

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

NOVEMBER 1977



Recognize



These 99s?

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99 Insurance Program

By "Susie" Sewell
Insurance Representative,
99 Flying Activities

Q-1. What does the present 99 Insurance Program offer?

A-1. Non-ownership aircraft liability in connection with chapter-sponsored flying events. The policy provides legal liability coverage for Bodily Injury, including passengers, and Property Damage with a maximum single limit of liability of \$1,000,000. Coverage may be extended to the chapters, at their option, for such events.

Q-2. When is a chapter required to have coverage?

A-2. At any time the chapter sponsors in its name an Air Race, Air Tour, Poker Run, Penny-a-Pound flight, or "any flying event for which money is solicited from sources outside of the individual chapter or for which entry fees are required."

Q-3. What is meant by "coverage may be extended to the chapters at their option"?

A-3. The chapter may purchase coverage under the 99 policy or may provide its own coverage, but the cost is normally much higher for separate coverage.

Q-4. What is meant by the term "Non-ownership"?

A-4. Simply, aircraft not owned by the insured, i.e., not owned by Ninety-Nines, Inc., as an organization, or by any section or chapter which may become an additional named insured under the 99 policy for a specific flying event.

Q-5. Does the 99 policy cover the liability for the airplanes flying in the event?

A-5. It covers The Ninety-Nines, Inc., the chapter sponsoring the event but does not cover the aircraft owner's liability or the pilot's.

Q-6. If each airplane has liability coverage then why have liability coverage for The Ninety-Nines, Inc. and the chapters?

A-6. It would not be necessary if the organization(s) could always be included in the individual aircraft liability policies. Some companies do not include "the organization responsible for its use" in definition of insured and it is difficult to add a chapter as an insured under the individual's aircraft policy, or to obtain a Waiver of Subrogation (release).

Q-7. What is included in the 99 policy?

A-7. The 99 policy will defend and "pay on behalf of the insured all sums which the

insured shall become legally obligated to pay as damages because of bodily injury sustained by any person and as damages because of property damage resulting from an occurrence arising out of the use of the aircraft."

Q-8. Is a chapter member or an official of a flying event covered?

A-8. Yes, if acting in official capacity for the event but not as a flying participant. The "insured" shall include all chapter members having legal responsibility for such event.

Q-9. How is a flying participant covered?

A-9. Each flying participant must look to the liability insurance covering the aircraft she (he) is flying, or provide her own coverage, if there is none on the aircraft to be used.

Q-10. What are the minimum limits of liability required for each aircraft?

A-10. In accordance with the rules of the event but usually not less than the following: Bodily Injury (excluding passengers) - \$100,000 ea. person; \$300,00 ea. occurrence; Passenger Bodily Injury - \$50,000 ea. person (multiplied by certificated passenger seats in aircraft); Property Damage - \$100,000 ea. accident; **OR in lieu of the above scheduled limits, the following is acceptable:** Single Limit Bodily Injury, including Passengers, and Property Damage - \$500,000 ea. occurrence or accident.

Q-11. What evidence of coverage is required for each aircraft?

A-11. A Certificate of Insurance completed by the aircraft owner's insurance company (or pilot's own non-owner policy company).

Q-12. Are there any particular pilot qualifications required?

A-12. Rules of the event will state these and the aircraft insurance pilot clause or pilot endorsement will name pilots and/or state minimum requirements.

Q-13. Is a renter pilot covered under the commercial operator's policy?

A-13. Usually, but not always. This is most important to check.

Q-14. What evidence does the chapter have to show officials that it is covered for a specific event?

A-14. A Certificate of Insurance issued by the insurance company will be sent to the chapter describing the event, date(s) of coverage, and insurance afforded under the policy, prior to the event.

A chapter may obtain coverage by following the simple procedure in the chapter SOP book, completing Questionnaire form and mailing with check payable to **Ninety-Nines, Inc.** for premium (\$30.00 per official event day to: Susie Sewell, P.O. Box 59906, Oklahoma City, Oklahoma 73159.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION	
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ON THE COVER

Just a prelude to the History of the Ninety Nines now being assembled. Be sure you and your chapter are included. (See p. 17) On the left is past International President, Pat McEwen (we won't tell in what year the picture was taken). On the right is charter member Viola Gentry who set the first women's solo endurance record in 1928.

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NOVEMBER 1977

LOOKING UP WITH LOIS



During the past several years, our Air Age Education Committee has diligently worked to prepare a program that would be a most important and integral part of the Ninety-Nines. We know that our members are actively involved in and devoted to the furtherance of aerospace education. In the past, the large majority of our members involved in aerospace education have come from the "educator" rank and file. The reason for this comes from a lack of understanding of the objectives of this program, which is to educate both young and old, in and outside the classroom. The time has come to educate our own members.

Plans are being made to hold an Air Age Education Leadership Workshop, in Oklahoma City, sometime next summer. The objectives will be . . .

- to stimulate Section, Chapter and individual interest and support of our Air Age Education Program.
- to prepare individuals to conduct workshops on aerospace education in their communities as well as in their Sections and Chapters,
- to acquaint participants with the available materials, programs, careers and resources in this field.

Some of the activities planned will include:

- Informal sessions with FAA and industry representatives to discuss how we can best work together in our individual programs.
- Lab or "hands-on" sessions where we actually do the activities of the various types of aviation/space/career programs that we would present to different non-aviation groups or schools with the available materials.
- Development of a complete program of activities, projects, objectives and goals for now and the future.
- See and hear some of the successful projects being used today, such as Nebraska's Poster Contest, San Antonio's Mini Ground School, Michigan's "I am the Kalamazoo Airport" and many more.
- Learn to use our coloring and activities book, "Let's Go Flying" effectively, at all grade levels.

Considerable effort is being expended to make this workshop one which will answer many of the questions you ask —

- what to do for Aerospace Education Projects
- where to find relative educational material
- how to generate and stimulate interest and participation within our organization and our communities.

Participation will be open to interested Ninety-Nines with particular emphasis directed toward Section Governors and their

Continued on p. 15

Activities

Pat Mlady, Chairman

Let's have a spot landing contest! The contest can be a relatively simple one. It can be used for a chapter outing, a joint meeting with another chapter, an airport open house or a public contest as a fund-raiser.

Choosing the Airport.

Choose your airport carefully. The runway should be long enough for good, safe touch-and-go landings. Check with the airport manager or fixed base operator about the spot landing contest for permission to hold such a contest. Check with them for any special insurance requirements or other requests or suggestions they might have. It's probably much easier to have a spot landing contest where regular traffic is reasonably light. Be sure to check for any requirements for liability insurance. Susie Sewell has been kind enough to put an article in this issue of *The Ninety-Nine News* on insurance and the requirements. (See Page 2)

The Contest.

There are many types of spot landing contests. One interesting contest is to have each contestant make three full stall landings. Another is to have each contestant make one power-on landing and one power-off. All sorts of landing competition can be used, but it should be a test of skill as well as being fun.

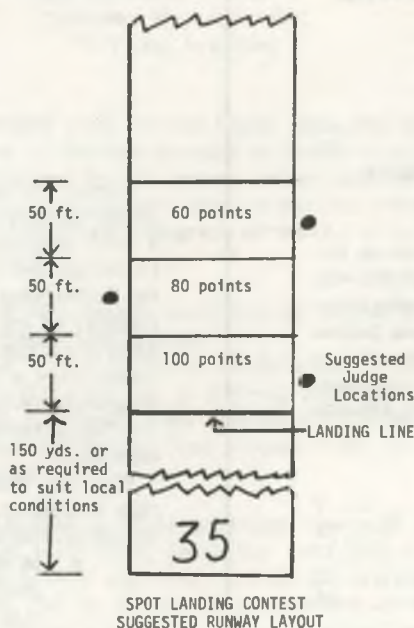
Setting the Contest Rules.

Well before the contest a set of rules should be drawn up and copies should be made available for all contestants. The rules should be established to let the pilots know how the landings are to be made. Use of flaps, power, types of landings, etc. should be fully explained. (As a rule flaps may be used, but once lowered may not be retracted to any lesser position. This applies to power also--once decreased it may not be reapplied.) The contestants should know they will be initiating their landings from a rectangular pattern, at what altitude the downwind leg will be flown and at what minimum altitude the final turn into final can be made. The runway markings should be explained. Not only should each contestant be given a copy of the rules, but a pilot briefing should be held just prior to the beginning of the contest.

Runway Layout.

There are many ways to lay out the runway for a spot landing contest. The one illustrated is only a suggestion. The runway to be used must be marked with chalk, flour or clearly visible material. Because of wind direction change, final marking cannot be done until just prior to

the beginning of the event; however, runways which might be used can be measured in advance and marked with stakes, chalk or other temporary means. Once the runway to be used has been selected, complete markings may be done quickly.



Judging.

With a layout similar to the one in the illustration, three judges should be adequate; however, more are always helpful. Enlist 49½ers, local FBO and FAA personnel for judges. One judge should be named Chief Judge in order to establish any penalties and to make final judgment on scores. Score sheets should be provided for all judges. Judges will score each landing in respect to touchdown point. However, an improperly executed approach or landing will be cause for penalty. Each landing should be scored and the total of these will be the contestant's score. If you are holding power-on and power-off landings you may want to score each category of landings separately.

Conducting the Landing Event.

After the briefing has been concluded and the judges placed at the proper locations, the landing contest can begin. The contest may be staged in any manner suitable to the airport, number of con-

testants and traffic volume. One of the most common staging methods is the "heat" system: Groups of three to five aircraft taxi to the active runway and take off in sequence. Each member of the heat performs the landings, then returns to the ramp area. After the last aircraft has returned, the second heat is cleared for take off. This system helps to keep the volume of traffic in the pattern to a minimum. All contestants should be advised during the briefing of the staging method to be used.

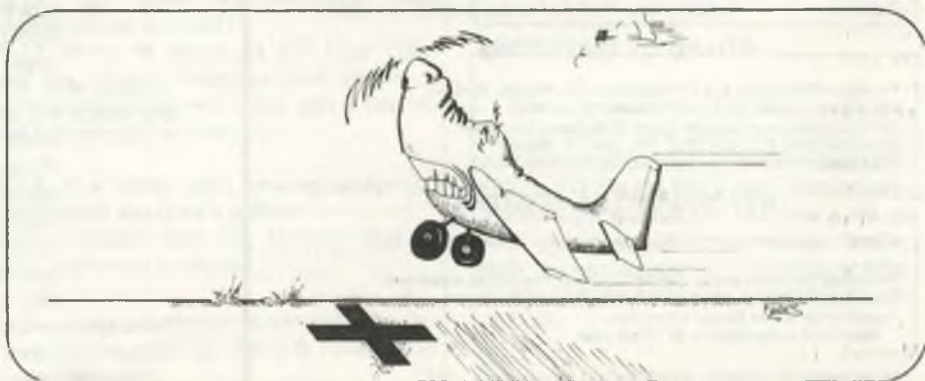
If the number of contestants is small and the airport traffic pattern is uncrowded, contestants may be allowed one practice landing of each type prior to the scored landings. Contestants should be advised during the briefing as to whether a practice landing will be allowed. If they are allowed, all contestants must make a practice landing.

Contestants will be responsible for providing their own traffic separation during all landings. If a contestant does not allow enough separation between her aircraft and the aircraft ahead of her resulting in a go-around, she will not be allowed to repeat the landing and will receive maximum penalty. If she misses a landing due to a control tower request or other situation in which she is not at fault, the contestant may be allowed to repeat the landing. The decision of the Chief Judge will be final in all cases.

Safety.

As always, safety must come first, not only to those flying in the contest, but also to observers. If there are going to be a lot of people around you may want to have a "starter" to be sure the area is clear before engines are started. You may want only one person in the airplane; however, the contest can be much safer if a safety pilot rides along. Also, in the event student pilots are competing, the rule should be established that students must have a Flight Instructor in the right seat. If possible, it is helpful, both from safety and judging points of view, to have a mobile control unit. All pilots should know what radio frequency will be used for the contest. Also--everyone should remember "Never be too proud to go around."

Have Fun!



Legislation Information

By Joan Kerwin

There is some good news and some bad news.

First the good news: The four cent per gallon tax increase on non-commercial aviation fuel was defeated in the House of Representatives by a voice vote. (NO way of knowing how individual Representatives voted.) One encouraging sign for general aviation is that 10 Representatives spoke against the increase. Hopefully, this means more and more of our Legislators are becoming aware of the importance of general aviation in our nation's life.

Now the bad news: Seven of 11 FAA advisory groups have been terminated as part of the Administration's effort to reduce the number of such groups. Among the seven is the Citizens Advisory Committee on Aviation (formerly WACOA). This may not seem to be the most significant move ever made by the FAA regarding general aviation. However, combined with the refusal to appoint an FAA assistant administrator for general aviation affairs, it seems to indicate the lack of concern and regard in which we are held by the FAA.

The airlines and their unions each have powerful lobbyists backed up by tremendous political and economic clout. These lobbyists are in constant touch with the "powers that be" suggesting, influencing and tipping the scales in their favor regarding TCA's, regulations, etc. On the other hand, general aviation has its AOPA and NPA which, no matter how well meaning, are no competition for the "big boys" either financially or politically. Whether CACOA or an assistant administrator for general aviation really had any influence is debatable, but it at least made us feel that there was someone up there who liked us. The elimination of both of these representatives of the "little guys" leaves one with the feeling that the Administration and/or Administrator could care less about even keeping up a pretense of regard for the general aviation community. Obviously, we are expendable.

Transport Canada is planning an increase from the current tax of 1.5 cents per gallon to 4.5 cents per gallon on January 1, 1978, and to 7 cents per gallon on July 1, 1978, on avgas. Aircraft fueled with avgas would be exempt from landing and flying training fees except at Dorval, Mirabel, Toronto International and Vancouver International airports.

"What Transport Canada did not announce," Angus Morrison, president of the Air Transport Association of Canada, warned, "involves proposed increases next year---plus the fact that a landing fee will be introduced for private turboprop and jet powered aircraft weighing 5,000 pounds or less." Morrison declared that the proposed increases "are part of an on-going plan which, if implemented, would lead to similar increases for the next seven years and thus to a level of domestic fees 6 times as high as present."

Write on

How about that picture
of your "solo"?
See p. 17

New Ratings

EAST CANADA

Gail O'Brien-Eastern Ontario-Comm.
Barbara Brown-First Canadian-Comm.
Adele Fogle-First Canadian-Comm.
Daphne Schiff-First Canadian-Comm.

MIDDLE EAST

Jan Dunham-Greater Pittsburgh-CFI
Anitra Doss Ruth-So. Maryland-CFI

NEW ENGLAND

Lynn Obele-Eastern New England-CFI
Betty Bach-Eastern New England-Glider

NEW YORK-NEW JERSEY

Pat Blum-Greater NY-Comm.
Meg Martin-Greater NY-IFR, Comm, ME
Gertrude Felsen-Hudson Valley-IFR
Doris Miller-Hudson Valley-IFR
Maria Davis-Western NY-IFR

NORTH CENTRAL

Ellen O'Hara-Chicago Area-Comm.
Doris Buhr-Kilanski-Greater Detroit Area-
MEL, BGI
Kat Battin-Michigan-IFR, IGI
Pat Back-Wisconsin-Glider CFI

NORTHWEST

Kay Stearns-Greater Seattle-MEL
Fran Bryant-Greater Seattle-MEL
Carol Cansdale-Greater Seattle-CFI
Betty Denney-Greater Seattle-SES

SOUTH CENTRAL

Joyce Canavan-El Paso-ME, Comm.
Clara Pace-Texas Dogwood-IFR

SOUTHEAST

Ksena Stone-Carolinas, MEL
Helen (Bunny) White-Carolinas-IFR
Belle Hutchins-FL Goldcoast-CFI
Janice New-Memphis-MEL
Mickey Childress-Tennessee-IFR

SOUTHWEST

Pat Metzger-Aloha-IFR
Kathi Wentworth-Golden West-CFI
Hally McGonigal-Monterey Bay-IFR, Comm.
Diane Hixson-Orange County-SES, MEL
Roberta Brown-Palomar-IFR
Sandy Cast-Sacramento Valley-ATP
Betty Howar-Santa Barbara-CFI, MEL
Marilyn Weisel-Santa Barbara-CFI
Donna Penninger-Utah-SES, IFR

Safety Education. . . .

Something for Everyone

By Barbara Goetz

You've just run out of excuses. No longer will there be a reason for any chapter or sectional to not participate in the International Safety Education Program.

But wait a minute, that's wrong. I believe the Ninety-Nines have *always* participated in Safety Education! Projects go on all over the world: New ratings, the APT program, SAFE Clinics, AWARE Clinics, CFI Revalidation Clinics, safety programs at meetings, spot landings contests. Just read the 99 NEWS.

