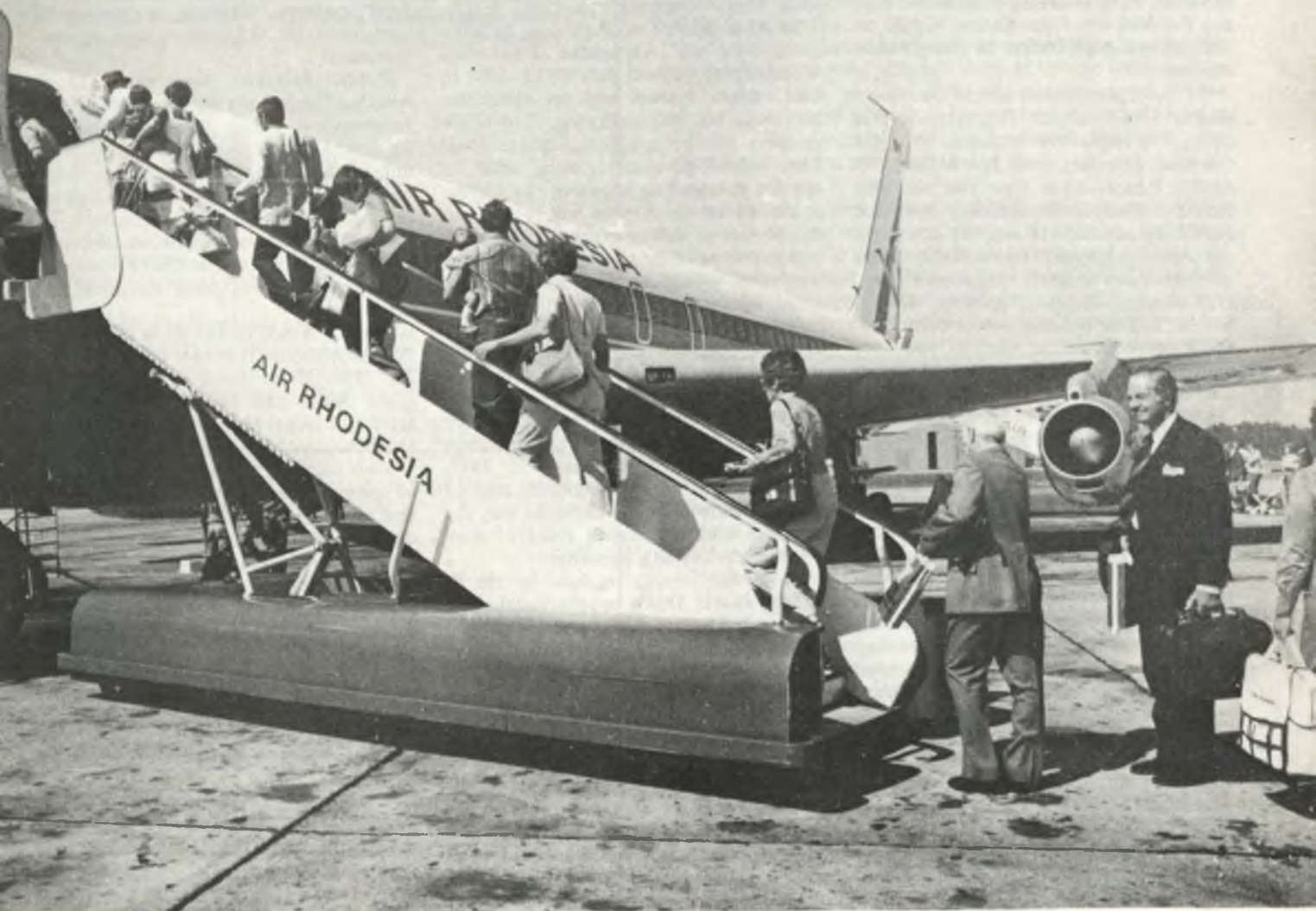


the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

DECEMBER 1977

Up and Away for Aviation Africa



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Board of Directors

Meets at OKC Headquarters

October 10, 11, 12, 1977 found your International Board of Directors hard at work in Oklahoma City on the business of our organization. **Lois Feigenbaum** came in from Illinois, **Thon Griffith** from California, **Janet Green** from Mississippi, **Hazel Jones** from Texas, **Charlene Falkenberg** from Indiana, **Gene Nora Jessen** from Idaho, **Esme Williams** from the Bahamas, **Ruth Dobrescu** from New York, and **Pat McEwen** from Kansas. Could an international organization be more widely represented?

