Judy Sager**.

**Southern Maryland 99s** also operated a booth at the Naval Air Station Patuxent River Air Expo in September where they displayed a simulator, promotional aids for aviation, and 99 paraphernalia.

### New York-New Jersey

#### **Rain on Air Show Day**

The **Western New York 99s** had a display at the Aviation Day Air Show at Buffalo Air Park on August 21st. The show was well attended even through the pouring rain.

### North Central

#### **"Fly Hi for Dystrophy"**

On July 30-31, members of the **Greater Detroit Area Chapter** flew the "Fly Hi for Dystrophy," helping to raise \$6000 total.

### 99 Coordinates Detroit City Air Show

**Lillian Snyder** served as the coordinator for the Detroit City Air Show which occurred in the middle of July and was heralded as a huge success. Ways and Means Chairman **Pat Race** set up a display table selling 99 coloring books and note paper. Other **Michigan 99s** helping were **Nancy Miller**, **Donna Sentas**, **Grace Shearer**, **Jan Olsen**, **Marge Hatfield**, and prospective member **Karen MacFarland**.

### Christmas Decorations To Be New Fund-Raiser

**Quad City Area 99s** are looking for new ways to raise money. One they are considering is making ceramic Christmas decorations. **JoAnne Walker** and **Lilli Soomre** are spearheading this project.

### Northwest

#### **Wyoming Plans Airmarking**

The wind was perking straight out of the east. There we sat, chilled to the bone. . . Hark, did we hear a single engine going over??? No sir, it was on downwind for 1 zero. **Donna Jones**, **Mitchell**, **Nebraska**, whizzed in under the clouds in their 150. Our hopes of more flying-in were shattered with the ringing of the telephone.

Everything is still in order for the painting, and the gals are still planning on getting together and invading Torrington. It's a point of honor now to get the job done as it seems there's a 49½'er who's saying "I told you so", and the airport manager, recalling the CAPs promise to do the painting several years ago, doesn't hold out much hope, either. The 99s will show them, right?

### South Central

#### **Sky-Pals Seminar Planned**

**Lubbock Chapter** will sponsor a "Sky-Pals Seminar" October 21st and 22nd for wives and friends of pilots. Guest lecturers from **San Diego Chapter** will be **Ava Carmichael** and 49½'er **David**, **Betty Wharton** and **Dianne Stocklin**. With such illustrious faculty, how can they miss?



## Safety Meeting Held

Shreveport Chapter assisted at the Safety Meeting at Louisiana State University, Shreveport in September. Mary Jo Voss made a presentation on ELT and Search and Rescue.

## WASPs Making Lectures

Former WASPs Ann Frink and Joan Alaya, Spanish Peaks Chapter, have been making extensive contacts among legislators and pilots regarding proposed federal legislation securing vets benefits for the WASPs.

## ELP 99s Participate in Aviation Education Program

Michelle Mille, Jan Hampton and Joyce Canavan along with husbands, joined the fly-in to Marfa, TX where the El Paso 99s participated in an Educational Aviation Program in August. There were cash prizes awarded to winners of the Density Altitude contest as well as the preflight contest. The grand finale was a western barbecue and refreshments.

## 400 Pilots Attend Seminar

The South Louisiana Chapter assisted the FAA in a statewide Safety Seminar held in Baton Rouge, Aug. 6th at the LSU Union Theatre. Approximately 400 pilots attended the seminar conducted by Don Muzzerole, FAA Accident Prevention Specialist, New Orleans GADO. After the seminar, 99 Pat Ward chaired a meeting for pilots interested in forming a statewide pilots association.

## SOUTHEAST

### Airmarking Generates Gratuity

Winkler Aviation, FBO in Hendersonville, NC, donated \$25 to the Blue Ridge Chapter to say thanks to the members for airmarking their runway and putting a compass rose on the ramp. Members Carol McKinney, Merry Robertson, Lucy Merritt, Carolyn Pilaar, Mary Ellen Castelloe, Hilda Goley, Lee Orr, Dot Penny, and Louise White enjoyed a picnic lunch and then went straight to work.

### Proposed TRSA Discussed at Safety Seminar

Goldcoast Chapter co-sponsored a FAA Safety Seminar with the Miami-Dade Community College. The film "Flying over Water" was shown and Miami Approach Control and flight personnel from Homestead Air Force Base explained the proposed TRSA being planned for Homestead.