For some reason the chapters and sections will not write down what they are doing and send it in.

I'll make a deal with you. I'll change the reporting procedure to once-a-year if you will promise to send it to me.

All you need do is appoint a Safety Education Chairman to keep track of all the things you do. And I know you're doing them. I'll see you get the new form as soon as it has been approved.

For the chapters that would like help with their programs, I will be happy to send you sample programs from other chapters. So all you chapters with GREAT programs, send me a copy or outline. We can all benefit from each other's knowledge.

Like I said—you just ran out of excuses.

99Calendar

NOVEMBER

1 **Deadline for 99 NEWS**
November 99 Renewals due

10 **Fairview Fly Lady Derby**
Fairview, OK

13 **Poker Run**
Florida Goldcoast Chapter

DECEMBER

1 **December 99 Renewals Due**
Deadline for 99 NEWS

JANUARY

1 **January 99 Renewals Due**
No deadline for 99 NEWS

Aviation Law

Sylvia Paoli



A denial by the Court of Appeals of the application of one Charles M. Loomis for a third class medical certificate in April of 1977 was the end of a long road of hearings that began after Loomis' aortic valve was replaced in 1971. The case points up the procedures involved in attempting to overturn an administrative decision, and highlights the fact that by the time the petitioner has reached the court level, the decision will no longer be made on the merits of the case. Rather, such decision will be based on whether the proper discretion was exercised in the hearing below or, as in this case, whether the lower decision had enough evidence to support it.

Mr. Loomis, a man of 69, had been a private pilot since the 1930's. In 1965 his doctor detected a heart murmur of an aortic insufficiency, which he felt was developing into an aortic aneurysm. With frequent examinations, no significant changes were found until 1971, when Loomis was found to be near heart failure. He underwent surgery in which his aortic valve was replaced with an artificial valve, and a portion of a vessel replaced with an artificial Teflon vessel. Three days after surgery Loomis suffered a right cerebral embolus which rendered him unable to move his left side for several days, but he eventually recovered from this disability. From the time of his surgery until ten days before his hearing in 1974 before an Administrative Law Judge, Loomis was taking an anti-coagulant drug known as Coumadin, due to the fact that artificial heart valves may induce blood clotting.

When Loomis was denied a medical by the Federal Air Surgeon, he appealed to the Federal Aviation Administrator. Upon denial there, he petitioned the National Transportation Safety Board for review of the Administrator's denial. That review was set for hearing before an Administrative Law Judge, and all previous files and reports were produced for the Administrative Law Judge. Additionally, Loomis called two expert witnesses, both admitted heart specialists, and both of whom testified that Loomis was qualified for the 3rd class medical certificate. Each, however, indicated that it might be wise to watch the situation and possibly to re-

examine Loomis every six months. The Administrator also called one expert witness, a heart specialist, who stated that though he had not personally examined Loomis, he nonetheless felt, based on his examination of Loomis' medical record, that Loomis' medical condition was incompatible with flying safety.

The Administrative Law Judge reversed the Administrator and ordered the issuance of the medical to Loomis. The administrator then appealed to the full National Transportation Safety Board. That Board, by a vote of 4 to 1, reversed the Administrative Law Judge and affirmed the denial of the certificate. After having his petition for reconsideration denied, Loomis filed a petition for review by the U.S. Court of Appeals.

The important thing to remember when the original decision is made by an administrative agency is that all of the administrative procedures must be followed, including the various hearings Loomis went through, before a case can ever be presented to a court. Then when it reaches a court, the court is no longer trying the case on its merit, but only considering if the lower court--or administrative body, in this case--had grounds for making the decision it made. In other words there is no interpretation of the evidence done by the court at this stage of the proceedings.

Thus the only consideration given to Loomis' case by the federal court was whether or not the Board's order affirming the denial order was supported by "substantial evidence." The court specifically stated that "it is not our function to reweigh the evidence." The fact that the Administrator's expert did not himself examine Loomis, and thus based his opinions on Loomis' medical records, was something to be considered, the court felt, but was not sufficient in itself to defeat a finding of substantial evidence.

Loomis' attorney further pointed out an inconsistency in the Board's opinion when it stated that a discontinuance of Coumadin increases a patient's bleeding risk, when, in fact, the opposite is true. He suggested that the Board did not truly understand the entire case and that alone should be enough for reversal by the court. The court sidestepped that issue by stating, first, that it did not agree, and secondly, that the real question was whether there was substantial evidence to support the Board's decision. The court decided there was, and the medical was denied.

An allegation was raised by Loomis' counsel that the Board's action indicated blind adherence to the broad proposition that no person with an artificial heart valve implant can ever get a third-class medical certificate. In the closing paragraph of the court's opinion, it states, in opposition to that allegation, that it (the court) does not believe such to be the case, but rather, that Loomis' application was considered (by the Board) on its own

merits, thus suggesting that another person with a similar petition might be more successful.

**Don't procrastinate
Tomorrow may be too late.
See p. 17**

TAX INFORMATION

By Sylvia Paoli, Internat'l. Tax Chm.

It was really great to talk to so many interested members during the Round Table Discussions at Convention, and realize that almost all sections and their chapters are now working on their 501(c)(3) applications. Three sections--South Central, Southwest and Northwest--besides International, already have been granted the exempt status. Hopefully another year will see most, if not all, of the other sections included.

Most of the activities of the 99s over the past years have been of the type that qualified the organization as a 501(c)(3) group--that is, basically charitable, educational and scientific as those words are defined by the Internal Revenue Service of the U.S. By being officially recognized as the exempt group that we are, members may enjoy the same tax benefits accorded other similar groups, including churches, Scouts, Red Cross, and others.

As of now, those tax benefits are available to every 99 for service rendered on behalf of 99s at an International level. They are also available to members of the three exempt sections for section activities and contributions, and to the members of those three sections for chapter contributions, since all three sections obtained a group exemption covering their included chapters.

If a chapter should obtain the exemption, and the section to which the chapter belonged did NOT have the exemption, then the benefits would be available only to chapter members for chapter contributions. The same would be true if the section was exempt, but did not obtain a group exemption covering the chapters; in that case, only section contributions would be included in the exemption.

Information as to operation under the exempt status are available from Headquarters or from your International Tax Chairman.

Amelia Who?

Clara Pace's son was so proud when his mom received her instrument rating that he had an airplane fly over Tyler, TX towing a banner announcing, "Amelia Who?"



History — The SAFECON

1929 In order to encourage college flyers to become leaders in aviation and to promote aviation education in colleges and universities, pioneer aeronautical engineer Grover Loening sponsored and presented the perpetual Loening Trophy. This outstanding award was given at the annual air meet to the flying team that showed the total highest achievement in the field of aviation for the past year, including the air meet.

1935 The organization of the National Intercollegiate Flying Club was finally realized with twenty-three colleges represented. In June 1935, Purdue University hosted the first NIFC air meet. In autumn the famous Amelia Earhart joined the faculty at Purdue. She showed genuine interest in young people when she moved into one of the women's dorms during her stay at the university. Within months there were fifty flying clubs in NIFC.

1948 The Loening Trophy was sent to the Smithsonian Institution during the war years and competitive college flying was not reorganized until 1948. NIFC changed the name to NIFA, National Intercollegiate Flying Association. Texas Christian University officially hosted the first postwar air meet (with the Loening Trophy).

1950 The Flying Susies from Stephens College took on the responsibilities of running the 1950 NIFA air meet. As host school they paid the bills and provided housing.

Membership grew to over one hundred clubs in NIFA and things were good for awhile. The Ninety-Nines added two awards to encourage more female participation: **Top Woman Pilot** in the air meet received the Arlene Davis Memorial Trophy sponsored by the All-Ohio Chapter, and the **Woman Achievement Award** recognized the woman pilot most outstanding in both aviation and scholastic standing for the preceding year. The International Board of the Ninety-Nines supports this award.

1977 Today colleges and universities are unable to provide free food and free housing to NIFA participants. Free fuel stopped in 1973 with the energy crisis. Students must pay their way. The National Intercollegiate Flying Association survived because more help came in donations from the aviation industry, good friends and Ninety-Nines. The **woman-power** coming from the Ninety-Nines is the greatest!

This is the beginning of the 30th NIFA Airmeet, also called SAFECON. Holding things together for so many years, as the **Executive Director of NIFA is Harold S. Wood**. Twelve people from the aviation industry and the Ninety-Nines make up the **Board of Advisors**. The host school running the air meet make up the **NIFA National Executive Council**, and the **officers are six students and one faculty advisor**.

RE: NIFA DONATIONS, PLEASE MAKE CHECK PAYABLE TO: ST. LOUIS UNIVERSITY and mail to Polly Gilkison, 131 Walker Ave., Clarendon Hills, IL 60514.

1977-1978

NIFA Regional Air Meets

REGION II - March 18-19, 1978, San Jose Municipal Airport, San Jose, CA.

Host: San Jose State University, Flying Twenty
Contact: Prof. Gerald Shreve, (408) 277-2466

REGION III - October 21-23, 1977, USAF Academy Airport, Colorado Springs, CO

Host: USAF Academy, Cadet Wing Flying Team
Contact: Capt. Charles E. Gibbs, (303) 472-2497

REGION IV - Ruston Municipal Airport, Ruston, LA

Host: Louisiana Tech. University, Alpha Eta Rho
Contact: Prof. Alfred Miller, (318) 257-2691

REGION V - October 7-8, 1977, Grand Forks International Airport, ND

Host: University of North Dakota
Contact: Mr. Lee Severance, (701) 775-2122

REGION VIII - November 11-12, 1977, Vincennes-Lawrenceville Airport

Host: Vincennes University, Vincennes, IN
Contact: Prof. Don Marquis, (618) 943-3408

REGION IX - November 4-5, 1977, Brookley Air Force Base, Mobile, AL

Host: University of South Alabama
Contact: (205) 460-6345

REGION XI - Beaver County Airport, Beaver Falls, PA

Host: Community College of Beaver County
Contact: Prof. James Johnson, (412) 843-9201

Since 1970 in order to qualify for the National SAFECON you must participate in a Regional competition.

MIDDLE TENNESSEE STATE UNIVERSITY will host the 30th Annual NIFA SAFECON May 18-20th, 1978, Murfreesboro, TN.



Air Race Classic Ltd

2386 Palomar Airport Road
Carlsbad, California 92008

2nd Annual ARC
June 24-27, 1978

Las Vegas, NV-Destin, Fort Walton Beach, FL

Entry kits will be available January 16, 1978. Entries will open on February 24, 1978 and close on April 24, 1978.

The Board Members of the Air Race Classic want to see everyone have an equal chance of winning. They are willing to help new racers learn the ropes by conducting race clinics for any chapter that desires for expenses only.

The New Airport Aerospace Education Display Program

By Linda Hooker

The following are some of the questions being asked about the new program and answers to these questions.

Q: What is the Airport Aerospace Education Display program?

A: It is our, the 99s, new joint endeavor with the American Society for Aerospace Education and the National Air Transportation Association to get aviation and space materials located at the local airport in every community and at other strategic locations.

Q: Why put it at the local airport?

A: The local airport is the most logical place that comes to mind for an individual involved or interested in aviation and/or space. They go there in search of 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. It provides the Airport Services Operators (FBO) with the best available aerospace education response - ANSWERS to questions posed, without tying up much of his valuable time in research and long explanations. It provides those who visit the airport with the best available aerospace education resources - and they do not go away

dissatisfied and/or disillusioned because the FBO either did not have the time or the answers.

Q: Is the local airport the only place the Display can be put up?

A: No. The Display is adaptable to placement in a variety of locations such as the Offices of State and Local Aviation Officials, Aviation Education Resource Centers, Aerospace Museums, FAA & NASA Education Offices, Offices of State & Local Departments of Education, School and Public Libraries, as well as a variety of other aviation and/or education oriented locations.

Q: What does the Display look like?

A: 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**. It also contains for the taking - a special **Brochure** for those interested in learning more about aviation and space education. This **Brochure** describes the Ninety-Nines our activities and our involvement and commitment to Air Age Education. It also contains information of the American Society for Aerospace Education along with a membership application form. Additionally, on this

brochure is a box for the local 99 chapter to affix their local Air Age Education Chairman or other local contacts name, address, phone #, etc. There is a space at the bottom - center - (Under the Brochures slot) of the Display Box for the name etc. of the local 99 contact.

Q: What is the cost of the Display and what does this include?

A: The Display Program is available from the American Society for Aerospace Education for an annual subscription of \$20 and includes:

1. The Wall Display Box (a new display will be sent each year upon renewal.)
2. Two copies of the **Directory** (FBOs may 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 - which are numerous), 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 Assoc. - the FBO's organization) for the FBO explaining the many benefits to an Airport Operation supporting aerospace education.
7. Additional materials and notices during the year.

Q: Does this mean that a 99 member or chapter who wishes to purchase a Display Box to use in contacting local FBO's to get them to participate in this new program must pay \$20 for a "sample" Display?

A: No, absolutely not. An individual 99 member or chapter may purchase a "Sample" Display Box for \$15. This \$15 is fully refunded when the Box is returned to the Society. Neither the individual member nor the chapter can lose a single penny by ordering a sample Box and using it to get the local FBO's and other appropriate agencies to subscribe to this new and fantastic program.

Q: Does the \$15 Display Box available to 99s include all the benefits of the \$20 FBO Display Box?

A: No, it does not include the year's subscription to the **Journal**. It does contain all sample materials - the **Directory**, **Brochures**, **Journal** & **Special Booklet**.

Q: What are some "big PLUS selling points" I can use in getting my FBO and others to participate in and subscribe to this program?

A: The annual subscription of \$20 is tax deductible because the Society is a 501 (c)(3) Educational organization under the IRS tax code. By having the display in a



Aerospace Education

(Continued)

prominent place in the office, valuable time is not lost through lengthy explanations, research, etc. Also, the Box can save embarrassment of not knowing the answers - the FBO or other individual can simply point to the Display Box and let the inquirer find **ALL** the answers and resources for himself at his own leisure. The aviation interested inquirer is a potential student and/or client. There are many other advantages; check the Special Booklet of the National Air Transportation Assoc. which comes with your "sample" Display Box before contacting potential Display exhibitors.

Q: How long will this program go on?

A: This new endeavor will be an "on-going program" rather than a "one time project". The 99s plan to support this program in much the same fashion we have supported FAA Safety Seminars and other such similar programs—on a continuing, year-after-year basis.

Q: Are the 99s the only source through which the FBO and others will learn of the Display Box?

A: No. The Journal of Aerospace Education, the National Air Transportation Association and others will be working to "spread the word" about the Box through advertisements, special notices and personal contact. In fact, chances are that your FBO will already have heard of the program when you contact him.

Q: How do I go about ordering one of the Display Boxes?

A: To order send \$15 for each "sample" Display Box Package requested to: American Society for Aerospace Education, 821 15th Street, N.W., Suite 432, Washington, D.C. 20005. (Please allow 6 weeks for delivery.)

SPECIAL NOTE: All Ninety-Nine chapters and as many individual 99s as possible are requested and urged to order - as soon as possible - at least one Display Box (with materials included) so that they can promote and show the Program to their local FBO's and others.

I'll Check You Out if You'll Check Me Out.....

Eastern New England's Lynn Obelcz got her Flight Instructor Rating on her 21st birthday. She took the flight test in a T-34, but first she had to "check-out" the examiner, who had never flown a T-34 before!



Australian 99. . . .

BRONWEN SEARLE

By Carol Kitching

AUSTRALIAN 99, Bronwen Searle has had her head in the clouds for years.

Eighteen years to be exact. In 1959, as a 16-year-old high-school student, she declined all invitations to go to university, and headed for an aerodrome instead. Bronwen wanted to be a pilot, and not long after leaving school, she was in the air as a licensed aviator.

She proved she had the determination to fly; it took a couple of years and 70 hours of flying training to gain a private license. But now Bronwen looks back with pride on her accomplishments. She has an "A" grade instructor's rating, an instrument rating and 4000 hours to her credit, as well as a commercial license.

"I would be interested to ask my old instructor what kind of student I was. It never occurred to me that I couldn't do it because I was so keen."

Bronwen learned to fly in Wollongong, just south of Sydney, with her father paying for the lessons. Later she went south to Melbourne, in Victoria, to continue her training, only this time with the help of a Commonwealth scholarship.

Armed with an instructors rating, Bronwen took on her first batch of budding pilots when she joined the staff of the Royal Victorian Aero Club.

"Then I got married and went to Papua, New Guinea," she recalls. Husband, Alan, worked for TAA (Trans-Australia Airlines) and was based in Rabaul.

New Guinea was special. It had highlands, islands, beaches, mountains, and a native population which lived according to ancient traditions. While there, Bronwen worked part-time for a flying school before joining a charter company as a ferry pilot.