We were greeted and hosted by **Nancy Smith**, Headquarters Hostess, **Loretta Gragg**, Headquarters Manager, **Virginia Oualline**, Secretary, and **Jan Million**, 99 NEWS Editor. Each time you visit our beautiful headquarters building there are interesting additions to see. We now have the **Amelia Earhart** memorabilia along with new cases to safely keep it on display. Our aviation library is growing. If you have visited the building before don't hesitate to make a second visit. If you have not had the opportunity as yet, a real treat is in store for you.

Our guests during this board meeting were **Huad Norton** and **Alan Stephen** from the FAA Office of General Aviation in Washington, D.C. There are exciting plans underway for a National Flight Proficiency Program administered by the Accident Prevention Specialists. The FAA is requesting the cooperation of the 99s in this program. The trial run will be made February 18, 1978 in San Jose, CA. Very interesting statistics were given concerning the Safety Seminars that were presented during the years from 1971 through 1976.

Seventy-nine percent (79%) of the Safety Seminars were sponsored by 99 Chapters.

BEFORE SAFETY SEMINARS

1966—573 Accidents

Hours increased 21.3%

1971 — 661 Accidents

Accidents increased 15.3%

DURING SAFETY SEMINARS

1971 — 661 Accidents

Hours increased 41.5%

1976 — 636 Accidents

Accidents decreased 39%

These results show the success of joint industry-government aviation safety programs. In 1976 there were 4567 accidents in general aviation with 1188 fatalities.

Pilot error was cited as a cause in 85% of the accidents and personal flying contributed to 55% of all accidents and 63% of fatal accidents.

The International Activity Chairman, **Pat Mlady**, will be compiling a "How To" booklet to go to all chapters with information on many, many activities. Pat requests your help by sending her all your ideas. Please cooperate.

Another most worthy and exciting project is an Aerospace Education Workshop to be held July 10-13, 1978 in OKC. **Linda Hooker** and her committee are preparing the workshop. Top-notch speakers will be conducting all sessions. Each section governor is being asked to appoint someone to represent the section at this workshop. A grant will be given to this person to defray expenses. The most logical person to be selected to attend the workshop should be the Section Aerospace Education Chairman. In order to qualify for this the person selected must agree to hold two (2) Section Aerospace workshops and remain in office for two years.

All members should have received their new roster by this time. The members listed are correct as of August 1, 1977. Chapter chairmen will be receiving a list of current members in November as they did last May and will receive a list of non-renewals each month thereafter.

Orders are coming in daily for the 99 History Book. Don't procrastinate! Send your order today. Also, your biography and your photo must be received before February 1, 1978. Send them to: 50th Anniversary Book, Box 100, Oklahoma City, OK 73102. You do want to be included in this first complete history of the 99s.

A close-out sale is being held on the coloring books still on hand from the first printing. They can now be ordered for \$1.00 as long as they last. The new revised edition will have many new features.

The deadline for filing "Intent to Seek Election" has passed. A notice will be published in the 99 NEWS to all chapter chairmen or section governor where no chapter exists, seeking their support for the eligible nominees. Please, governors, urge your chapter chairmen to read the "Nomination Information" carefully and return the endorsement form promptly. The International Board of Directors has no say in who is selected for each office. This is determined solely by the

Nominating Committee who really needs the chapter's cooperation in making the selections.

Governors are requested to have their chapter chairmen report to them the names of all Accident Prevention Counselors in each chapter. Each governor is to send this information to headquarters.

Our headquarters building is in need of a plexiglass screen to create an entry hall into the building. This will cost between \$300 and \$400. As it is now, everytime someone opens our big beautiful doors, the Oklahoma wind blows all papers from the desks in the office. This does create a problem for **Loretta** and **Virginia**. Anyone having funds to donate to headquarters should keep this in mind.

The brochures on the 1978 convention in Australia should be in your hands by this time. The Australian 99s are working hard putting together a wonderful convention for us. Send in your registration early!

Public Relations were discussed at length. Under the leadership of the International Public Relations Chairman we are looking forward to even more improvement. The Ninety-Nines are being recognized and their voice is being listened to.