## SOUTHWEST

### Palomar to Host Southwest Spring Sectional

Tackling big tasks is not new to Palomar chapter. The small but active group agreed to plan ahead for the Spring 1978 Southwest Sectional to take place at the

famous LaCosta Country Club, Carlsbad, CA.

## SFV Hosts Safety Seminars

San Fernando Valley Chapter 99s held a GAMA Safety Seminar with attendance of over 199 at the meeting. Jan Wood gave part of the program on her trip around the world in her little yellow cloud better known as a Cessna 170.

SFV 99s also held a very successful and well received CFI Clinic on the Campus of Glendale College in their Aviation Department. The event was coordinated by Audrey Schutte, member of the faculty teaching ground schools and also a coveted member of the San Fernando Chapter. The chapter handled registration, coffee and goodies for all breaks and arranged luncheon for 84 participants during the three days.

## Santa Rosa Winds Up Busy Year

The Santa Rosa gals and their 49½ers have had a busy year with Joan Robbins, Chairman, leading the way with brains and muscle, an unbeatable combination.

The first Air Race Classic started from Santa Rosa in July, with Marilyn Jack and Joy Reinemer co-chairing it. Fund raising projects had been taking place since last fall: 3¢ a pound rides; food sales at Cessna's Open House; arranging and cooking breakfast for Piper's Open House; and raffles. The most unusual way we made money was to enter a float in Santa Rosa's Rose Festival Parade. We won Second Prize, worth \$100.

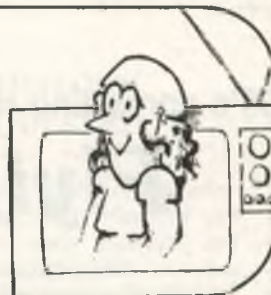
One of the dividends of having a Start or Terminus is the joy of meeting gals from across the country that love the same thing that you do - flying!!

Our Chapter was rightfully proud of Joy Reinemer, who not only co-chaired the Start but flew the first ARC with Helen McGee of Sonora, CA. After working on the Start we were glad one of our 99s could fly the ARC and come home to tell what happened after they left Santa Rosa.

## PROUD AS MAIDEN AUNTS

Melford Mouser, son of Anna and Harold Mouser, Phoenix Chapter, soloed a glider on his fifteenth birthday last March, at Tehachapi, CA. Melford, who has been a cockpit all his life, will be ready to solo an airplane and get his glider rating when his sixteenth birthday rolls around. Phoenix Chapter 99s are proud as maiden aunts. Melford has been participating in chapter family activities since he has about five years old. We remember when he had to straighten out his first grade teacher on the difference between airplanes and helicopters, and once he said to her, "Don't you know how to fly an airplane? Why, even my mama can fly an airplane!"

## 99s in the News



Mary Scribner, Connecticut 99 and member of her Chamber's Aviation Committee, shakes hands with Anne Morrow Lindbergh as Gov. Grasso and Paul Poberezny, pilot of the Spirit of St. Louis replica, look on. Mrs. Lindbergh made a surprise visit to see the aircraft replica at the first stop, Brainard Field, of the 50th Anniversary nationwide tour.

## 99 Wins CAP Event

Colorado's Winola Gutches won first place in the precision flight planning Round Robin at the recent CAP fly-in held at Fort Collins-Loveland Airport. Her estimated time and fuel consumption was within 28 seconds and .4 gallon respectively.

## 99 Becomes Airport Commissioner

Congratulations to Judy Suit, Chicago Area 99, for being the first woman appointed Commissioner of Great Rockford Airport Authority.

## New Flying Nurse's Secretary

The new secretary of the International Flying Nurses Association is Gary Wheeler of the Blue Ridge Chapter.

## Scientific Paper Presented by 99

Carol Roberts, Maryland, will be attending the Convention for the International Society of Air Safety Investigation in Caracas, Venezuela where she will present a paper on "Coping with New Technology in Flight Computers".

## Hole-In-One Acer

Madeline Niosi, Minnesota, has received notification that her name will be entered in the Golf Hall of Fame Museum in Pinehurst, NC as Hole-In-One-Acer.



99's spreading their wings . . .