"I used to deliver passengers and goods to places which were inaccessible in any other way. The longest flight I did, on a regular basis, was about 35 minutes, so there were lots of take-offs and landings.

"The charter companies are each given a special area to service in this way. We

operated out of Lae, using single-engine Cessnas, Aztecs and helicopters."

"You do need a certain amount of local knowledge to fly up here, and the department insists on a certain amount of flying training. Pilots have to fly five times over every route they wish to service. In the mountains, many strips are only one direction, with no opportunity to go around. Usually this check was undertaken by the chief pilot with the flying company. But, you'd usually start off on the easy ones and gradually work up."

After flying charter work in PNG, Bronwen returned to Australia in 1967 to discover what ups and downs were all about. She has been in and out of instructing jobs ever since. Employment varies with the state of the economy.

Now settled in a home in Doncaster, a suburb of Melbourne, Bronwen manages to halve her time successfully between looking after two small children and her husband, and part-time instructing at Moorabbin Airport.

For Bronwen, flying is a way of life. It gives her a chance to meet a small community of women, who "can't sit around and talk about recipes and children all day long."

"The one thing which I find interesting about women pilots is that when you meet them, all you know about them is that they're all pilots. When you get around to asking about the other side of their lives, you can find out some very interesting things."

But being a flying instructor, Bronwen Searle believes she's met all types of personality. "I've trained everyone from a sheep farmer to an undertaker," she said with a smile, "and they're all very interesting to talk to."

Her only regret now, is not being about 10 years younger - so she could challenge the airlines for a female captain's license. "It's the only section of the Australian aviation industry which doesn't admit women pilots. But that'll go. . . ."



99s Tour Alaska by Private Plane and Agree. . . .

"It's The Only Way To Get Around"

by Virginia Kay Bond

Our Alaskan odyssey started May 28, when 49½er Cal and I met two other 99s, **Phyl Brashar**, who with me is a member of the **Santa Fe Area Chapter** and "**Hank**" **Hallinan**, from the **Chaparrals** at Las Cruces, with their 49½ers, Bud and Jim, at Espanola, New Mexico. We had decided to leave our four place airplanes behind this time and travel together in a six place, and had rented a Cessna 206 for the occasion. The airplane sat awkwardly on the ground--tail low with our heavy boots and jackets, survival gear, about 15 pounds of charts and navigational equipment, to say nothing of our six passengers; but the 206 is built to haul, and haul it did, becoming as graceful in the air as any of its sportier cousins.

Our first RON was Banff National Park, where we were booked at the Chateau Lake Louise, an elegant hotel built in the early 1900's by the Canadian Pacific Railroad. We were heading for the gravel landing strip in the park, but a combination of darkness and a late spring snowstorm caused us to divert to Calgary, where lights, radar and paving made things much simpler. A two hour drive in a rented car took us through the park to Lake Louise, where we stayed two nights, spending the day hiking through light snow over some lovely, fairly rugged trails around the lake.

Leaving the Chateau, we stopped for breakfast at Banff, another resort town in the park, then on to Calgary for the next leg. Our reservations for the next few nights were at Whitehorse; Circle Hot Springs, Alaska; and Point Barrow, but elements and instruments started a conspiracy about then and we traded all three for other sights and places. We began picking up some ice enroute to what was supposed to be a gas stop at Fort Nelson and simultaneously discovered we had no pitot heat--in due time, we had no airspeed indicator either. Since more icing was forecast for the Ft. Nelson/Whitehorse leg, we engaged a taxi to Ft. Nelson Inn, hoping for better weather the next day.

Ceilings were still low the next morning, but after discussing the terrain with several bush pilots who were preparing to take

off, we decided to take their advice and follow the somewhat erratic course of the Liard River. We were able to get some charts published by Canada Dept. of Energy, Mines and Resources, Aeronautical Editions--N.T.S. No. 94 NE Fort Nelson/Kotcho Lake and N.T.S. No. 94 NW Liard River. A parade of planes took off at intervals and followed each other and the river, flying about 500 feet, through several passes in the mountains, the tops of which, at four to six thousand feet, were lost in fog. At Liard Hot Springs, two things happened--we broke out of the fog and the river joined the Alaskan Highway coming up from Muncho Lake--either of these events were bound to make navigating easier.

Still planning our stop at Circle Hot Springs, we stopped at Northway for customs, then started off over some fog shrouded mountains hoping to find a hole, since Circle doesn't have an instrument approach. Our chart for this leg was WAC CC 9, taking us over the White Mountains. With the long hours of sunlight, we were in no danger of running into darkness, but we were getting tired, so at 10 p.m. we gave up the search and headed for modern facilities at Fairbanks. The next morning we set about trying to catch up with the itinerary so carefully planned through several months. Barrow was next on the list, but this village on the northernmost tip of the continent had been enjoying several days of zero/zero fog and we had not yet been able to find anyone who could get our pitot heat operating; so we made our way via Bettles, above the Arctic Circle, to Kotzebue, where we checked into the Nu Luk Vik Hotel. By the time we had dinner, it was 10 p.m., but the sun was still shining and we couldn't resist walking through this Eskimo village with its small wooden huts huddled by the water's edge. Dog sleds rested in yards, beside snowmobiles, both unusable in early June, when the only ice around was floating down the bay from rivers farther north. Fish dried on wooden racks and dogs and children played, oblivious to the lateness of the hour.

There is a new Eskimo Museum at Kotzebue, not quite finished and only opened as yet for tour groups. We were able to infiltrate a Wien Airlines tour the next morning to see it, and

a wonderful performance of native dances by the local Eskimos. The finale was a blanket toss. In the old days an Eskimo hunter was tossed aloft to look for game out on the ice. Now it's a tourist attraction, but some of the Eskimos taking part were old enough to remember when it was for real.

Late on the second day, we decided to try for Barrow again. It was only about a two hour flight, and the weather there was showing a slight improving trend. But it was not to be, after all--30 miles out, our cranky old 206 lost her vacuum pump and the related instruments, and we reluctantly made a 180, knowing our last chance for Barrow had slipped away.

The luxurious (and expensive!) Nu Lu Vik Hotel could not accommodate us another night--more tours had arrived and filled it completely--so we checked around and were able to get three small, dormitory style rooms at the Wien Hotel--just about room in each for twin beds and a chair, showers down the hall and meals, family style.

The next morning we went down to the airport to supervise the repair of the vacuum pump by Sheila Firetag, a Munz Airline mechanic who had come to our rescue, even finding a new pump to install. She was hampered by having to leave work on our plane whenever Munz needed her; but the job got done and we headed for Nome, on schedule at last!

Nome is another town of wooden buildings; not shacks like Kotzebue, but wooden, nonetheless--relics of a bustling gold-rush settlement. We walked on the now deserted beach where the miners once staked their claims--"one spade width". Perhaps Nome would not have been so drab if it had stopped snowing, but it didn't for the two days we spent there. The natives were complaining bitterly about the unseasonable weather--they hadn't seen sun for two or three weeks! We didn't see it either, but we did catch enough of a break in the intermittent snow to allow us to get airborne again, after we all pitched in on a snow-removal project. As heavily as we were already loaded, we didn't need anything extra.

With the help of WAC's CC8 and CD 11, we charted a course over Unalakleet to McGrath, where we stopped for gas and were accommodated by the Forest Service since nobody else had any. Out of McGrath, the chart showed Ptarmigan Pass through the Kuskokwin Mountains (part of the Alaskan Range), which we had to cross to get to Anchorage. We made several attempts to fly through it, but the twists and turns were erratic and after ending up in a blind canyon or two, we picked up a clearance and went up through clouds to 12,000 feet, where we could cross in the clear. We still had no pitot heat, and lost the air-speed indicator again coming down through the clouds to land at Anchorage, but by this time we were all becoming proficient at flying with a partial panel. Getting it fixed at Anchorage was sort of an anticlimax.

At Anchorage, we spent two delightfully sunny days at the Captain Cook Hotel, with its Crows Nest Restaurant on the



Approaching Juneau



10th floor overlooking the city and Cook Inlet. Cal and I marvelled over the rebuilt downtown section, which we had last visited in 1965, not long after the earthquake had left gaping holes in the main street. Where there were holes, there are shops and bars and all the bustle of a big city. We had lunch at the charming Club 25, where there were lace tablecloths, home-made bread and soup, and reasonable prices, something we encountered only rarely on the trip!

Leaving Anchorage, we encountered some of the most spectacular scenery of the trip, following Ternigan Arm, over Portage Glacier, through the pass at Whittier and then along a rugged and beautiful coastline to Yakutat, over Glacier Bay into Juneau. There were glaciers all along the route, some spilling all the way down to the waterline. The huge Mendel Hall Glacier, the grand-daddy of them all, lies about nine miles north of Juneau.

Picturesque Juneau is built on a series of hills with steep flights of wooden stairs connecting various parts of town. We bent an elbow at the historic old Red Dog Saloon, with sawdust on the floor and a honky tonk piano player who never got tired; and travelled across the Gastineau Channel for dinner at Mike's on Douglas Island. The restaurant afforded a great view of Juneau, surrounded by the hills where gold was mined until 1944, and which are riddled with tunnels, some of which reach out under the channel.

An old mine can be seen about half way up one of the mountains, seemingly guarding the fifty million dollars of known "proved" reserves left in the hillsides--left when the costs of mining became prohibitive.

From Juneau a two hour flight took us to Sitka by the Sea, a charming fishing village which combines the cultures of its original inhabitants, the Tlingit Indians; the Russians, who called it the capitol of Russian-America from 1800 until 1867; and the Americans who established a headquarters on October 18, 1867, and moved in a contingent of Marines to protect the newly purchased Territory of Alaska.

From Sitka, we proceeded down the coast, paralleling the Marine Highway, to Victoria, where we spent the night at the very British, Empress Hotel before returning to the "lower 48".

Our meanderings took us two weeks, and though we missed some of the places we wanted to see, the places we saw were unforgettable. It's easy to see why there are more planes per capita in Alaska than anywhere else--in that vast land it's about the only way to get around.

HANGOVER

'77



What effect does a hangover have on a pilot's performance? How does the FAA go about scientifically coming up with an answer? Use rats like the FDA did in their effect-of-artificial-sweetener experiments?

No! The FAA asks pilots to volunteer. But what kind of an idiot would volunteer to have a hangover? Meet us - four 99s who let ourselves be recruited. . . along with an airport manager, some charter pilots, heads of flight schools and an AOPA Vice President.

Let's see what happens

We know that conscientious pilots adhere strictly to the 8 hour bottle-to-throttle rule. Airlines require their pilots to allow 24 hours between bottle and throttle. But while we know that drinking and flying don't mix, there is really not a great deal of scientific data available on exactly how alcohol affects flight performance and for how long. This study was set up as a "Let's see what happens" kind of information-gathering study which attempted to simulate conditions under which we may have a few drinks with friends during the evening, get a little less sleep than we should, and then get up and try to do some complex task like fly the next day. Sound familiar? How many times have we been involved in similar situations at conventions, business meetings, vacations, etc.?

How did Ninety-Nines become involved?

Just across the airport from our Ninety-Nine Headquarters in Oklahoma City is the large FAA Aeronautical Center. One small part of this giant complex is a three story building known as CAMI, the Civil Aeromedical Institute, home of much of the research designed to make aviation safer, equipment more functional and education of aviation personnel better. Many local 99s have walked down these corridors over past years, serving as volunteers in one kind of research or another. We have been subjects in speech discrimination studies by audiologists and have flown simulators and planes while they applied pound after pound of pressure to the control surfaces to discover the limits that could be accommodated manually by pilots in case of total trim failure. We have flown Convair 580 simulators on night flights to test a new kind of VASI system called PAPI, have

tried out the altitude chamber, watched dummies being hurled from simulated crashes, and seen the pool where evacuation studies are conducted with all manner of subjects.

It was not really a surprise, then, that when they began looking for women to participate in their study that they picked up the phone and tried a local 99.

Most of the above-mentioned studies involved one, or sometimes two short (2-3 hours) visits to CAMI to act as a subject. "Hangover '77", as it was officially called, was considerably different. The requirements specified that subjects must be pilots, must be able to drink four large mixed drinks in a three hour period of time, and must be willing to give up one night a week for six consecutive weeks. One night a week did not mean six evenings from 7 to 10 pm either. We checked into CAMI at 5 pm and left at noon the next day!

In this experiment there were 11 participants - two groups of four and one group of three. Each group met one night a week. The four Ninety-Nines, Jan Million, Nancy Smith, Ann Catlin and Marilyn Ratzlaff, were the Wednesday night group.

The training

Before the experiment began, we went through three 3-hour training sessions to learn the tasks we were to later perform. They were fun at first. Then they became work. Then a challenge to figure out a system, and then a drag again. But we were trained! We knew what to expect from the complex-task console, for instance. An aircraft company had designed this as a tool for measuring pilot workload.

The console is about the size of the pilot's share of an airplane control panel. It has six small meters with needles constantly fluctuating 60 degrees. The trick: don't let them get to fluctuating too much off-center. Only trouble is you really have to eye-ball that needle to see where its average reading is. But you don't have time to study it closely because at the same time, you are trying to keep a programmed-to-be-impossible ball centered on a scope. And while you are doing that, you are also doing math. . . $.21 + 71 - 13 = . .$ and key punching in the answer backwards, 9 7. And just to make it more interesting, 5 sets of green and red lights come on and off intermittently. They are located on the corners of the console and its center. Your job is



Apparatus was in use to record our every movement.



Nancy is wired-up and ready to be tested for normal eye movements prior to recording eye movements in the simulator during tracking functions. Keeping the eyes open in a pitch black room can be a real challenge in the middle of the night.

to keep the red lights punched off and the green lights punched on. You're constantly scanning the panel and do you ever feel dumb when you look just in time to see the red light go off by itself when you didn't catch it in time to score the correction.

You always have four different tasks to perform at once. The lights and meters are with you for the entire one-hour session but the other tasks will vary. One task was called problem solving, a figure-out-the-solution-and-remember-it task. Five little bulbs with push buttons are lined in a row. By trial and error, you push the buttons to find the sequence to make the green bulb above glow "correct". If the secret sequence is 23541 and you push 23514, you get a red light with the first wrong button and have to start over until you do it right. Green light! Do your other things, and then the bulbs again. Now your job is to feed the combination back that you just figured out many long seconds before. Correct? Pause, do other things. New sequence to figure out. Pause, do other things. Repeat of that sequence. Tricky when you are using your mind on the math or on centering the ball or especially on the other memory task. The second memory task flashes a graph with six vertical bars on a small screen. Then two more graphs are flashed before you. Were both graphs like the first, only one like the first, none like the first? Feed in your answer, but don't forget the meters and the red-green lights. It all gets to be a little busy.

For yet another aspect of the study, we were seated in a sound-level-controlled room where we listened to a list of words read over a background of airplane engine noise. The auditory level was so low that we had to strain each time to make out the

words. Choosing one from a list of six similar words such as net, met, pet, let, set and bet made us feel like we hadn't cleaned the wax out of our ears. In the same room, we were also subjected to what became the joke of the study. . .a test of spare mental capacity. One shot at this test and all the 99s agreed that none of us had *any* spare mental capacity. . .we were already applying everything we had.

We were also wired up with electrodes to perform glideslope-localizer tracking tasks in a vertigon under night conditions. We did this both in the static (still) and dynamic (vertigo inducing) mode of the simulator. And if that weren't enough, we also performed these tasks under such combinations as drunk and sober, with our feet on the ground and up in the altitude chamber.

The week's longest night

Our schedule was hectic. Checking in at 5 pm we were wired up with electrodes and each got a turn in the vertigon. Then off to the soundroom for speech discrimination and spare mental capacity tests. Following a quick hour out for dinner, we were back for a session of complex tasks at the console.

By now it's 9 pm and time for the entertainment phase. At 45-minute intervals we were treated to a drink (or non-drink. . .someone each night got a placebo with no alcohol) of the FAA's choice (no other host in his right mind would serve his guests drinks which tasted *that* bad!). In the meantime, we had free run of our social room and could watch TV, play cards or ping-pong, etc. to while away the time.

Following a last reading on the breathalyzer at midnight, we



Entertainment or not.....it was a long evening.



In addition to indicating alcohol content, the Breathalyzer also gave the lungs a work out.



FAA visitors take a look outside the Altitude Chamber. . . .



while inside Jan takes a "Mood Inventory" test for FAA Assistant, Greg Constant while. . . .



Nancy gets ready to ride in the Vertigon at 12,000 feet.

were put back through our paces again. . . 2 hours or so in the simulator, speech tests and complex task routine. At 2:30 am, we wearily headed for the sack - too tired to care that our beds were in the clinic and had paper sheets over plastic-coated mattresses and a thermostat stuck on 85°.