Our 50th Anniversary will be celebrated in Albany, New York at the 1979 convention. Great exciting plans are already in the making.

The NIFA SAFECON Rally will be held in Murfreesboro, Tennessee on May 18, 19, 20, 1978. **Hazel Jones** is the Associate Chief Judge and **Lois Feigenbaum** will serve as a judge. More details will be given to all chapters by their NIFA chairman.

Your board will have a representative at all spring section meetings. If you haven't sent your firm dates to headquarters please do so as soon as possible.

Governors, please urge your membership chairman to discuss, "How do we want to get our members?" What is the best method to use? Send your thoughts to the Board. A good slogan for each of us is, "Each member bring in one member!" Let's all work on it.

Charlene Falkenberg
Board of Directors

ON THE COVER

The promise of 'Aviation Africa' at Johannesburg, only the second air show ever held in Africa, was all the excuse the **Flame Lilly 99s** needed to once again prepare an aluminum package (Chartered Boeing 720) of pilgrims for the great event. See story, pg. 19.

THE NINETY-NINES, INCORPORATED

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

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

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

Membership Count: 4750 as of November 9, 1977

LOOKING UP WITH LOIS



Last month I discussed the work of the Air Age Education Committee and the forthcoming Air Age Education Workshop. Why all of this conversation on flying safety and education? The fact remains that we are a flying organization, and one of the tenets of safe flying is continual learning and upgrading of our flying knowledge.

There are many ways that we, as an organization, can further the educational process. One of these is on the local chapter level. I can't think of a program with greater impact than a series of chapter level educational lectures on the various aspects of flying. This program need not be highly formalized nor sophisticated, but can be kept quite simple and yet serve its purpose of making us better pilots.

In my travels, I have spoken to Ninety-Nines in many chapters across this country and Canada. A question frequently asked is how to build up interest in the chapter and get many of the members who have lost interest back to active status, or how do we hold the interest of our members in the chapter. At one time we were all interested and excited about flying. With some, though, this interest has waned. In order to rebuild this interest and refresh ourselves in flight basics, why don't we consider having a thirty minute educational session at each meeting? Every chapter has at least one or more flight instructors or ground school instructors, or access to knowledgeable people in the flying community like Flight Service Station specialists, who can speak to us on the basics of flying. You might be surprised at the excitement generated in the planning and delivery of the programs centered around flying skills. Here are a few suggestions for such programs:

1. The Sectional map and dead reckoning.
I, for one, use an avigation chart daily and have virtually forgotten the Sectional map and how to use it.
2. Emergency methods available to the VFR pilot.
3. The use of the computer and plotter.
4. Proper use of the ADF.
5. Weight and Balance (No, not a dietetic course).
7. Weather - density altitude - mountain flying.
8. Use of the magnetic compass.

These are just a few ideas. I know that you can think of many more. Speculate on how much excitement we might create with a regular educational program on flying, and how this will further one of our major purposes.

Some might say that not everyone will be interested since not every member still flies. However, we are still a flying organization dedicated to the furtherance of women in aviation, and particularly to the furtherance of our flying skills. We must maintain our primary direction toward safe flying through the promotion of safety and air age education. Let those members who no longer have an interest in flying plan the social events of our organization. But those who fly and/or have an interest in aviation might enjoy the opportunity to communicate with their sister pilots on the basic skills of flying and flight proficiency. After all, what program could we embark on with more meaning to Ninety-Nines than to help make us better and safer pilots?



Another 99 First

**Air Age Education Leadership Workshop,
July 10-13, 1978
Oklahoma Center for Continuing Education
Norman, Oklahoma**

As you read in "Looking Up with Lois" in the November issue, your International Air Age Education Committee has planned a truly unique three day workshop in Air Age Education for next summer. It is designed especially for YOU and of particular importance is the fact that you don't have to be a classroom teacher to participate in it or to enjoy the truly fascinating activities planned. This is one workshop you will go home and tell **ALL** your friends about because it will have been **FUN**, from beginning to end. Many of the projects will be group activities to get several of your friends together and start making your plans to attend today. A registration form will appear in next month's issue of the **99 NEWS**.