# Flying Activities



## East Canada

### Poker Run Planned

Eastern Ontario Chapter is planning a repeat of last year's most successful Poker Run to take place on October 1st. A wide selection of prizes will be available for the winning hands.

There will be nine participating airports with the terminus at Ottawa or at Caro. The other airports are Arnprior, Kingston, Smith's Falls, Pembroke, Gatineau, Winchester and Brockville. Any five may be used as stops to pick up cards.

## Middle East

### 99s Give Rides at Air Fair

Southern MD 99s participated in the 1977 Air Fair at St. Mary's Co. Airport. Pilots Donna Miller and Noreen Cosner gave airplane rides for charity donations.

### Delaware 99s Raise Money for CAP

On June 4, the Delaware Chapter of the Ninety-Nines, Inc., held a very successful Pennies-A-Pound Day at Summit Airpark in Middletown, Delaware, for the benefit of the Delaware Wing (Civil Air Patrol) Building Fund. Twelve planes were donated for the day, flown by 15 men pilots, including Major Jack Zimmerman (Delaware Wing) and 99 Jan Churchill (Middletown Cadet Squadron), the only lady pilot.



Darlene Wolf, presents \$1000 check to Lt. Col. Howard N. Pratt for the CAP Building Fund.

430 rides were given throughout the day. As a result the Delaware Chapter presented the Delaware Wing of the Civil Air Patrol with \$1,000. The Delaware Wing is raising money for a new CAP Headquarters Building at the Greater Wilmington Airport.

Members of the Middletown Cadet Squadron provided crowd control and sold refreshments.

## New England

### Fly-in to Bar Harbor

Northern New England enjoyed one of summer's beautiful days flying to Bar Harbor, Maine where eight members plus guests and 49½er enjoyed Maine's delicious lobsters for lunch.

## North Central

### Buckeye Air Rally, Oct. 1

The All-Ohio 99s are sponsoring the Buckeye Air Rally on October 1st. Included in the days festivities will be a Treasure Hunt, a Poker Flight, a Proficiency Run and a Spot Landing Contest all to be topped off by the Awards picnic and hayride late in the afternoon. This promises to be a fun event for all pilots and families involved.

### Rain Dampens Proficiency Contest

Chicago Area 99s had their annual chapter proficiency race and spot landing contest rained out in August. The group doesn't give up and rescheduled the day for Sept. 11th at Crystal Lake Airport.

Chicago Area's Achievement Award contest was another grand success this year and congratulations go to Barbara Silagi for the Highest Total Points; Joan Kerwin for Chapter Activities; Pat Clark for Ratings; Gail LaPook for Flying Time; Diane Cozzi for the Service Award; and Ellen O'Hara for receiving the Chapter Scholarship.

### Great Lakes Treasure Hunt

The first annual Great Lakes Treasure Hunt will be sponsored by Lake Michigan and the Greater Detroit Area Chapters on October 1. There will be two starting points, either Kalamazoo Airport or Grosse Ile Airport. The Terminus will be at Hagerstown, Indiana.

## Northwest

### Alaska 99s Have Mystery Flight

The Alaska 99s had a Mystery Flight which commenced at Merrill Field and ended up in Talkeetna. Intermediate stops were at Birchwood to look for painted rocks, a stop in Palmer at Lazy Mtn. Aviation, a fly-over Willow air strip to locate a painted 99 and on to Talkeetna for lunch. Those participating were Lou Fenn and daughter Susan with Laverna Storms, Edie Miller, Joyce Bergstrand with friend, Ruby Pappas with Betty Rogers. Anita Benson with student pilot Kathy Shallow made it just in time for lunch. Her rubber bands gave out and she had to purchase a new battery at the last minute. Another flight contest will be held October 15.

## South Central



Doris Shreve presents Bill Thompson, El Paso Assistant Airport Manager, with a trophy awarded by AWTAR for having the best airport management during the PPD Commemorative Flight.

### Houston 99s Fly-In to New Braunfels

The Houston Chapter of 99s enjoyed a fly-in to New Braunfels on July 17th. Hosts Chris and Paula Faught provided transportation at the airport and opened their home with a picnic lunch. 99s and families attending were Adelle and Jerry Baker, Mary and Connie Able, Linda and



Gary Able, Louise and Albery Wyss, Pat James, and Mary Ann and Richard Basham and two children.