6:45 am. Routed out of bed, we had 15 minutes to shower, dress, change the sheets on our bed and get back upstairs for testing. (Sure didn't take very long to spend the night in the clinic, did it?) Special treat was breakfast from McDonald's before we hit the tasks once again.

Things were timed so that we were wired up in our electrodes and ready to go to work on our experimental tasks just 8 hours after we had stopped drinking. By 11 am we were ready for debriefing, where we were cautioned not to fly that day, and dismissed until the next week. Most of us learned to keep our schedules clear for the afternoon so we could head directly home to the sack. Even if we had been on placebos (no alcohol), the lack of sleep caught up with us by the next afternoon.

The Results

Six weeks is a long time and we were all relieved when the study was completed. We were, of course, curious as to what information had been gained and were promised an invitation back to CAMI to discuss the preliminary results when they became available.

We had generated a lot of data and the analysis of the data proved to be a slow and tedious process. Several months went by before we were treated to a discussion of the preliminary findings (it will be more weeks before all the variables will have been extracted).

Our drinks themselves had been the subject of much mystery and conjecture. We never knew for sure what we were drinking or in what amounts. We were finally informed that the alcohol used in the study had been bourbon and vodka. The volume of

alcohol consumed by each subject varied from 6 to 11 ounces per evening, depending on the weight of the subject. On the average, the breathalyzer indicated that subjects receiving alcohol closely approached or slightly exceeded the reading of .100, considered to be legally drunk, after their final drink in the evening. Only minute traces of alcohol were still measurable in some of us after 8 hours had elapsed (.005-.017).

Speech discrimination

For the speech discrimination studies, the scores for all subjects, whether receiving alcohol or not, were best on trials conducted immediately after arriving at the Center. Performance decreased again only slightly by morning. Under all conditions, performance on speech discrimination tasks suffered when subjects were taken to 12,000 feet in the altitude chamber.

Tracking

On the tracking functions in the simulator, the average number of errors made immediately after drinking were much higher than those made during tests conducted earlier in the evening or on the morning after. Actually, the morning scores were even better than the early evening scores, demonstrating that performance was not affected by fatigue. (Other studies have shown that less than two hours of sleep for two or more nights in a row is usually necessary before performance suffers from lack of sleep.) The difference between evening and morning-after scores were still slight however, and we were cautioned that they were **not** large enough to allow one to say that a hard day at the office is harder on performance than staying up late for a night on the town.

Tracking was also done under ground level/altitude and drinking/non-drinking combinations. Altitude by itself seemed to slightly improve performance during the evening. Alcohol by



All the comforts of home! Even hospital beds with paper sheets were appreciated by 2:30 am.



The routing from the Altitude Chamber to the nearest bathroom aroused some eerie sensations as we passed among the props used in other FAA experiments.

itself disrupted performance and the combination of both alcohol and altitude yielded the poorest performance scores on the midnight run.

Complex tasks

Performance on the complex console tasks also showed clear alcohol effects. When the drinkers were compared to the non-drinkers, all but one task showed a significant drop in performance after drinking on the midnight run. No overall differences were noted on any tasks between the drinkers and the non-drinkers on the morning after.

When the drinkers were separated into groups of those drinking vodka and those drinking bourbon and compared with the non-drinkers, performance differences were found in morning scores for those drinking bourbon compared with those drinking vodka. Essentially the difference was this: although morning scores for vodka, for bourbon, and for no alcohol were all better than evening scores (the scientists call this the "arcadian" or time-of-day effect), the scores on the morning after drinking bourbon did not show quite as much improvement as did the scores on the morning after no alcohol.

We hasten to advise that no conclusions are warranted on the basis of this study as to the benefits or drawbacks of drinking one kind of liquor versus another. As in other alcohol studies, all behaviour suffered immediately after drinking any kind of alcohol, and the size and scope of this study was too small to be able to draw any kind of conclusions regarding the effect of one kind of liquor on performance as compared to another. The differences noted here merely point out an area for further exploration.

One interesting sidelight was an examination of the fatigue factor. We were all sure that our performance on the morning-after tests had suffered from the lack of sleep even after those nights when we had not consumed alcohol. To separate this factor from the alcohol effect, we spent one night in the lab getting a full night's sleep. . . after our social hours, where none of us drank, we skipped the midnight runs and went straight to bed. No differences were noted in performance after a full night's sleep as compared to performance after 3-4 hours sleep on the other nights in the study demonstrating that fatigue was not an important factor in the morning-after scores.

In general, it would seem that the data gathered so far from this study seem to support the adequacy of the 8-hour bottle-to-throttle rule for flight safety. Only minute, if any, traces of alcohol remained in the system after 8 hours had passed since drinking. Morning after scores were not appreciably different from scores taken during the early evening before drinking.

When complete, write-ups from this study will be available on request from:

CAMI-AAC-118
FAA Aeronautical Center
P.O. Box 25082
Oklahoma City, OK 73125

One thing remains a mystery. No information was forthcoming on whether or not we had any spare mental capacity!

One should be careful not to extrapolate too far from the actual clinical-study conditions. While subjects demonstrated that they could perform fairly well on the morning-after, no data is offered here to prove that you could continue to function all day at a normal pace.

We mentioned earlier that most of us headed for home and a couple of hours sleep when we got out of the study each week. We felt kind of sluggish and it was hard to keep going at our normal daily pace without a nap. From this you might conclude that while you could feasibly be alert enough to make a 300-400 mile hop on a morning following the kind of social evening we tried to duplicate, you'd have to take a lot of other things into consideration before planning a long cross country trip. Many variables effect human performance.



Marilyn is wired up and ready to track the ILS in the simulator.

One part of the analysis that still needs to be completed is an examination of the scores of each individual separately. We suspect that there is a lot of difference between the ways individuals react to and recover from the effects of alcohol. Sometimes these variations are minimized when all the scores are grouped together but are quite noticeable when examined individually. A look at the scores for each individual separately should indicate whether or not some of us were suffering quite pronounced "hangover" effects while others seemed to show none at all. We have been promised a look at these results when available, and will be sharing them with readers of the 99 NEWS at that time.



Here's the whole gang of 99s in this experiment. Standing are Nancy Smith and Ann Catlin and seated are Jan Million and Marilyn Ratzlaff.

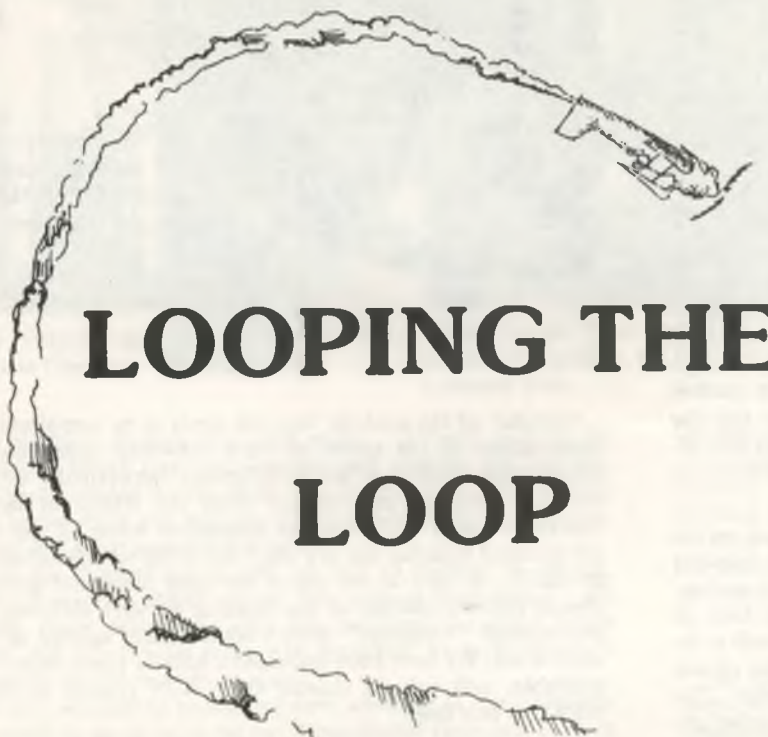
Looking Up with Lois

(Continued)

Air Age Education Committee members, Chapter Chairmen and their Air Age Education Committee members, and, of course, the International Board members.

Linda Hooker, our very enthusiastic and capable International Air Age Education Chairman, and her committee, are working hard to set up this fantastic Workshop, and will be notifying each of you, through the *Ninety-Nine News*, of the dates, the time, and the place. She will also give you more in-depth information, through her column, as each segment becomes finalized.

I am looking forward to seeing you at our first Air Age Education Leadership Workshop.



LOOPING THE LOOP

with Canadian Member Shirley Allen

It was a magnificent oil-dripping biplane - an old war-time Stearman trainer, with 220 uncowed growling horses that took me into the sky for my very first lesson in aerobatics! Deep in the heart of Florida - far away from the land of snow, ice, marginal flying weather and all it's frustrations.

We had joined the mass exodus of Canadian migratory birds to warmer climes - in search of sunshine - playing hooky with our family - reinforcing our energies and values. What better opportunity to improve one's flying knowledge? Under clear blue skies and ideal weather conditions, an introduction to aerobatics was the plan.

It's hard to say what compels a pilot to want to loop, roll and tumble about in the sky - guess it's just as hard to explain why anyone would want to learn to fly at all. But a brief right seat ride in an Aerobat the previous summer and a chance meeting with a well-known Air Show performer and Instructor at a Conference in Milwaukee, Wisconsin in the fall, led us to Avon Park Airport, Florida during our winter vacation.

Walt Pierce has been flying since he was 15 years old! He has flown everything from cropdusters to jets and accumulated over 12,000 hours. His dream and goal in life was to be an aerobatic Air Show pilot. The Stearman, for him the ultimate in aeroplanes, became almost an extension of himself. His slight, boyish-looking appearance has a quiet Lindbergh quality that belies his strength and professionalism. He is not given to many words. Pert, blonde wife Sandi, was one of his pupils.

She fell in love with flying, aerobatics and Walt in that order, so he married her. Not only did she acquire a husband and an impressive number of flying hours and ratings, she also has a daughter named "Shawn Dell" (after the aerobatic manoeuvre the "Chandelle").

"The Flying Pierces" are the only husband and wife wing-riding aerobatic act in North America. Two sincere people, dedicated to aviation, they enjoy the very insecurity of the Air Show environment while doing the thing they love most - flying!

Avon Park Airport is an ideal setting for aerobatic instruction. About 15 sm on the 310' radial from Sebring, the runways are excellent - 5,000', hard-surfaced, lighted, with unicom. Avon Park is no stranger to the Stearman, being one of the most active military training bases during WWII, but the nostalgic sound of the big radials has been replaced for the most part by the overhead whine of the USAF F-4's from a nearby AFB high above our airspace.

Aerobatic Ground School consisted of an hour or more of detailed explanation covering control movements and attitudes plus a complete and thorough pre-flight briefing before each lesson in the air. Walt was equipped with a microphone. I was receiving ONLY so there was no way of talking back - only a small reflecting mirror, strategically placed, so that we could observe each other and exchange grins or grimaces, depending on my success or failure, as I was soon to discover.

There is no sound like that of the wind in the wires and nothing to compare with

complete and utter joy of open-cockpit flying. Securely strapped in with four inch double belts, shoulder and chute harness packed snugly around me, the Stearman was all that I had ever dreamed of. The plane responded beautifully once in the air and it was hard to believe that at last I was actually flying this great beast that I had admired so long from a respectful distance.

At altitude at last - 3,600 feet - the big moment - time for a clearing turn - nose down, steep dive to attain 130 mph required airspeed (cruise for the Stearman 220 is a modest 95-100 mph). Power reduced - under the red-line to 2100 rpm - stick steady - firmly back all the way. Power fully open as we go over the top. A quick glance at the wing tip for orientation - release back pressure - head well back. Here comes the horizon - WE'VE DONE A LOOP!

There was indescribable feeling of euphoria, but very fleeting, as Walt explained what was right and what was wrong. We position again for another try. Now I realized the wisdom of the hours on the ground. Even basic aerobatics take a great deal of concentration in the air. I was wishing I had my Instruction Manual taped in front of me, even then!

From the loops, we went on to precision spins. The Stearman stalls around 50 mph and obligingly drops a wing just as you are reaching for full rudder. The first revolution is comparatively slow, but really winds up from there on down and it takes great effort to catch the 180 degree point of the second revolution to begin recovery with opposite full rudder. Stick 2/3rds forward, neutralise - nose up, power back on - we're flying again! My Instructor was a stickler for lining up those elusive reference points.

We progressed to the barrel roll, which requires considerably more co-ordination than the loop, being a circle flown around a point on the horizon. Entry airspeed 110 mph - under the red line - a position turn of 20 degrees to the right of the Section line - neutralise, then stick full back and lots of aileron (this took BOTH hands for me). As the wings attain the vertical attitude, release back pressure, feeding in appropriate amounts of rudder till inverted, then decreasing rudder, still maintaining full aileron until recovery to level flight. Walt explained later - the most im-



Walt and Shirley in the magnificent oil-dripping biplane.

portant thing in the barrel roll, after you get the nose up, is to maintain full aileron - the Stearman will forgive all else!

Although I insisted I wasn't tired, Walt suggested we head down into the pattern after 45 minutes. I wasn't sure exactly what I had been doing, only that I had had more fun flying that Stearman than anything I had ever flown before. Coming around the circuit, Walt took time out for a couple of slow rolls and a smooth four-pointer. Now I could appreciate the professional skill and know-how required to make it all look so easy. The big bird reluctantly settled on the runway and grumbled its way back to the hangar.

Another clear sunny Florida day, and eager to try my new-found aviating skills again, I impatiently waited while another Stearman enthusiast took endless pictures and a flight around the circuit. Time out for more ground school and initiation to the snap roll. It was noon before we strapped in. November 38994 was as anxious as I was to go aerobating. Soon, we were reviewing yesterday's airwork, with just a little more knowledge and confidence.

Speed stabilized at 90 mph - all lined up for the snap roll. Stick sharply back all the way, full right rudder, over the top, release back pressure when inverted, full left rudder, neutralize and recover. This took sharp, decisive, fast movements of the controls. Even though it looks relatively slow in the Stearman from the ground, it really socks it to you in the cockpit! Some time later (I lost track of how many we did), I was rewarded with a big snoopy-like grin from my Instructor and I knew I was getting the feel of it at last.

After two more landings - with "you're looking good" ringing in my ears - the supreme compliment - Walt allowed me to TAXI the Stearman back to the Hangar! Owing to super-sensitive brakes, he doesn't normally allow students to taxi. That really made my day!

Finally, it was time to leave with a Certificate of Accomplishment clutched in my hot little hand. I had completed four manoeuvres satisfactorily. It also says the holder is a Member in Good Standing of the INVERTED FRATERNITY OF STEARMAN PILOTS, and, next to my License, it is one of my most treasured possessions.

The moral to this story is clear. You don't have to be an amazon (or Superman) to fly a Stearman! Even with cap, goggles and parachute pack, my gross all up weight is only 130 lbs. I would strongly recommend a primary course in aerobatics for EVERY pilot, if only for the experience of a new awareness of flying. Just be sure you have a strong, tried and true aerobatic machine around you (and an Instructor with the same qualities).

Why don't you drop in to Avon Park next time you're in Florida? You might even meet the Flying Pierces and get hooked on Stearmans like we did!

History of The Ninety-Nines, Inc.

By Betty W. McNabb

The Ninety-Nines are embarking on a living, yesterday-and-today chronicle of the organization's history, from 1929 to now—and perhaps further.

The history will be designed not only to recognize the Amelia Earharts and the many great women pioneers in aviation, but to record for all time, the lives, activities, accomplishments, personalities, contributions to aviation and aerospace, and when possible, likenesses of all its members—those whose aviation careers were full of drama and excitement, and those who simply fly because the glory of flight has touched them, and they want to.

It will tell about the courageous women who began Ninety-Nine history, the charter members, many of whom are still busy pilots today. It will also include thumb-nail sketches of the housewives, grandmothers, teachers, doctors, artists, secretaries—and the flight instructors, military pilots, and those who are flying in airline cockpits—all the hundred-and-one vocations, avocations, and professions, which make up the Ninety-Nines. The ones who fly tall, the ones who fly quietly around the patch and then go home to mend Junior's jeans. They too, are part of the Ninety-Nines aviation history.

So too are WASPS and Whirly Girls, the brave new military women, the "outback" nurses in Australia, the missionary pilots, the fixed base operators and flight instructors, that new breed, women in corporate and commercial jets—AND the Sunday pilots. Women who race; those who ferry aircraft trans-oceanic—bush pilots—all are to be woven into the colorful and glorious tapestry of the Ninety-Nine heritage.

Please, you Ninety-Nines world-wide, speak out proudly in the making of this unique record of the Ninety-Nines, who must surely be the most exciting group of women in the world today.