Registration fee will be \$75 and due no later than May 1, 1978. Registration includes room and board, maid service daily, 3 meals, 2 coffee breaks, **ALL** materials, transportation to and from Will Rogers World Airport and use of University facilities (in and outdoor pools, tennis courts, etc.). Imagine all this for only \$25 a day.

Our list of distinguished guest speakers is growing daily. Dr. Wayne R. Matson, Editor-in-Chief of the *Journal of Aerospace Education* will be our keynote speaker. Representatives from the FAA, CAP, State Aeronautics Commissions, NASA and other groups involved in aviation and space education will present seminars on their programs, available materials, facilities and services. Additionally, you will have an opportunity to learn from other 99s of their individual aerospace education projects. These will be projects which you can implement and use in your own community. These activities will **not** be ones which are limited to use with young people or use inside the classroom. Workshop projects and activities are designed for YOU, the average 99.

Watch this column each month for more details, but don't wait to sign up for this exciting seminar. It is a **MUST** for anyone interested in Air Age Education and particularly Section and Chapter Air Age Education Committee chairmen.

At our closing session we will, together, formulate a complete program of activities, projects, objectives and goals for now and the future. ♡

PERFORMING A BETTER PRE-FLIGHT

By M.W. "Wally" Funk II
Air Safety Investigator

How many 99s, pilots and student pilots check their Emergency Locator Transmitters (ELT) operation before their flight? If the convenient switch on the instrument panel hasn't been installed, I'll bet very few pilots really check their ELT!!

From some past accident investigations I have been on, pilots and their passengers may have been reached in time if their ELT had gone off.

OK, lets take a look at how we check an ELT. The AIM, Part I, page 1-87 or Advisory Circular 91-44 says that you can check your ELT within the first five minutes of the hour or call up your closest FSS or Tower and advise of your intentions. They ask us to limit our test to only three audio sweeps or three "beep, beep, beeps". This is a ground test **ONLY**.

Now switching to 121.5 at the end of the flight is great to see by chance if your ELT went off, but that's not an ELT check. **A MUST BEFORE EVERY CROSS COUNTRY** — Check your ELT. . . Even if you have to get a screw driver and take the bulk head out or remove an inspection plate, do it. Then master switch on, radio on, with volume all the way up and tuned to 121.5

The ELT has three (3) switch positions, "arm", "off" and "on". . . Place the switch to the "on" position and immediately you should hear a loud "beep" sound. Immediately then switch to "off", then to "arm" position and its all checked out. If you get no "beep-beep" or a weak signal, have your mechanic replace the battery **NOW**.

If you don't see a note in the aircraft log book on an ELT check, ask your mechanic or FBO if they have checked the ELT on the last 100-hour or on the annual inspection. **BUT STILL**, you check out your equipment — a battery can go out any time.

A bit of research on a particular Leigh Sharc 7 ELT that was manufactured on February 27, 1976 revealed that it was installed in an aircraft on March 24, 1976 and the manufacturer's date for battery replacement was February 1981.

The aircraft crashed on June of 1977 and the ELT didn't go off. I tested the ELT to no avail. I then opened up the box and found corrosion at the interior areas of the switch antenna fitting and around two of the four batteries which were leaking. These were Mallory Lithium batteries which should produce a total of 12 volts. Only 1.9 volts were noted. This ELT didn't last even 16 months!

Research was undertaken on a Narco ELT which was manufactured March 27, 1976, installed in an aircraft summer of 1976 which had a "stamped battery replacement date of February 28, 1978". The aircraft crashed May 1977 — no ELT signal emitted. A volt meter test on the battery read 12.5 volts, (manufacturer's voltage minimum was 13.5 volts). The ELT was a working unit; however, when tested and the switch was in the "on" or "armed" position and the unit was dropped from four feet to the ground, the switch went into the "off" position without emitting a signal. . . This ELT was 14 months old.

For those of you who own Cessna 182s or rent them, the following may be of interest:

Cessna 182F: Minor damage, minor injury to one, August 4, 1977. While on run up prior to takeoff, fire broke out in the aft fuselage. The ELT co-ax cable had become disconnected and the attaching nut had contacted the terminal on the battery side of the master solenoid, short-circuiting the battery. Neither connector nut nor the receptacle on the ELT was found to be defective.