### SFV Heralds PPD

The San Fernando Valley Chapter had a rousing crowd of eleven fly in the Powder Puff this summer. Coralee Tucker distinguished them all by landing right on the spot in the Spot Landing Contest in Monroeville.

The consensus of opinion of those who participated voted a rousing "yes" to a grand experience, and many thanks to all those along the way responsible for the PPD. What more can we say except good bye to a grand old race.

### SFV Holds All Mens Race

San Fernando Valley recently held the annual Jim Hicklen Memorial All Mens Race at Bullhead City, AZ. Many members worked and attended. The local support from residents of Bullhead City and Van Nuys was overwhelming.

The winners were:

- 1st Wendell Zwink/Phil Key C172
- 2nd Richard Greenblatt/Hirsh C182
- 3rd Mike Archer/Walt Braddy C172

### San Joaquin Valley 99s Provide Groundwork For Air Races

San Joaquin Valley 99s have been busy furnishing ground support for air

aces—both the new Air Race Classic and the Palms to Pines.

Dottie McAllister, our chairman, served as chief judge/timer at the start of the Classic with an able assist from Jean Murray and Shirley Dare. Norma Draper handled the credentials check in Santa Rosa.

Laverne Gudgel made arrangements for the Merced stop on the Palms to Pines race. Dottie and Jean were again in the tower, with Norma and Diane Dibari helping.

Charlotte Morrill, Barbara Glantz, Rene Nealon, Marie McDowell, Helen McGee, Billie Wyatt, Rosie Hijos and Laverne greeted contestants who chose to land and served them refreshments. This is a yearly activity to which we all look forward.

In addition to physical support, the chapter donated \$100.00 to next year's Air Race Classic, believing that cross-country air racing offers one of the best educational situations available.

## FREE CATALOG

From World's Largest Pilot Shop

Send to: Sporty's Pilot Shop  
Clermont County Airport  
Batavia, Ohio 45103  
Phone: (513) 732-2411

## 99 HISTORY REQUESTED

We need lots of historical information on the Ninety-Nines as well as pictures of early members and activities to incorporate into our special 50th Anniversary Book, now being compiled. Please send your early Ninety-Nines aviation stories and other items to Gene Nora Jessen, 2814 Cassia, Boise, ID 83705.

## INSURANCE INCREASES for FLYING EVENTS

ATTENTION: All Chapter Flying Events Chairmen

Beginning NOVEMBER 1, 1977, the premium charge for all chapter flying events covered under the Ninety-Nines Aircraft Non-Ownership Liability policy will be raised from \$25.00 per day to \$30.00 per day.

## Palms to Pines

Glenn Buffington

It was a California sweep in the winner's circle in the flying of the Eighth Annual Palms-to-Pines Air Race, August 12-13, 1977 routing Santa Monica, CA., RON at Red Bluff, CA., to Independence, OR. The 816 mi. race is sponsored by the Ninety-Nines Santa Monica Bay Chapter and the citizens of Independence, Oregon. As usual, the race was efficiently handled by Claire Walters and committees and John Koich and terminus committees.

Luana Davis, winner in her Beechcraft V35B, has had a good racing year. . .twelfth in the Angel Derby, third in the Air Race Classic and first in this West Coast race. Ginny Wegener and Lynn Cary, in a new Cessna 182, were a close second.

Saudamini Deshmukh of Maharashtra, India was the entry from the farthest distance. She flew with Jean Ferrell of Aurora, CO., in Norma Futterman's Cessna 150.

Diana Hixson flew the most-unusual-aircraft entry, a Siai-Marchetti FN-333 Riviera.

Fifty-four aircraft started the '77 race course with the following results: (Note: The Top Ten prize/trophy winners are ineligible for the leg trophies.)

(L-R) Fifth place winners Nita Cole and Mary Sebelius with Joan Steinberger and Karen Charest, racers and members of the decorating committee.



1st Place Winner  
Luana Davis



2nd Place Winners  
Ginny Wegener and Lynn Cary.