Send your autobiography and a clear black-and-white photo to **Gene Nora Jessen**, 2814 Cassia, Boise, ID, 83705, AS SOON AS YOU CAN—as the ATC people sometimes tell us firmly, NOW! TIME IS OF THE ESSENCE. WE HAVE A "SOON" DEADLINE.

* This ambitious project is for YOU and YOU and YOU—please put yourselves in the Ninety-Nines' recorded history. YOU ARE THE NINETY-NINES.

And, if you have or know of memorabilia, photographs, letters, anecdotes, reminiscences, tapes, clippings—or know of anyone who would have knowledge of the Ninety-Nines which would make our history richer—please tell us who to contact, or give us or loan us these bits of history, these "Clues"—and they will be guarded carefully and returned if you wish.

BUT DO IT NOW!



“SISSY EARHART”

Barnstorms to Feline Fame

The 1975 Los Angeles Chapter Pilot of the Year, Jean Pyatt enjoyed a year's hiatus from the sunny skies of Los Angeles this past year to spend some time in Philadelphia. She returns this month to her southern California home with a new experience tucked away in her memoirs, and with a kitten riding co-pilot.

Jean, and pet “Sissy Earhart”, a short-hair gray and white tabby, made their mark in feline history when they entered the 1977 All-American Glamour Kitty Contest and emerged second runner-up on the national feline scene. And it was attributed to a pretty kitty “Sissy Earhart” and a highly creative aviation first. “Sissy” was posed as a high flying cat dressed in the full garb of a barnstorming pilot of the 1920's.

The All-American Glamour Kitty Contest is a nationally sponsored event staged by the manufacturers of Glamour Kitty

Cat Litter. Nine finalists, who best explained why their pet should be the new All-American Glamour Kitty, are selected from thousands of entries. Finalists travel to an elite beachfront hotel (this year the Diplomat in Hollywood) on Florida's gold coast to compete “whisker-to-whisker” for All-American Glamour Kitty honors.

Traveling with Jean, compliments of the contest, was Dr. Marilyn Twitchell, veterinarian on leave to further her professional studies at the University of Pennsylvania. Dr. Twitchell, also a resident of Los Angeles, and member of the Ninety-Nines, returned to California with Jean this month (October). Both are L.A. chapter members and ardent race enthusiasts. Jean is our APT Chairwoman for the Southwest Section.

One of the major contest events is the poolside fashion show which “Sissy” cinched, paws down, in her flying regalia.

Jean, who spent her East Coast hiatus as instructor at Wings Field in suburban Philadelphia, donned helmet, goggles, leather jacket and scarf to complement her pet's attire.

Sissy, the barnstormer, wore a white helmet with black goggles, complemented by a pastel blue leather jacket with epaulets. She wore Silver Wings on the left breast and a Ninety-Nines pin on the right. Completing her ensemble was a colorful blue and yellow pastel scarf with tassels.

In a fashion show “Sissy” nestled quietly in her Model I Bubblecraft, a single engine land airplane with a fixed pitch propeller and fixed gear, according to Jean. Powering the craft is a Juliet Pappa engine which operates on one Woman-power. The compass aboard plotted a straight course down Glamour Ramp. Sissy selected the numbers N99SE for her Bubblecraft.

Sissy's personal log shows 50 hours flying time, most in owner Jean's Cessna 182, but she does boast 4.5 hours of Boeing 727 time. Veterinarian Twitchell gave her a Class I Medical, says Jean.



Jean Pyatt and “Sissy” in costume.

**Fanni
Flap,
CFI**



You're doing fine, Wayne. Next time we'll try starting the engine.

FANNI FLAP, CFI

It is with great pleasure we introduce to you a new 99 NEWS feature that will be gracing the pages in coming issues. Fanni Flap, CFI, is the creation of 99 Marilyn Ratzlaff and is being brought to life by artist, Doug Fulk.

We'd be happy to illustrate your favorite one-liners depicting the flight-training situation too . . . just forward any ideas you may have to the 99 NEWS.

Bread & Butter Aviation

More 99s with the Airlines

Golden Triangle member **Maggie Stryker** has made another step up in the aviation ladder. She is now flying for Piedmont Airlines. In the Southwest, **Karen Kahn**, a member from the **Santa Barbara Chapter**, is now a Flight Engineer for Continental Airlines.

Company Jet Pilot

Next to flying for the airlines, probably the most coveted job for a pilot is to become a "company pilot". One of our own who does just that is **Lorraine Jencik** from the **Connecticut Chapter**. Lorraine is employed by Xerox Corporation at White Plains, NY, and has recently completed training in a Jet Star in Marietta, GA. During the past year, Lorraine has been flying Xerox's Sabreliner.

Instructing Popular Among 99s

There always seems to be a demand for CFIs and new instructors seem to have little trouble finding a place for their talents. **Belle Hutchins**, **Florida Goldcoast 99**, recently added CFI to her growing list of ratings, and is now instructing while studying for her Flight Engineers rating. **Santa Barbara** member **Beth Howar** is instructing for the newly-formed Beech Aero Club while **Marilyn Weixel** is an Instructor for Apollo Airways. **Western New York** member **Mary Rich** is teaching at Orchard Park while **Chris Hohensee** is instructing at Buffalo Air Park and teaching "Introduction to Flying" to an adult education class. **Laurie Reeves** is busy running the flight school while her husband Ed is continuing his A&P operations at Waterford Airport in Connecticut where they are the new FBO.

Phoenix Chapter will Soon Have 99 Members

Phoenix Chapter is nearing that magic number 99, when it counts its members. Watch for the invitation to the gala bash that is planned when the chapter membership corresponds with our name. Could be before the end of 1977!

Have you ordered your
50th Anniversary Book?
See p. 17

Elsewhere on the Field

Lake Michigan's Esther Bennet Wolf is now flying a Turbo Seneca, Lance and Turbo Arrow for Battle Creek Aviation. **Michigan's Ruth Price** and **June Pailthorp** have just joined up with a new FBO on Flint's Bishop Airport while **Alaska's** newly elected secretary, **Betty Rogers**, is the "Administrative Assistant" for Engineering and Manufacturing Field Office in the GADO building. Operating the Santa Ynez, CA airport is "Shy" Smith and her husband Dave.

Timebuilding

Ferrying new aircraft is still one of the most fun kind of timebuilders. We were delighted to have **Orange County 99**, **Diane Hickson** stop at Will Rogers and take time to go through Headquarters on her way from Wichita, KS back to California with a new 152. And **Beth Covey**, **Lubbock Chapter**, ferried an Archer II from the factory in Florida back to Texas.

Sky Watch Reporter

Pamela McInnes, **San Fernando Valley 99**, is heard Monday through Friday by commuters in the Los Angeles area giving the morning sky watch traffic reports for a San Fernando Valley Radio Station, KGIL. Pamela replaced the former U-2 pilot, Francis Gary Powers as 7 to 9 AM traffic reporter. She is the first woman on the West Coast who pilots herself and does on-the-spot reporting from her plane.

KGIL often "auctions her off or gives her away as a prize", she says. That is, she gives the winners rides with her on her early morning flight watch. Your reporter has had the pleasure of riding along on a cold bleak morning and seeing her in action and I was impressed. Some of us have our hands full with 2 radios. Pam works with complex communications and she is operating in the area of 3 airport traffic areas as well as LAX. She is a very busy girl those two hours only to land and go to work at the Great Atlantic & Pacific Aeroplane Company the rest of the day.

Pamela is a native of New Zealand, and has been flying for 4 years. Her pre-flight background includes theater stage work in Italy, Broadcast Assignments with the BBC in London for 2 years in addition to acting and filming in Madrid.

This busy 99 is an immediate past vice chairman and is dedicated to service to the San Fernando Valley Chapter 99s. Her byword is, "No problem, I can handle that", when asked to do a job. Thanks Pam, keep up the good works.



Pamela McInnes, Skywatch Reporter for Los Angeles Station, KGIL.

99s spreading their wings . . .

Flying Activities



East Canadian

Ready for Poker Run

Eastern Ontario's Betty Jane Schermerhorn had the Poker Run all set up for October 1. Her able assistants, manning the nine stops were: Brockville-Pat Murdock; Kingston-Suzanne Pritchard; Winchester-Dianne Rothberg; Smith Falls-Gerda Ruckerbauer; Carp-Gail O'Brien; Arnprior-Suzanne Frogley; Gatineau-Mary MacMillan; and Ottawa-Carolyn Thomas and Marilou Comerford.

Dr. Alan Frosst, rally course designer, presents first prize to pilot Nick Daniel (center) and navigator, Jamie Dryden (right).



Fiesta Holidays Donate Barbados Trip

A week's accommodation at Sand Acres Hotel, Barbados, for two people donated by Fiesta Holidays, was first prize at the Niagara Trillium Air Rally on Saturday, September 10, at Waterloo-Wellington Airport. The lucky winners were Nick Daniel and Jane Dryden in a Grumman Tiger.

Participation in this second annual Niagara Trillium Air Rally was up 70% this year. Competition was fierce - only one point separated first and second places! Second prize, a cheque for \$50, was won by Stu Holloway and Sandy Ashtbury in Stu's Cardinal. Peter Kelly and Gerry Walker in their Skyhawk were third. Bruce MacRitchie won the spot landing competition under gusty wind conditions in his Aztec. Over half the entrants went home with prizes at the end of an exhilarating day.

The Air Rally course had been designed by Dr. Alan C. Frosst over a 250 NM round-trip from Waterloo-Wellington Airport. Participants had to follow heading information, answer questions about the route and identify photographs. Fewer participants got totally lost this year! Final scores were higher and more evenly distributed, a good indication that many

pilots are more adept at VFR navigation and house/tree/animal methods - and a bit less susceptible to Dr. Frosst's particular brand of deviousness - than they were last year! There was much laughter and brow-beating after the Rally as participants looked over the correct answers and course displayed. Winners and those less fortunate alike vowed to get even with Dr. Frosst next year.

New York-New Jersey

Empire State 300

The Hudson Valley Chapter is again sponsoring the Annual Empire State 300 Proficiency Race. The race start and terminus is Stewart Field, Newburgh, NY and a record 30 entries have been received, according to New York-New Jersey Governor, Doris Miller. Doris and her husband, Dr. Bill Miller, were founders of the race 4 years ago. Co-Chairman of the event are Chapter Chairman Arlene Speisman and Chapter Secretary Julie Price.

North Central

Lake Erie Air Derby Who Won the Race?

The Lake Erie Air Derby had a slot in the Cleveland National Air Show -- albeit a starting "window" only 20 minutes wide -- and among the 41 contestants, there were many familiar planes and pilots from established air races around the country. Twenty-six planes in Sunday's proficiency race took off from Burke Lakefront Airport with the precision of attacking war planes on a late show movie -- Jimmy Doolittle would have been proud -- and flew south to Carroll County Airport, east to Conneaut Lake, and back into Cuyahoga County Airport. Second place was captured by Carole Pendleton, a Lake Erie 99, flying a Cherokee with co-pilot, John Speer. Helen and Ellison Davison -- she's a Greater Pittsburgh 99 -- placed third in a Mooney. Fourth spot went to Joyce and Mickey Odom -- she's a Detroit 99 and flies a new Lance with an appropriate "N" number: 99ODM. Monday, "Cleveland VFR" rolled in and threatened to cancel the speed race. Nevertheless 13 entries braved the 3 miles visibility at Cuyahoga County and took



Dr. Alan Frosst, upper center, going over the correct course and answers to the rally with the participants of the Niagara Trillium Air Rally before prize presentation.

off on a fire-walled scat-back from one end of Ohio to the other. Class tells, for veteran racer, **Pauline Mallary**, a **North Georgia 99**, flying a Beech Sundowner with **Florida Spaceport 99 Bonnie Quenzler** as co-pilot captured first place. Carole Pendleton and John Speer won again — this time third — and **Sophie Payton**, a **Florida Suncoast 99** and **Lydia Rogers** of the **Lake Erie 99s** won fifth place, in a Mooney.

Rain Catches up with Chicago Area

Well, it finally happened. For the 1st time in 'umpteen' years the **Chicago Area 99s** had to cancel the August Annual Airmeet. The weather was so bad the decision was obvious. However, Sunday, Sept. 11th was a perfect CAVU day at Crystal Lake and a fabulous race was run. Thirteen airplanes entered. First place went to **Ruth Frantz** (2nd time), 2nd Place to **Elsie Wahrer**, and 3rd place to **Norma Freier** and **Marge Kinney**. A grand time was had by all.

Chicago Area had a 'fly-in' to Chicago Midway Airport to visit the Chicago Chinatown. Everyone went for lunch and shopping. It was a fun day and beautiful flying over the city of Chicago.

Look Out for Witches and Goblins

Bev Zirkle has been busy lining up fly-ins for **Greater St. Louis Chapter** for the whole year, and the first one should really be a "first". A flying Halloween party! **Tex Wickenhauser** and **Amy Laws** have invited us to a slumber party at their respective homes, Oct. 12 & 13, and a prize will be given for the best Halloween costume. (Picture the linemen at Grand Glaize airport when our costumed pilots arrive??)

99s Make Air-Waves Over St. Louis

Tex Wickenhauser and **Peg Kilby** did us proud at this year's St. Louis Aero Club proficiency race. Tex was not only named "Best Woman Pilot" of the race, but flew off with 2nd place overall! Meanwhile, **Peggy** received the trophy for "Best Low Time Pilot"! . . . 'Nuther St. Louis area activity was the Missouri Pilots Assn. 3¢/lb. airlift for the benefit of Cancer Research. **Irene Rawlings**, MO. Pilots member, as well as 99, lent an invaluable amount of help with the ground crew, while **Val Johnson** gave the paying folks a thrill taking them for a "hop" in her aerOplane!

99s Fly-In to Hobart, Indiana

September 10 was a beautiful day for flying and many members flew-in for our monthly meeting at Hobart, Indiana. It was held outdoors on the field and while conducting the business we thought we were at an International field instead of a

one-runway strip. Along with the usual planes, which were numerous, there are many homebuilts and Antiques as well as a PT-19 and all were in the air. Box lunches were brought by everyone and auctioned off by 49½er **Dick Gross**. This brought in a pretty penny for the treasury as well as being a real fun thing.

Fairladies Annual Indiana Race

Even with Hospitality furnished by the members of the **Indiana Dunes Chapter** and one of the best weathermen in the county as a co-pilot, the FAIR Race couldn't get off the ground.

Charlene Falkenberg had as her co-pilot, **Harry Volkman**, a well-known meteorologist from Chicago's TV Channel 9. He had no effect on the weather. It was solidly bad all over. If one pylon would clear another would be socked in. We just couldn't get the entire race route VFR.

All day the racers waited in vain. The race was postponed until Sunday, September 18. The storms came through all night. It was as if the heavens were exploding. The lightning and thunder were tremendous. However, the never-say-die racers all gathered at the airport by 8:00 a.m. All planes were still impounded and fueled. Again the waiting game. Are we racing or not? Finally the last decision! For the first time in 17 years the FAIR Race was cancelled. There was much disappointment but all agreed it was the best decision. SAFETY is #1 to a 99.

Minnesota Air Tour Dedicated to George Holey

The **Minnesota Chapter** honored **George Holey** with a plaque in appreciation of his contribution to aviation in Minnesota upon his retirement from the Department of Transportation. Mr. Holey has served the department for thirty years and has been a close friend and supporter of the Minnesota 99s. The presentation was made at **Albert Lea** in conjunction with the **Minnesota Air Tour** which was dedicated to him.

Alaskan 99s Fly-In to Meet with new Cook Inlet Chapter

A bright, sunny day was enjoyed by the **Alaska Chapter 99s** who flew to **Kenai** and **Soldotna** to meet with the newly formed **Cook Inlet Chapter** of 99s. The new Chapter will receive their official charter within the next 60 days. There were 14 charter members from **Seldovia**, **Seward**, **Sterling**, **Kenai** and **Soldotna**. Those attending the fly-in were **Anita Benson**, **Edy Miller**, **Carol Fleming**, **Lou Fenn**, **Marion Zaegel**, **Pat Polsky**, **Margaret Snider**, **Betty Rogers**, **Ruby Pappas** with guests including visiting **Debra Thompson** from **Seattle Chapter**. **Lou Fenn** won the prize for the closest estimated elapsed tach time.

Wyoming's Oktoberfest

Wyoming 99s and 49½ers joined in the Ninth Annual Oktoberfest weekend in Worland, Wyoming, September 17 and 18, 1977, partaking of Reuben sandwiches, cabbage burgers, Knockwurst, Bratwurst, grebbles, diples, etc., in Festhall. Entertainment included polka and folk dancers, horse shows, bicycle racing, and the kilometer lauf.

South Central

99s Work & Play at Fly-In Airshow

Arkansas Chapter flew in to Fayetteville where they worked at the concession stand during the Fly-In Airshow. Some members participated in the flying competition. **Bonnie Anderson** took second place in the flour bombing. **Pat Hyde** placed second in the spot landings.

Coastal Bend 99s Fly-In to Galveston

The **Coastal Bend 99s** had a fly-in to Galveston in September to finish plans with the Flagship Hotel for the South Central Sectional. With a Beech, a Cessna and a Twin Beech flying in and other members arriving by car, this was as complete a meeting of the entire membership of this small chapter as they have ever had. It was a hard working and very rewarding session.

Dallas Sky Lady Derby

Pat Evans and **Jean Lemmon** reported to the **Golden Triangle Chapter** that while they didn't win, they didn't come in last either in the Dallas Sky Lady Derby. They said it was a fun experience and recommend that everyone try to fly in it next year.

Lubbock 99s Help with Air Show

The Plainview EAA Air Show in September was a big success and had a grand attendance, **Bobbie Walls**, **Lubbock Chapter**, assisted with the Air Show.

"Spirit of St. Louis" Coming to San Antonio

San Antonio is another chapter hoping to get a close-up view of the EAA "Spirit of St. Louis" replica now touring the country. They plan to have their next chapter meeting at Stinson Field during the time the "Spirit" is in San Antonio.

Spanish Peaks 99s Fly for Easter Seal

Barbara Pearson was one of the volunteer pilots September 25 in the 10th annual Penny-a-Pound Easter Seal Crippled Children's fund-raiser flights in Pueblo, Colorado. **Shannon Crouse** also flew passengers in her Stinson, while her 49½er, **Dick Crouse**, not only flew

Flying Activities Continued

passengers but delivered the sky divers in the Crouse's Cherokee Six. **Ann Court-right's** 49½er, Claiborne, piloted their new Cherokee Arrow in the same event. **Joan Alyea's** 49½er, Dale flew seven hours in three different aircraft, while Joan acted as "general flunkie", piloting the "official car" between flight line and pilot headquarters, and setting up and publicizing special flights to nearby mountains to see Colorado's golden aspens as part of the day's activities.

Southeast

Poker Run Planned

Florida Goldcoast Chapter has big plans for their Poker-Run to be held Sunday, Nov. 13th, with FLL probably being the terminus. They invite you all to come join them for a day of flying and fun!

International Secretary Hits the Spot

Janice Moore of Memphis was in charge of the Spot Landing Contest, September 23, at Savannah Airport, preceeding the Southeast Section Meeting. The winner, according to photographs taken, was **Janet Green** of Ocean Springs, Miss., International Secretary of the 99s.

Southwest

Far West 99s Try Soaring

Far West 99s added to their flying experiences with an afternoon of soaring in the Bianca sailplane of Dr. George Denison during the time it was based at Wm. Fairchild International Airport.

Say Again Destination

Fullerton's fly-in to Apple Valley on September 10th turned into a fly-in to Fox Field. The change was made in order to meet the **Hi-Desert Chapter** where they were going to be instead of where Fullerton *thought* they were going to be.

Eight **Fullerton** members flew up in six planes. It seems almost everyone wanted the flying time.

Murieta Music Festival Attracts 99s

Antique and experimental aircraft, an arts and crafts display and 40 musical groups highlighted **Golden West's** Fly-In to Rancho Murieta October 9. Coordinated by **Donna Vasko**, members enjoyed a picnic lunch while listening to folk, country, jazz, classical and international music at the Murieta Music Festival.

AMPAR Over

Although race entries were few this year for **Palomar Chapter's** All Men's Air Race, enthusiasm was high. **Jean Hatfield**, Chairman, and her crew handled every detail from impound to awards banquet as if it were coast-to-coast.

Fall Fly-Ins Begin at Big Bear

On September 17, 1977 the **San Gabriel Valley Chapter** had their first fly-in at **Joan and Ed Winter's** cabin, situated next to the runway at Big Bear. We had a pot luck dinner and appropriately, Joan won the \$100 **Amelia Earhart** Scholarship to help her continue working towards her CFI.

November 19, 1977 (raindate November 20th) is the date for the **San Gabriel Valley 99s** annual pennies-a-pound fund raiser at Cable Airport, Upland, CA.

CLOSE-OUT PRICES

on 1st Edition of 99 AVIATION COLORING BOOKS

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

NEMA WAS THERE

It was a time 50 years ago, September 28th, that a tow-haired girl from Oklahoma rode 60 miles over dirt roads in a Model T Ford to OKC and walked around the Spirit of St. Louis in awe and wonderment. Her dreams of being in the field of aviation were never really fulfilled, but along the way she joined the 99s, about 200 strong, in 1941. Years have passed, the dream has dimmed, but her active 99 membership does continue.

So it was September 28, 1977 when the replica Spirit of St. Louis touched down at Wiley Post Airport and Nema Masonhall, Oklahoma Chapter, was there.

PLANE LOST TO TORNADO

Bobbie Huke, chairman of the **Greater Kansas City Ninety-Nines**, lost her Cessna in what was thought to be a small tornado the day before Kansas City's recent devastating flood. Eighty-mile-an-hour winds swooped over the Fairfax airport in downtown Kansas City, picked up a new 172 with only 50 hours on it, slammed it into Bobbie's 182 and ended by flipping the 172 on top of a Cessna 150. Bobbie's plane was almost totaled with extensive damage to wings, fuselage and the tail section.

Four Sandwiches

and a Bottle of Water

By Virginia York
News Reporter, Tulsa Chapter 99s

As noon approached on Thursday, September 29, the usual hustle and bustle of one of the Southwest's busiest airports subsided to a rather hushed, expectant silence as all eyes were cast upward, hoping for a first sighting of the small, sleek and powerful craft. This winged visitor was a well-known name to most of us, both young and old. Piloted by former **Tulsa Gene Chase**, now of Hales Corner, Wisconsin, Experimental Aircraft Association Museum, the "Spirit of St. Louis" once again brought joy and admiration to the hearts of all who admire bravery and the thrill of conquest of the unknown.

The "Spirit of St. Louis" is an exact replica of the original aircraft that **Charles Lindbergh** used for his historic first solo crossing of the Atlantic. Lindbergh's was not the "first crossing of the Atlantic by air" - it had been accomplished earlier in twin-engine powered aircraft with two pilots aboard - but never before had it been done in a single-engine craft, with only one pilot. Sophisticated flight instruments he had not, however, on his right side rode Courage, with Skill within the cockpit, and Faith upon his left.

For eight days he waited in New York for favorable weather conditions. On the morn of May 20, 1927, he put four sandwiches and a bottle of water in his plane. With serious mein he stepped aboard, and bid death an insolent good-morning! **Charles Lindbergh** succeeded in crossing the Atlantic in 33½ hours, a masterful feat of air navigation, with the use of only a compass.

The "Spirit of St. Louis" landed at Riverside Airport on September 29, hosted by the Tulsa Chapter of EAA (Experimental Aircraft Association) as well as by the Tulsa 99s. Over 250 invitations to the event had been mailed to interested persons by the Tulsa Chapter 99s. After a scheduled exhibition at Eagle Aviation on Thursday noon, the aircraft underwent an Annual Inspection. Friday morning it was flown to Tulsa International Airport for a private showing to the "Old Timers Pilots Association".

As a final departure tribute the graceful ship departed northeastward Saturday morning to fly over the Will Rogers Memorial at Claremore, thence to Tahlequah to be displayed at the annual Tulsa Fly-In of EAA.

What better tribute to Oklahoma's own aviation enthusiast Will Rogers than to soar gracefully and elegantly over the lush green country-side of Northeastern Oklahoma.

Ninety-Nines

Projects

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



Middle East

Airmarkings Completed

Greater Pittsburgh 99s spent a busy summer completing the airmarking of Rostravers, Washington Co., Latrobe and Clarion, PA under the leadership of Chairman **Mary Lou Waite**, and new Chairman, **Margaret Baltko**.

The Pittsburgh 99s will also be helping with an FAA Safety Seminar at Monroeville on November 15th.

Audio Visual Presentation on Display

Maryland Chapter members participated in the East Coast EAA Fly-In at Martin State Airport. **Lenora Eaton** arranged to have the Chapter booth on display with a new audio visual presentation on General Aviation, prepared by **Joan Bates** and **Rene Birch**. **Ruth Benedict** had Bob Blacker of the FAA give free Tachometer tests. Ninety-Nines also participated in a fly-by along with the EAA planes.

New England

99 Sweaters Big Success in SFO

Jean Doherty and **Harriet Fuller** report a fantastic response to the 99 sweaters. **Eastern New England** was selling at Convention. Jean even sold her sweater right off her back! The proceeds from this project will help ENE bankroll the '81 Convention. For more details see the "99 Items for Sale" section of the September 99 NEWS.

North Central

Career Day Project

Carol Zander, Chairman of the Indiana Dunes Chapter "Career Day Project", is finding her duties very interesting. She interviewed and filmed 99 **Mary Morris**, who is a Flight Engineer for TWA. Mary also took her up in the Tower at Chicago's O'Hare Field and while there, Carol set up a date to interview the tower and radar room personnel in the near future. She has also interviewed an A&P mechanic and plans to interview **Pauline Genung**, an air-

craft saleslady, soon. The chapter plans to use the finished project in their career day presentations given to schools in Indiana.

What it Means To Be a Ninety-Nine

Michigan Chapter is sponsoring an essay contest on what it means to be a 99. The winner will receive her international dues paid for one year and the winning essay will be published in the 99 NEWS.

Michigan 99s co-sponsored another Aviation Safety Seminar at Ainsworth High School in Flint in September. They served the usual coffee and donuts and a lot of chatter about the upcoming Michigan SMALL Race which took place October 7-9.

Airplane Wash Nets \$225

The plane wash held September 10 by Quad-City Area 99s was very successful and well planned. They had a good turnout of members, everything went smoothly, and everyone had a good time, got wet and tired. They collected \$225 for the treasury by washing 14 airplanes - from Cessnas to Navajos.

Wisconsin 99s Help Out at Oshkosh

Wisconsin Chapter was out in force at the EAA Fly-in at Oshkosh this summer. **Helen Kelly**, chairman, gave a presentation at the EAA Women's Forum. **Louise Yeazel** and **Louise Klyzub** gave simulator instruction to gals who signed up for AOPA's "Pinch Hitter" course.



Louise Yeazel and Louise Klyzub give simulator instruction to "Pinch Hitters" at Oshkosh.

South Central

99s Help with Air Rodeo

The Explorer Scouts sponsored an "Air Rodeo" at Carswell AFB on October 15th. Dallas member **Judy Cobb**, **Dorothy Warren** and **Jerry Melton** presented a program on Careers in Aviation.

Safety Seminar Scheduled

Dallas Chapter co-sponsored an all day Safety Seminar at Love Field Inn on Saturday, October 22nd. Participating in the seminar were representatives from Lycoming, Narco, FAA Medical and an attorney in aviation law.



Gene Chiappe, El Paso, TX flashes a \$1000 smile after being presented the winning check in the South Central Section's Sweepstakes, by **Marilyn Cragin**, Treasurer of the Section. The presentation was made at the monthly meeting of the El Paso Aviation Association of which Gene and his wife Carol (a student pilot) are Secretary and Treasurer.

Sky Pals Seminar

Lubbock Chapter project for October is a Sky Pals Seminar on October 21-22. **Ava Carmichael**, 49½er **David Carmichael**, **Betty Wharton** and **Diane Stockline** of San Diego Chapter will be guest lecturers and present the seminar which has been very successful in the San Diego area.

Projects

(Continued)

Seminar on Stall/Spin Safety

Spanish Peaks Chapter co-sponsored an FAA Safety Seminar October 4 in Pueblo, Colorado, with Pueblo Chapter One, Colorado Pilots Association. Topic was "Stall/Spin Safety", presented by Gary Koch, Denver GADO Accident Prevention Specialist.

Weather Handicaps Projects

Getting a busy start this fall, **The Topeka Chapter** worked hard organizing and setting up a concession stand for the Junction City AAA Fly-in late in August. Extremely high winds kept most pilots grounded and spectators minimal, thus diminishing profits, but the girls had a good day anyway with plenty of time for hangar flying.

Better weather prevailed in late September as they gathered to airmark a hangar roof in Manhattan. Twenty-foot letters now inform anyone flying over of this location.

Southeast

Giving a Lift for AOPAers

The **Florida Gulfstream Chapter** is running the transportation at Opa-Locka airport for the AOPA Plantation Party late in October and expected to see many 99s flying in for this event.

The chapter is also busy meeting with Miami GADO and officers from Homestead AFB regarding plans for the new TRSA that is being implemented at Homestead.

Tennessee Chapter Awards Scholarships

An 18-year-old sophomore at Chattanooga State Technical Community College has been awarded a \$250 scholarship by the **Tennessee Chapter** to help her continue her studies in the field of aviation.

Vickie Davis, the recipient, is majoring



Vickie David (center) receives \$250 scholarship from Tennessee Chapter. Making the presentation are (L-R) Rachel Pruett, Treasurer; Edna Davis, past Chairman; Irene Flewellen, Chairman; and Sally Weaver.

in aerospace and physics under the college's aviation program and has maintained a 3.9 grade average. She is currently working on her private license under instructors John Flewellen (Irene's 49½er) and Ted Fortsch.

The chapter is looking forward to welcoming Vickie as a 99 after she obtains her rating.

A similar scholarship will be awarded each year to a deserving student who plans to pursue a career in aviation.

Southwest

500 Pounds of Ice Used

Five hundred pounds of ice were needed to keep **Mt. Diablo Chapter's** soft drink stand cool and operating at the September visit of the Spirit of St. Louis to Buchanan Field, Concord, CA. What a thrill for the crowd of two thousand to see the Spirit fly-by and land.

Another fund raiser in preparation for the terminus of the Pacific Air Race was a luncheon and lecture on "how to pack a decent suitcase". (If only the lecturer knew how little we carry on those races!)



Ellen Powell dispenses soft drinks from Mt. Diablo Chapter's stand.

Orange County Shows How to Support General Aviation

Orange County Chapter proves by example that a chapter can be active in many different projects during the course of a year. This chapter donated \$200 for the Orange Coast College NIFA team to attend the finals in Stillwater, OK last May, and then members rushed over to help with the PPD Start in Palm Springs in June/July.

On the community level, the chapter sponsored a public meeting of the California Aeronautics Board in Costa Mesa. **Madline Carpenter**, who is a member of the Board as well as of the O.C. Chapter, chaired the meeting. Many public airports are faced with threatened closure in California, and this chapter also helped with "Art Nerio Day - Help Save Meadowlark Airport". Meadowlark, one of two uncontrolled airports in Orange County, is in danger of being closed by the city of Huntington Beach; Capistrano Airport, the other uncontrolled airport, is scheduled for closure in the summer of 1978.



Juarita Peebles, Shirley Thom, Diana Gellatly, Lola Ricci, San Fernando Valley 99s proudly pose in front of their air-marking signature.

Making That Airport Your Airport

San Fernando Valley Chapter 99s did a bang-up job on the Van Nuys Airport marking this month. I'm sure we made some kind of record. **Pat Cannon**, air marking committee chairman, was so organized, and our members present such good workers that we airmarked, from scratch, VAN NUYS ELEV. 800 in less than 4 hours, using two coats of paint. Many thanks to **Pat Cannon, Lola Ricci, Erlene Peebles, Joyce Neal, Wanda Schramm, Donna Swink, Diana Gellatly, Cathy Smith and Ely Rickabaugh.**

Those of you who have served on the business end of a chalk line and a paint brush know what a job this is. The fellowship derived from the day is truly satisfying. That blob of paint can turn that airport into **your** airport. Try it and see.

Lunch with Aeronautics Board

The **San Joaquin Valley** hosted the California State Aeronautics Board at lunch during their meeting in Madera. **Barbara Glantz, Rosie Hijos, Susan Toschi and Dottie McAllister** assisted.

Easy to Find Airport, Now

Those flying to little **Santa Paula, CA** airport will find it easier to find now. The field has been recently blacktopped, and airmarked by local 99s.

Density Altitude Illustrated

Ninety persons attended the Density Altitude Clinic sponsored by the **Utah Chapter** at Wendover, Utah on July 30th. The Chapter felt very fortunate to have Mr. Huard Norton, Chief of the FAA Accident Prevention from Washington, DC., attend the clinic.

Forty-five planes participated in the main event, which was a contest to see who could estimate the nearest to their take-off distance. In the high altitude and extreme heat, the principle of density altitude was forcefully illustrated.

The program, consisting of lectures, slides, exhibits, etc., was presented by the Rocky Mountain Region Golden Centennial Team.

A more recent project by Utah Chapter was the air marking of Price airport in September. Some of the members stayed for a barbeque and hangar dance in the evening.