### RESULTS 1977 PALMS-TO-PINES AIR RACE

PLACE	PILOT/CO-PILOT	AIRCRAFT	SCORE
1.	Luana Davis	'74 Bonanza V35B	22.3553
2.	Ginny Wegener Lynn Cary	'77 Cessna 182	21.4693
3.	Beverly Mahoney Katie Moskow	'60 Piper PA-24	21.0346
4.	Norma Futterman Virginia Showers	'76 Bonanza A36	19.9430
5.	Mary Sebelius Juanita Cole	'75 Cessna 172	19.4878
6.	Berni Stevenson	'67 Mooney M20F	19.4311
7.	Donna Zwink Audrey Schutte	'74 Cessna 172	18.6994
8.	Pat Thorpe Juanita Thompson	'75 Bellanca 7KCAB	18.1749
9.	Eva McHenry Bonnie Zrust	'76 Piper PA-28-151	17.5399
10.	Mary Wenholtz Jean Schiffman	'71 Cessna 182	17.4509



## Meet Some

# NEW MEMBERS

New members are a grand asset to the chapter and to the promotion of aviation. We'd like to introduce you to just a few of them in our organization.

**Chicago Area** is growing by leaps and bounds. They have quite a few to be pinned in the next few months and have recently welcomed **Lois Leum** who is in aircraft sales in Rockford, IL as well as **Beverly Greenhill**, **Carol Aspland**, **Yvonne Warren** and **Mary Brinkman**.

**Diane Dibari**, Rosie's daughter, is **San Joaquin Valley's** newest member and one of two chapter daughters who have recently been licensed. A graduate of Occidental College with a master's degree in clinical psychology, Diane has just taken a position with the Santa Clara Unified school district.

**Barbara Glantz's** daughter, **Susan Toschi**, is the other new pilot and we hope she will join us soon.

**Western New York's** newest member is **Virginia Hake**, who obtained her license at the age of 17 years two weeks, making her their youngest member. Ginny will be a high school senior this year and plans to make a career of aviation.

Three new **All-Ohio** members are active pilots and airplane owners as well. **Joyce Curry** flies a Piper Aztec, **Nancy Connell** a Cessna 182 and **Kay Johnson** a Cherokee 180.

New **Greater Pittsburgh** members are busy in other facets of aviation as well as the Ninety-Nines. **Jan Dunham** is currently working on her CFI while **Carol Trammel** is active in aerobatics. **Helen Zeppenfeld** is a member of the Civil Air Patrol.

New **Oklahoma** member **Kelley Tracey** endeared herself to the owners and crew of TARs 61 and 78 by showing up for the waxing party prior to the PPD.

**Far West's** versatile and talented new member, **Carole Wagner**, works weekends for Pearson Aircraft as a receptionist as well as weekdays as a teller for Seafirst Bank. She lives in the foothills of the Olympics where she enjoys her horses and skiing.

Welcome also to **Goldcoast** member **Celeste McGiver** who is busy working on her Multi in her Aztec, and to **Betty Parrish**, new to the **Indiana Dunes Chapter**. Betty is the mother of two and a Postal Clerk.

Whatever our respective roles in life, aviation and the rewards of working together bind us in friendship in the Ninety-Nines.

## Bread & Butter Aviation

**Idaho's Lyn Clark** seems never to touch the ground. She's been instructing for Gem State Aviation at Boise since March 1st; teaching her own students at home base in McCall, and for something to do in her spare time this summer accepted a job with the U.S. Forestry flying Fire Patrol. **Carol Cooke**, **Idaho Chapter**, now lives almost full-time at her flight school office at the Twin Falls airport, and she's now added another Cessna 150 to her fleet to keep up with numerous students. **Pat Jenkins**, **Idaho Chapter**, luckily landed a contract with the Oregon Department of Fish and Wildlife. It seems the Department's two aircraft were down for maintenance and her Super Cub seemed a likely choice for the August antelope count done throughout Eastern Oregon.



**Finger Lakes Chapter 99**, **Alice McEachern** in the Citabria she uses for towing sailplanes at Dansville, NY.

The only aerodynamicist at Mooney Aircraft in Kerrville, TX is a 99 from the **Oklahoma Chapter**, **Dorothy Taylor**. Dorothy, whose husband also works for Mooney, became their aerodynamicist following a three month stint as an inspector.