Santa Rosa Chapter won Second Prize Trophy and \$100 for this float in the Rose Festival Parade.

What Goes Up Must Come Down - Usually

June Pailthorp and Lois Broyles made a successful gear up landing at Casement Airport, Plainville, OH. They had an electrical failure enroute to the NC Section Meeting and we understand that Lois made an excellent landing without scratching anything but the prop of her Comanche.

MOVING?

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

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

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

**99s
in the News**



Trophy Winners

The efforts of **Cathy Nickolaisen** earned a plaque that was awarded to the **Phoenix Chapter** for consistently superior public relations from 1974-77, at the SW Sectional at Lake Tahoe. While Phoenix Chapter did not win an annual award for outstanding public relations in any of the years considered, it was felt that the quality and consistency of reports submitted to the news media over a three year period was worthy of recognition.

Betty Johnson, who flew her Pitts S2 to win a first place trophy in the Intermediate Category at the LA Aerobatic Club's show in Mojave this year, came home with a 9th of 32 entries at the International Aerobatic Competition in Fond du Lac, Wisc. (Betty says, "I goofed.") Betty is now very actively involved with her husband, Ken in their new Pitts dealership and Art Scholl School of Aerobatics at Santa Paula airport, called "The Pitts' Stop".

Palomar's Roberta Brown is another aspiring aerobatic pilot. Even though Roberta is relatively new to flying, she has already entered and placed in aerobatic competition. We'll be watching for her name in the future.

99 Reaps Plaudits at Flying Farmer Convention

Elizabeth Grieve, Wyoming 99 from Lander, attended the International Flying Farmers Convention in Duluth where she won Landing and Solo Certificates and a Private Pilot Trophy.

Chapters Earn Trophies

Santa Rosa delegates to the SW Sectional returned with three trophies for the chapter: Most hours - professional; Most hours - non-professional; and the Airmarking Trophy. This chapter's only five years old, but they pack a punch!

The APT Program is still going strong in some sections and **Alberta Chapter** proudly returned home from Sectional with Western Canadian's APT trophy.

New Accident Prevention Counselors

Three members of the **Utah Chapter**, **Louise Morrison, Marena Palmer** and **Carol Clarke** have recently been appointed Accident Prevention Counselors as has **Duane Perry** of the **Texas Dogwood Chapter**. Certificates were also presented to **Linda Hooker** and **Jo McCarrell** during the chartering ceremonies of the new **Wildflower Chapter**.

Scholarship Recipients

Marcia Spakoski of the **Connecticut Chapter** has recently been chosen as winner of the Shirley Mahn Award and will be using it to complete her instrument rating. Congratulations also to **Karen Bailey** of Calgary who won the Ron Aderson Flying Scholarship at the International Flying Farmers Convention in Duluth, Minnesota. Her \$500 first prize will go towards advanced flight training.

(Continued on Page 26)



FAA's Hank Newman presents Accident Prevention Counselor Certificates to Wildflower charter members, Linda Hooker and Jo McCarrell.

99s in the News (Continued)

Special Honors

Mary "Bunny" Foley, Carolinas, was elected Vice President of the Aerospace Medical Association. She has passed a comprehensive examination to become one of the first six Certified Aerospace Physiologists.

V.I.M. Award Winner

Bonnie Quenzler was recently given the V.I.M. award, the highest honor given to a 99 member in the **Spaceport Chapter**. Her dedication to the 99s and General Aviation has been remarkable.

Bonnie won the 1977 Angel Derby with Team-mate **Pauline Mallary** of College Park, Ga., and sixth place in the 1975 Angel Derby. These two lady pilots, since teaming up together have also placed fifth in the 1976 Powder Puff Derby, and first place in the 1977 Lake Erie Air Derby.

Bonnie and her husband Laird, won first place in the 1975 Land, Sea and Air Derby. Her flying skills and persistence are worthy of emulation.

She also competes in her beautiful 30 foot sailboat. Flying and sailing both involve using wind action, weather knowledge and navigation.

With all her talents and awards, as well as her beauty, the one that tops them all is her sincere, loveable ways. She has earned the respect and love of all those who know her. "**Bonnie is Miss Personality Plus**".



V.I.M. Award Winner, Bonnie Quenzler.

New Appointments

Mayor Margaret Hance and the City Council of Phoenix deserve applause for their good judgment in the selection of **Phoenix Chapter's** legal lady, **Virginia Hash**, to serve as Chairman of the Municipal Aeronautics Advisory Committee. For many years, Virginia has given unstintingly of her time to the benefit of civic and aviation-oriented projects. Congratulations, and best wishes on your latest assignment, Virginia.

Shreveport's Helen Wray, who has long shared her aerospace education enthusiasm with 99s, has been invited by the Louisiana Superintendent of Education to be a member of his new Aerospace Education Council.

Aviation Representative

Lillian Snyder, represented Detroit City Airport at the two-day FAA General Aviation Conference in Atlantic City recently. Opening the conference was FAA Administrator Bond, making his first appearance before an Aviation group since taking office.

Sharing the Media Limelight

Minnesota radio fans heard **Rene Diebold** explaining her chapter's Lifeguard Flights, while readers of the "Green Sheet", **General Aviation News**, noticed **San Antonio** member **Pam**, along with husband, **Colonel Crane** in the centerfold of the September 12th issue along with a writeup of their "Alweather Fliteage". (Carl Crane was also the co-inventor of the Link Trainer.) The Crane's demonstrate the new Fliteage every Sunday morning at 6 AM - weather or not - with Pam doing the flying and Carl the explanations.

New Techniques for Search and Rescue were explained by **Golden West 99 Jane Postlethwaite** and her 49½'er, **Hart** during a session at the International 99s Convention in SFO this summer.

Another 99 to be Navy Pilot

Anitra Doss Ruth, chairman of the **Southern Maryland Chapter**, has just been selected to be a Navy pilot. There has only been 1 class containing women thus far to go through the Aviation Officer Candidate School. The women are expected to perform the same vigorous physical activities as the men, including situps, pushups, cross country runs, obstacle course runs, 1 mile swims (wearing flight suits), water survival programs, and 3 days of land survival tests. In addition, the women will be drilling under Marine drill instructors, taking the equivalent of 16-18 hours of college credit in algebra, trig, physics, Naval history, etc., and, of course, polishing boots, brass, and latrines.

Miss Ruth claims she never thought



AOC Anitra Doss Ruth joining the Navy.

she'd get through the initial written tests since they covered subjects she hadn't had since 10th grade. With a performing degree from Peabody Conservatory in Voice, trig and physics were hardly her field. However, she scored well and did even better on the aviation part, having earned her Private and Commercial licenses, her Instrument Rating and her Certified Flight Instructor's license within the past 3 years. After passing the awaited results of the selection board. The one point she feared was her age-27½-which is the upper limit for the program. Apparently, the other plus factors outweighed the age.

Unlike most AOC's who enter right out of college, Anitra has been working for 5 years as a high school choral director. Having built the program from 18 to 122 interested students, she was very reluctant to leave.

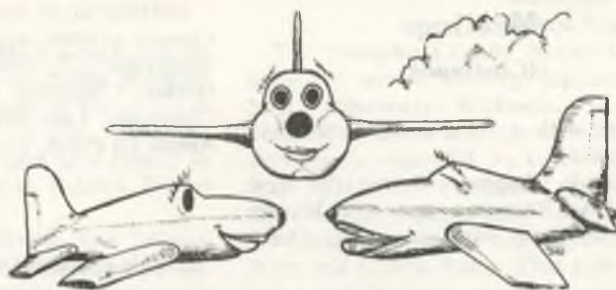
Although she's quite excited about the Navy and feels very privileged she expresses some concern about the forthcoming change in her life. "It's definitely going to be the most difficult thing I've ever done. I'll be matched against 21 year old ex-college football players which means I'll probably have to put out 120% just to come in last! After being on my own for so long the lack of independence will also be something with which I'll have to cope. Unlike some AOC's who come directly from college with all their belongings fitting into a car trunk, I'm having to store a whole house full of furniture, including a piano and three dogs! But I'm definitely lured by the challenge, even so much as to leave behind a successful career. I'll definitely give it my all and I'm sure I'll be very proud of myself (and muscle sore!) if I can make the grade!"

!!Special Announcement!!

Shreveport Chapter wants everyone to know that 50% of their chapter members are now instrument rated!!

99s getting together

Meetings



Caribbean

Section Meeting Held

The Caribbean Section held their Fall Meeting on October 22nd with International President **Lois Feigenbaum** as their guest.

East Canada

Section - C.O.P.A. Meeting Combined

The East Canada Section meeting was held in conjunction with the Canadian Owners and Pilots Association fall Rendez-Vous at the Gray Rocks Inn in St. Jovite in late September. **Margaret Carson**, Eastern Ontario 99s is also a national director for C.O.P.A.

Eastern Ontario Installs Chairman

Sixteen attended the September meeting at the Rockcliffe Flying Club when **Marilou Comerford** handed over the reigns to **Virginia Cunningham**, the new Eastern Ontario Chapter Chairman.

First Canadian Has Annual Meeting

On 21 September 1977, at the Skyline Hotel in Toronto, First Canadian Chapter held its annual meeting, following a happy hour and dinner.

Guests from other chapters who attended included **Esme Williams**, member of the International Board of Directors, **Margaret McPherson** of Niagara Trillium Chapter, and **Lorna DeBliques** of Eastern Ontario Chapter who has just taken up her position as Canada's first woman Ministry of Transport Inspector.

After the meeting, we saw the film "North to Canada!" by Art Scholl—a glimpse of Canada as he attended air shows from Abbotsford, B.C. to Toronto, Ontario. A fascinating look at an astounding aerobatic pilot.

Western Canada

Western Canadian 99s Meet in Edmonton

The Alberta Chapter hosted the Western Canadian Section meeting at the

Edmonton Inn, on September 10, 1977. **Nancy Rand** reported on the International Convention and introduced **Robbie Taylor**, from the Alberta Chapter, who was a winner of one of the Amelia Earhart Scholarships. **Robbie Taylor** spoke on "Tips for a Successful Amelia Earhart Scholarship Application" as given by Trustee **Alice Roberts** at the Convention.

Rosella Bjornson of the Greater Winnipeg Chapter gave a report on the Western Canadian Aviation Museum which involves information and public relations on pioneer lady pilots of Canada.

Gene Nora Jessen, representing the International Board of Directors, reported on items at the International level, and also served as one of the guest speakers at the evening banquet. She entertained everyone with her description of the training she went through in the 1960's in the NASA astronaut program, participation in the past Powder Puff Derbies, and a biography of **Jerrie Cobb's** missionary work and the Jerrie Cobb Foundation. **Jack Reilly**, another banquet speaker and member of the Canadian Aviation Hall of Fame, spoke about his early pioneer flying days, and about the incredible flying career of his wife, **Molly**, who is also a member of Canada's Hall of Fame.

Joint US-Canadian Chapter Meeting

Alberta's October Chapter meeting is going to be very special as it is a joint meeting of the Alberta 99s and the Intermountain 99s to be held in Cranbrook, B.C. in the Rocky Mountain Trench. It has been our hope for some months to meet with the Ninety-Nines from the Washington-Idaho area, and for many it will be the first time they have flown in the mountainous terrain of B.C. which will be an educational experience. The Alberta 99s have been briefed by member **Edith Zak** on procedures for flying the difficult "Crownsnest Pass" between Alberta and B.C. over the Great Continental Divide, as **Edith**, who lives in the Pass, flies it regularly in her Cherokee 180. **Elizabeth Webster** of the Intermountain Chapter is trying to arrange for two of her fellow members to show slides of the Powder Puff Derby which will be of great interest to the Canadian 99s.

Middle East

Change of Pace

For a change of pace during the summer months, Eastern Pennsylvania held their meetings/lunches at private homes of members rather than airport restaurants. The charming hostesses were: **Nancy Hall** (June), **Maysie Henrotin** (July), and **Marilyn Lewis** (August). Fly-ins were transported from local airports and a delightful time had by all. The consensus is: do it again!

New England

Section Meets at Hartford

The New England Section Meeting, September 9th and 10th was hosted by the Connecticut Chapter in Hartford, Connecticut. International Board Member **Esme Williams** was a guest and we were also honored to have **Page Shamburger**, the new Convention Coordinator with us, as well as **Doris Miller** (Governor, NY/NJ Section) and **Betty Elliott**, Convention Co-chairmen for the 1979 Convention. Friday night's rap session had convention committees meeting and discussing possible sites for the 1981 Convention to be hosted in New England.

Sunday morning everyone met at Brainard Airport for a lecture and tour of the New England Propeller Co. Weather kept us in the hangar for our sandwich buffet picnic but it was enjoyed by everyone. The highlight of the afternoon business meeting was the presentation of the Aviation Honor Award to **Fran Porter** for her many contributions over the years. Besides the rotating plaque, **Fran** was



Lorraine Richard, Vice Chairman, **Betsy Alexander**, Chairman; and **Jean Batchelder**, former Governor were among the Northern New England members at the meeting in Laconia.

Meetings

(Continued)

presented with a suitable engraved silver AE Medal.

The ENE Chapter will host the New England Air Race next year, with **Harriet Fuller** and **Carol Stiles** serving as Chairmen.

New York-New Jersey

Madame Chennault Speaks at Section Meeting

On Saturday, October 15th, members of the NY-NJ Section convened their Fall Luncheon Meeting at the Governor Morris Inn, Morristown, NJ. They were honored to have as their guest speaker Madame Anna Chennault.

Madame Chennault is well qualified to bring this flying group words of wisdom. She is a native of Peiping, China, a US Citizen, graduate of Ling Nan University, author of numerous books and publications, recipient of Honorary Degrees and Awards and is currently President of Tac International, Inc., Washington, DC. She is the widow of the late Lt. Gen. Claire Lee Chennault, of Flying Tiger fame, and continues as an aviation consultant for The Flying Tiger Line, Inc.

Co-chairmen for the day's events were 99s **Clarice Bellino**, out-going Chairman, and **Betty Barlia**, past Chairman of the **Palisades Chapter**.

Richard Bach is Guest Speaker

Greater NY Chapter sponsored their "Third Annual Aviation Authors Dinner" at the Wings Club on October 28, 1977. Their guest speaker was Richard Bach, author of *Jonathan Livingston Seagull* and *Illusions*.

Mini Workshop Held

The **Hudson Valley Chapter** July meeting was a Mini Workshop for pilots held at Randall Field, Middletown, NY. Vice Chairman **June Simpson** arranged for the "mechanics for pilots" program.



Receiving awards from Western NY outgoing Chairman Diane Senneff were (L-R) Ginny Hake, Terri Pirrung, Mary Rich and Cecelia Kenny.

New Officers Installed

Installation of new **Western New York Chapter** officers was held at Shettlers on September 12. Installed were: **Shirley Havice**, Chairman; **Dorothy Hake**, Vice Chairman; **Lois Shriver**, Secretary; and **Arlene Lo Presti**, Treasurer.

North Central

North Central Sectional Meeting Runs Smooth Along Lake Erie's Choppy Waters

Sometimes it turns out that Cleveland weather's "bark" is worse than its "bite", as witnessed at the North Central Sectional meeting held September 23-25. The girls flew into Cuyahoga County Airport amid threatening clouds and an occasional sprinkle, but the sun managed to peek out every now and then to keep our hopes up. Two emergency situations popped up when electrical systems were lost, but one plane landed safely at Cuyahoga (minus their radio) and the other had to belly-whop in at an uncontrolled field 16 miles away, but with a minimum of damage (We 99s do stand up well in emergencies!)

The Friday evening buffet was a real Hollywood affair. Hor d'oeuvres and finger food with plenty of champagne prefixed a hot dish and a special ice cream delight. The next morning the group visited Cleveland's Crawford Auto & Aviation Museum. The afternoon meeting turned up some interesting facts about our sister chapters. How do they find time to do all those things?

The evening banquet was a relaxing time to greet old friends and meet new ones. The weatherman even cooperated and cleared the skies the next morning so the trips home shouldn't have marred the enjoyable weekend. The **Lake Erie Chapter** certainly enjoyed "hostessing" as much as those participating in this Fall Meeting.

"Brain Bags" Distributed

Members of the **Greater St. Louis Chapter** were given their 1977-78 "Brain Bags" at their September meeting. A "Brain Bag" is a complete booklet of the planned activities and meetings for the coming year. Initiated a couple of years ago, this has proven very helpful to all of us. It means the new officers have to get on the ball really quick, but how sweet it is for the rest of us to know what's going on, and when!

Over Gross?

Lake Michigan Chapter has been well fed at the last two meetings. In August, members were able to step from their plane, after landing at Level Acres Airport, to the garden picnic area where hostess **Ester Bennett Wolf** and her 49½er treated their guests to a corn roast with all the trimmings.

On a perfect flying day, September 11, our meeting was combined with the Dawn Patrol at Maple Grove, which is well known for its "best breakfast in the state". The meeting was held on the hillside where we could see the many planes coming and going including a "Breezy", some experimentals and antiques. During the meeting members had an opportunity to try on jackets to determine their size before ordering chapter jackets, thanks to **Thea Fleming**.

Chapters Combine for Meeting

The **Minnesota Chapter** was delighted to be invited to Mason City for a meeting with the **Iowa Chapter**. It was a great day, delicious brunch at the local country club and a chance to attend the chapter meeting.

Northwest

Alaska Presents Chapter Awards

A dinner was held at the Oriental Gardens to install new **Alaska Chapter** officers for the coming year. Trophies and awards were presented to **Joyce Bergstrand** and **Ruby Pappas** for their dedicated work during the past year. **Kathy Christensen** received the achievement award for obtaining the most new ratings plus teaching the pinch hitter course.

Joint Meeting of Montana-Wyoming 99s

Long-time 99s, **Nicki Weaver** and **Marie Engleman**, were hostesses at the September joint meeting of **Montana** and **Wyoming Chapters** in Worland, Wyoming. **Pat Johnson** of the **Montana Chapter** reported on happenings at the Northwest Sectional Meeting held in Anchorage. **Liz Gunn**, **Montana Chapter** Chairman, solicited supportive actions of the Wyoming Chapter at the Northwest Sectional Meeting scheduled in September 1978 in Helena, Montana. Those in attendance agreed to participate in the Northwest Section GADO "Show A Light" Program by showing lights when approaching or departing an airfield or high density area and anytime the visibility is restricted.

South Central

Arkansas 99s Meet for Brunch

Kay Newth hosted the September meeting for **Arkansas 99s** who flew in to North Little Rock for brunch in September.

El Paso Installs Officers

Evelyn Underwood was installed as the new chairman of the **El Paso Chapter** at a recent dinner in the El Paso Club. Capt. John Riley and 2nd Officer Karen Kahn of Continental Airlines were guest speakers.

Fiesta Time

It was Fiesta Time for the installation of **Oklahoma Chapter Officers**. **Norma Wynn Vandergriff's** home, pool and Wynn International Airport were the setting. Around 57-ish members, 49½ers and guests socialized the evening away.

Wining & Dining the Prospects

Spanish Peaks held their annual steak fry for prospective members on September 13 at the home of **Ann Courtright**. The evening yielded lots of hangar flying and good food.

Special Guests at Topeka Meeting

Two special guests helped make the September meeting of the **Topeka Chapter of 99s** a most enjoyable and informative one for members and guests. **Annie Halladay Moore** spoke about her days as a WASP during WWII. Mrs. Moore especially enlightened us about the plight of being a woman in a nearly male-dominated field. On a more current topic, Mr. Jack Koehlar, operator of Jayhawk Aviation, reviewed the new Pilot Proficiency Program. He urged us all to complete the requirements for this FAA Pilot Proficiency Award.

Charter Presented to Wildflower Chapter

The **Wildflower Chapter**, with members in northeast Texas, southeast Oklahoma and southwest Arkansas, was officially presented the chapter charter by International President **Lois Feigenbaum** at Fountainhead Lodge in Oklahoma on September 10th.

Speaker at the banquet was **Hazel Jones**, International Treasurer, whose topic was "Women in Aviation." **Jerry Melton**, Section Governor, presented the invocation.

The banquet was attended by 40 members and guests, including Henry Newman, regional director of the FAA and Jay Nelson, accident prevention specialist of Tulsa.

Members of the **Texas Dogwood Chapter**, the **Space City Chapter** and the **Oklahoma Chapter** attended parts of the weekend assembly.

Southeast

Hazel Green Site of Alabama Meeting

The **Alabama 99s** met in Hazel Green with **Miriam Pullins** as our September hostess. This meeting gave us a chance to meet future pilot **Charles Rodney Pullins III**, born June 29th.

Liz and Ed Garret flew in from Decatur in their Ercoupe, which Ed is refurbishing. This trip was their maiden voyage since purchasing it.

Ocean Springs Fly-In

Janet Green of Ocean Springs hosted a Fly-In meeting on the Gulf Coast in September. **Mississippi Chapter** members and guests flew in from all areas of the state. New Orleans was represented by **Glorice Wills** arriving in her trustworthy 185. Guests who flew in were **Jerry Sumrall**, Tyertown and **Kitty Bishop** of Hattiesburg.

Janet Green, International Secretary reported the International Meeting in San Francisco was a huge success. The meeting was adjourned for lunch and a tour of the Gulf Marine Life Park.

Winners of Drawings Announced by NASA-AMES

Seven Ninety-Nines who visited the NASA-AMES Exhibit in Embarcadero C during the convention in SFO have been selected to receive copies of the book "Apollo Expeditions to the Moon". The books are already in the mail to lucky winners: **Doris Miller**, **Lois Case**, **Ruth Ahlstrom**, **Geri Halpenny**, **Iris Critchell**, **Marion Barnick**, **Kyung O. Kim**.

We know these books will serve as constant reminders of the wonderful cooperation we received from NASA-AMES as well as the terrific convention at SFO.

Memphis Hosts Southeast Sectional

The **Memphis Chapter** hosted the fall Southeast Section Meeting, September 23-25th. **Rosemary Williams**, Sectional Chairman planned a delightful weekend at Tennessee's beautiful Pickwick Landing State Park. After the Spot Landing Contest on Friday, guests were transported to the Pickwick Inn for registration and a Wine and Cheese Party. That night there was a catfish dinner at nearby Hammer's Homestead House, a fascinating restaurant which was an old hotel that had been restored in 1972.

After the chairmans' breakfast and business meeting on Saturday, there were trips to the historic Shiloh Battlefield and Pickwick Dam.

Saturday night's cocktail party and banquet was highlighted by the delightful guest speaker, **Pat Malone**, of Atlanta. Pat is the head instrument ground school instructor for Delta Airlines.

A fly-away breakfast Sunday morning which included taped weather briefings so the girls could hear first-hand information. All in all, it was a Section Meeting to remember!

Chairman has Special Message for Chapter Members

At the installation of new officers during the September meeting of the **Tennessee Chapter**, incoming Chairman **Irene Flewelling** had a gift and a special message for each member—an airplane plant, complete with hanging basket.

"Mist it every day," she told members, "care for it as you would care for your chapter, and both will grow and flourish."

In announcing a new program of proficiency races for each meeting during the coming year, Irene said, "Rev up your engines! We are going on a year-long journey and when we get to our destination next September you will be a better pilot, have more friends, have the public more educated, and have fun doing it."

The proficiency races will be conducted in conjunction with flights to meetings, with members requested to fill up every aircraft with passengers. From the \$2 fee paid by each 99 attending, half will go to the winner and half will go into the chapter's scholarship fund.

Southwest

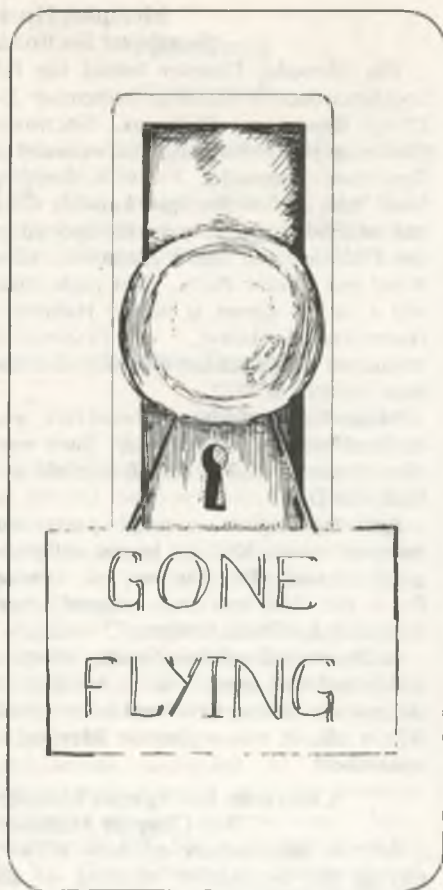
Golden West Stuffs 1300 Baggies

A combination potluck supper, installation of officers and work session to stuff over 1300 baggies with fortune cookies for SFO, The Place To Go, highlighted the **Golden West** August meeting. Business was conducted while members bagged 4,000 fortune cookies

(Continued Page 30)



Attending the Wildflower Chapter Charter Presentation were Greta Greb, Vice Chairman; Jerry Melton, SCS Governor; Lois Feigenbaum, International President, Pat Wright, Chairman; and Hazel Jones, International Treasurer.



New World Record Set

Amanda Whisenand, of the **San Gabriel Valley 99s**, was the official time keeper for Dr. Odou in his successful attempt to make a new world's record for the most take-offs and landings in one day. The first landing was made at Bakersfield in his Cessna 414 at dawn. They proceeded to land at 124 different airports in California making their final landing at Taft at 8:03 P.M., one minute before sunset. Dr. Odou's accomplishment has been accepted by the **Guinness Book of World Records**. The previous Guinness record of 98 take-offs and landings was made in Texas.

99 Tries Aircraft Carrier Flying

Never a dull moment for **Florida Gold-coast Chairman Fran Sargent** who recently attended a Civilian Navy Orientation Cruise at Pensacola, FL. There she 'blasted-off' in a catapult take-off, and made an arrested landing on the Navy carrier Lexington!

Try Landing 9927 Feet UP

Harriet Hall, Alabama, attended an aerospace education seminar, a three weeks course held in Steamboat Springs, Colorado. Harriett received nine hours graduate college credit and a mountain flying certificate. She now has a certificate to take the advanced and instrument ground instructor and commercial and instrument written exams. Harriett reports, "In the mountain flying course, we flew to

five mountain airports. Leadville has the highest elevation, 9927 feet, in the nation. It was quite an experience learning about mountain wave, rotor clouds, lenticular clouds, and stol runways." Harriett learned about this unique flying education program by reading about it in the 99 NEWS.

Jerrie Cobb Supporters

Ruth Lummis of the **Sacramento Valley Chapter** has returned from an exciting trip to South America with **Jerrie Cobb**. Ruth was so taken with her experience that she has made plans to join Jerrie in January. Ruth will help Jerrie with her missionary work in the jungles of South America as well as add many more hours in the Aero Commander to her log.

Golden Triangle's member, **Alverna Williams**, also planned to join Jerrie in South America for most of the month of October.

2-Day Tour of SAC Base

Ten members of the **Carolinas Chapter** were included in a group of North Carolina Civic Leaders for a trip to Headquarters, Strategic Air Command, Offutt Air Force Base, Nebraska.

During the flight to Offutt in a KC-135, the refueling boom operation was demonstrated. At Offutt, the group was briefed on the mission and capabilities of SAC and given a tour of the Headquarters building, including the underground Command Post. They also toured the airborne Command Post - on the ground.

The two day tour, wining and dining were enjoyed by all. Out thanks to member **Nancy Jones** who arranged the trip.

Is There a "Weather Front" Rating?

Minnesota 99 Jan Young flew a Cherokee 140 to Augusta, Maine and had a real learning experience on her first major cross country trip. Between Minneapolis and Boston she flew through the same trough three times. In Augusta, ME she spent an extra two days waiting out the three cold fronts that went through. She finally left there only to fly into a warm front with low visibility which necessitated an unplanned RON in Goshen, Indiana. After another unscheduled stop at Dupage County, she finally returned home to Minneapolis ten days after she left on her "quick trip" to Maine.

Calls to mind that favorite old saying. . . "If you've plenty of time and money to spare, buy a plane and go by air."

Or better yet, work on that Instrument Rating.

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Meetings (Continued)

Engine Failure over Greenland?

What would you do? **Dorothy Nelson** showed **Orange County** members pictures and her recorded conversation with ground personnel as she was setting up for a perfect seaplane landing in her Lake Amphibian on an ice floe. After spending the night in 60° winds, she and her navigator were air-lifted to safety.

Lost on the Moon

The nature of survival on the moon was explored at **San Joaquin Valley's** August meeting, when we took a test, "Lost on the Moon". The trick was to rank 15 items in the order of their importance in helping you return to the mother ship after crash landing on the moon. After reaching a consensus, we compared our rankings with those of NASA. An interesting exercise.

Chapter Anniversaries Coming Up

The **Sacramento Valley Chapter** will be celebrating its 30th birthday with a luncheon at Rancho Murietta's Clubhouse on November 19th. **San Fernando Valley** is planning a hangar party on November 12th to honor its 25th anniversary. It promises to be a gala evening with buffet dinner and live band as well as many door prizes donated by local merchants. Contact **Jo Ann Linder** for tickets if you will be in the area.

"Flying Start"

The **San Luis Obispo County Chapter** held their annual meeting at the Golden Tee in Morro Bay on Friday, September 16, 1977. The high-light of the evening was



Lori Apperson (L) receives Flying Start Award from Assemblywoman **Carol Hallett**.

the presentation, by Assemblywoman **Carol Hallett**, of the "Flying Start" award to Miss Lori Apperson. She will use the award to achieve a Private Pilot certificate and plans to go on to Commercial and Instrument Ratings.

The flight training grant, planned to be an annual project and for which 49 applications were received, gives ten hours of flight instruction at any approved flight school in the county, the medical examination necessary for a Private Pilot certificate, and the supplies needed for planning cross-country flights. "With this financial support we also pledge to Lori our personal interest, our constant encouragement and our continuing faith in her endeavors," stated Mrs. Hallett, who is also a rated pilot and 99 member.

Money for the grant is earned by the Ninety-Nines during their various projects during the year, i.e., hot dog sales at airports in the county.



Receiving silk roses for each rating achieved during the past year are Santa Rosa members (Top) Carol Valette, Dana May Meumann, Sherry Knight. (Bottom) Lynn Cary and Marilyn Jack.

Happy Birthday, Santa Rosa
A 5th Birthday Dinner for members and prospective members of the Santa Rosa, California Chapter was held in September. Joy Reinemer was installed as our new chairman. Elegant was the word for the brass fashioned rose that was presented to out-going chairman, Joan Robbins.

One shot only
This is no baloney
See page 17

How does one recognize another 99 on a non-flying vacation like a cruise in the Mediterranean? Easy—by her SNOOPY flight bag. Pam VanderLinden and Victor, and Ray and Valerie Grimsinger (Palomar Chapter) were aboard the Golden Odyssey cruise when they met Della Abernathy, Santa Paula Chapter, who had spotted Pam's blue Snoopy case around her shoulder.

99 CLASSIFIED

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

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

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

AIRCRAFT FOR SALE

"THE BIRD" IS UP FOR SALE

Jerrie Cobb sadly announces she must replace The Bird with a newer single engine requiring less operating and maintenance expenses. The Bird is a 1962 Aero Commander 500A, N12JC. 2100TT; LE 750 SMOH, 1225TT; RE 32SFR. Rajay Turbochargers, Front door, Oxygen, Dual VHF, VOR, ADF, ILS/GS, MB, TX, HF, DUAL instrum., good paint, good interior \$45,000. TO LOVING HOME ONLY. 2299 Riverside Drive, RR #2, Moore Haven, FL 33471.

ARTICLES FOR SALE

GOLD NUGGET 99 NECKLACE

Alaska Chapter has a gold nugget 99 (5/8") with gold filled chain. \$50 ppd. Contact: Anita Benson, SRA Box 475X, Anchorage, Alaska 99507.



SCULPTURE of FLYING LEATHER

7", \$22 in Bronze, \$42 in color. Air Art, 123 Spring Gate, Chesterfield, MO 63017.



CHICK-CHICK AND HER PET PLANE

Cute cartoon fabric patches. Washable. 5"x 8" airplane w/pilot (\$10.) 2" 49 1/2"er (\$2.50) Specify your "N" number. Allow 3 weeks for delivery. Elizabeth Grieve, Willow Creek Ranch, Lander, WY 82520.

Time for Christmas Shopping in The 99 Catalog of Items for Sale

Now is the time to think about your Christmas orders. See the 99 Catalog in the September 99 NEWS. (We hope by now you've taken it out of the magazine and clipped it in the back of your new Roster for handy reference all year.

Lots of gift ideas for 99s, your other aviation friends as well as Christmas cards, etc.

SERVICES

SCOTTSDALE-PHX, ARIZONA

Coming to the Valley? This Phoenix 99 will assist you in Real Estate needs. Broker June Cleverly, 7050 3rd Ave., Scottsdale, AZ. 602-945-9545.

CORRECTION

The following item in the Catalog Section of the September 99 NEWS carried an incorrect price of \$1.25. The correct information is listed below:



99 HEADQUARTERS BUILDING NOTEPAPER

4 1/2 x 5 1/2" on white stock with black ink sketch. \$2.25/doz. ppd. Indiana Dunes, Michelle McDonough, 800 Carrie #8, Rochelle, IL 61068.

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