Lot's of 99s are busy these days teaching people to fly. **Gayle Vail** is now teaching at Beech Aero at Flying Cloud, Minnesota, Airport. **Terry Miller Ziedler**, **Minnesota**, is employed by Thunderbird Aviation at the same airport. **All-Ohio's Sharon Fall** has been teaching an evening ground school at Cincinnati Tech and **Central Penna's Kathy Royer**, a former teacher, has been hired as a full time flight instructor at Altoon-Blair Airport at Martinsburg, PA. **Amy Pilkinton** is back in Shreveport working for Shreveport Aviation.

**Carolyn Pilaar** of **Blue Ridge Chapter** must have the "snazziest" Cessna 150 in the country. This 150 is completely IFR equipped and even has an autopilot. Carolyn uses this plane to instruct to earn her "bread and butter".

The FAA has had a hand in helping along some careers lately. **Jan Nielsen** has returned to **Minnesota** from the Cleveland area and will be employed by the FAA in Minnesota. **Alice Fuchs**, **Central Pennsylvania**, has recently been appointed a designated Flight Examiner and will be giving flight tests for Private and Commercial certificates, as will be **Ginny Wegener** from **Santa Rosa Chapter**.

**Shirley "Sam" Marshall** had so much fun flying in the Powder Puff that she has reactivated her 99s membership and is now a member of **Spanish Peaks Chapter**. "Sam" is to be found "doing anything and everything" at Wave Flights, Inc., Black Forest Glider Port in Colorado Springs.

**Val Johnson**, **Greater St. Louis**, made use of her helicopter to fly none other than **William Ransolph Hearst, Jr.** around the area of her home town, St. Claire, MO. Seems the Hearst family had some beginnings in this area and he was interested in, among other things, an aerial view of a cemetery! (Well, to each his own!)

**South Louisiana's Gloria Holmes** now has a contract to fly physicians and medical personnel to the state prison farm weekly in a Beechcraft Bonanza. She is still instructing and doing more charter flying for The Aircraft Company.

**Carol Rayburn**, **Utah 99** attended a jet transition course at the FAA Academy. She will be returning to OKC to complete her Lear Jet Type Rating.

**Utah's Megann Streeter** is again spending her summer flying co-pilot with her father on a DC-6, fighting forest fires.

**Ninety-Nines** are busy teaching people to fly in all parts of the world. **Montreal's Georgette Buch** is a full-time instrument instructor at the Montreal Flying Club while she works on her PH.D. in Psycholinguistics. The first woman instructor at Cape Central Airways in Illinois is **Cape Girardeau 99 Carol Edwards**.

**Barbara Pearson**, **Spanish Peaks**, has been serving as "General Office Flunkee" at Pan Ark Aviation in Pueblo, Colorado. Bosses decided 99s are better than Kelly Girls for FBO's.

Two **Eastern New England 99s** are gainfully employed in Aviation, **Eve Kerr** is working at the Hanscom AFB Aero Club and **Christine Ruksnaitis** has a job with Phoenix Aviation, a new operation at the Worcester Airport.

Along with responsibility for tie-downs, fuel, and restaurant service comes the title of Airport Manager to **Far West 99 Margaret Layton**.





### Interpreter Needs An Interpreter

**Idaho's Joyce Balkenbaker & 49½er** Floyd joined a recent AOPA tour group and flew off to Leningrad, Russia with a stop at Helsinki, Finland. Joyce reports that their interpreter needed an interpreter and that Levi Strauss is the Yves Saint Laurent of Lenin Square!

### Dream Come True

**Minnesota's Florence Robinson** reached an objective this past June that she established 36 years ago. She finally made a trip to Alaska including a trip to Barrow via Wien Airline and a flight around Sitka in a Cessna 185. They took off from an airport, landed on the water on floats and returned to the airport after a tremendous trip among the islands at 400 feet MSL with wing tips practically brushing Mount Edgecomb. It was a thrilling eleven days.

### 500 Bonanzas!

**Timi and Paul Kramer of Houston Chapter** were among the many 99s and 49½ers attending the Annual American Bonanza Convention at General Mitchell Field in Milwaukee, Wisconsin. What a sight it must have been to see 500 other Bonanzas parked on the same field!

### Joys of Being a 99

Late August brought **Sally Woodburn** a phone call from **Bonnie Zrust** and husband John of the **Long Beach Chapter** which resulted in a four hour flight over Minnesota countryside with Sally in her

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

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

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

### ARTICLES FOR SALE

**AIRPLANE PORTRAITS** painted in oil. Great Gift/Any size to 24" x 36". Background: land, clouds or both. J.C. Hooper, 70 Beacon St., Marblehead, MA 01945. (617) 631-7487.

### AVIATION BOOKS

Books by prompt mail service. Aviation booklist 25¢ (refundable). **BROAD HORIZONS** bookservice. R.1, Port Elgine, Ont. Canada NOH 2CO.

**"SPARK PLUG AIRPLANES.** Flying memorabilia plus handcrafts galore in our Christmas catalog. 25¢. deduct \$1 from 1st order. Bond Co. Box 310, Bayville, NJ 08721."

### Winging to SFO

Many, many 99s and families arrived at Oakland Airport early in the week to have extra time before the Convention to see the sights. The early-birds managed to miss the weather which finally brought rain to sun-parched Southern California and caused many a 99 to drop off her

## 99 CLASSIFIED

### 99 COMPASS ROSE PLEXIGLAS DISC WITH WALNUT BASE

Emblem silk-screened in gold on 6" Lucite disc, set into walnut base inscribed "Ninety-Nines" in gold. Excellent for trophies, awards gifts. Engraved plaques can be affixed to base. Discs available in mirrored lucite (\$8.50) and blue, red, white, black and clear lucite (\$7.50). State 1st, 2nd, 3rd choice of color. Add \$.85 for postage. Long Island 99s, Inc., Doris Abbate, 2 Exeter Pl., Glen Head, NY 11545.

### EMPLOYMENT

#### Pilots & Co-Pilots Wanted for Multi-Fleet

Pilots: TT: 2,000 Multi: 500

Co-Pilots Comm., Instrument, Multi (min. time accept)

**Digital Equip. Corp.** (Tom Hinds), Hangar 5, Hanscom Field, Bedford, Mass. 01730 (617) 274-6693.

### WORLDWIDE AVIATION EMPLOYMENT

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

plane and head for the airlines for that last leg. **Ursula Davidson** and **Judy Slack** of **Goldcoast Chapter** also turned to the airlines when the plane they were ferrying to California, thoughtfully timed to coordinate with the Convention schedule, developed engine trouble, forcing them to land and switch to commercial.

Some 99s, employed by the FAA such as **Mary Zdunczk** and **Linda Snell**, managed to plan observer flights with the airlines to coincide with a timely arrival in SFO. But whatever the mode of transportation, whether wings or wheels, 650 Ninety-Nines and friends were there to enjoy the marvelous West Coast hospitality of our San Francisco Bay Area Chapters.

### Roundabout Route

**Virginia Hubbard** and co-pilot **Betty Kramer** picked up a Beach Sierra in Teterboro, NJ and made quite a trip of it flying back to Seattle. Their route included Clarksburg, W.VA; Lexington, KY; Tulsa, OK; Amarillo, TX; Albuquerque, NM and Salt Lake City.



# Hope could be in your hangar



LIVES ARE AT STAKE in remote areas of this planet. Our on-going aviation and communications programs are the vital link to thousands, bringing them services of hospitals, educators, missionaries, health, world-aid and development groups.

Consider our unusual needs . . . airplanes, new or used . . . avionics . . . engines . . . radio gear . . . heavy equipment . . . used cars . . . tools . . . CASH DONATIONS.

Imagine your contribution saving people from epidemic, illiteracy, starvation, hopelessness. Your gift may be the greatest contribution you can make to the world . . . your world.

Your donation will make you an important participant in our medical rescue services to isolated peoples.

We can consult with you on the unusual tax-deductible benefits of your gift to Wings of Hope. Any gift.

Your contribution will initiate your Charter Membership.

We're ready now to help you help them.  
Join Wings of Hope — Today. WELCOME ABOARD!



Mail this coupon with your check and letter to:

**Wings of Hope, Inc.**

**2319 Hampton Avenue • St. Louis, Mo. 63139**

**Phone: 314/647-5631**

\_\_\_\_ Please send more information on Wings of Hope

\_\_\_\_ Enclosed is my donation for \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (Area Code) \_\_\_\_\_

Charitable, Non-Profit, Non-Sectarian, Non-Political