If I can be of any help, please get in touch. ♡

Open your mind to a new dimension in affordable Beechcraft quality: the wide-open, spacious Sierra. So meticulously made and so solidly responsive, you can't possibly mistake its famous heritage. And with a tough 200 hp Lycoming providing the power, Sierra's lusty performance is as boundlessly invigorating as all outdoors. You can almost feel your horizons expanding every time you take to the sky. It's more than just flying; it's a refreshingly uplifting state of mind. The beautiful Beechcraft Sierra. Your freedom-loving flying machine.



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LEARN TO FLY AND YOU COULD WIN A \$50,000 AIRPLANE.

Get all the details now about the General Aviation Manufacturers Association TAKEOFF sweepstakes. Call toll free 800-447-4700. (In Illinois, call 800-322-4400) and ask for BEECH TAKEOFF information.



Aviation Law

Sylvia Paoli



The next few articles will relate to cases involving insurance policies, particularly how the courts have interpreted such policies when a question of coverage has arisen.

In *Woods v. INA* (Insurance Company of North America), the question was over the phrase "properly certificated and rated for the flight and the aircraft" as used in an insurance policy. On May 16, 1962, the insurer issued to the owner, Stephen W. Johnson, a policy providing public liability coverage for injuries sustained by a person in the operation of the insured aircraft, an Aero Commander 560. On September 25, 1962, the passenger was injured in a crash that occurred while the aircraft was piloted by John Gregg with the knowledge and consent of the owner. At the time of the accident, Gregg was an experienced pilot, with a current Class 3 pilot license that qualified him to fly the multi-engine aircraft involved. Gregg had 12 years experience and had logged 8500 hours of total flight time, including 2000 hours of flight time in Aero Commanders. However, unknown to Gregg or his passenger, Gregg's medical certificate had expired about 25 days before the accident. Gregg's failure to renew his medical had nothing to do with the accident; he was, in fact, in excellent physical health and condition and passed all prior and subsequent medical exams. The passenger filed his action for personal injuries sustained in the accident against Gregg and the insurer, and the insurer refused to defend on the grounds of no coverage because of the expired medical.

The controversy concerned the proper construction and meaning of typewritten Endorsement No. 2 of the policy that provides: "It is agreed that coverage provided by this policy while the aircraft is in flight shall not apply unless the pilot in command of the aircraft is Schoy Dickson Turner, Maurice Smith or any other private or commercial pilot who is properly certificated and rated for the flight and aircraft and has logged a minimum of 1500 first-pilot hours of which at least 500 hours have been in multi-engine aircraft and at least 25 hours in Aero Commander aircraft."

The insurer maintained that the phrase "properly certificated and rated for the flight and the aircraft" clearly included the current medical certificate required by the FAA. The court disagreed.

An "Exclusion" of the policy related to pilots "properly certificated by the required governmental authority for such operation or in violation of such certificate during such operation." However, that exclusion had been eliminated from the policy in consideration of the payment of an extra premium, and a statement regarding the elimination was in the policy endorsements.

The court noted that although two separate documents are required by the FAA — the pilot's certificate or license AND the medical certificate, the insurer chose to use in both endorsements the ambiguous term "properly certificated." If the insurer had meant both documents, it should have specifically named them. As the court stated, "ambiguous terms used in an insurance policy are construed against the draftsman," and "exclusions must be strictly construed against the insurer." The insurer could have used such language as "operation in violation of law" or "operation in violation of regulations." It did not.

Further, citing other cases, the court stated that almost all airplane accidents involve some violation of the Federal Aviation Regulations. Even "careless flying", or simple negligence, is a violation. To read into the general word "proper", all violations of the regulations would be to hoodwink most insurance purchasers, for it would make a nullity of most coverage. Thus, in holding that the insurance company SHOULD have provided coverage, the court observed that "it is incumbent upon insurance companies to state clearly the perimeters of their coverage to those who entrust their security to them."

Subsequent case reviews will show further just how the courts have enhanced this liberal interpretation of insurance policies to provide coverage where the insurance company itself had turned down the insured's request for such coverage.

28th International Air Race

Angel Derby

May 2-11, 1978

Dallas, Love Field - Freeport, Bahamas

Entries Open February 1

Entries Close March 31

Kits Available January 2, 1978

Impound - May 2, 3, 4

Race - May 6, 7, 8

Awards - May 11th

For more information,
see back cover of 99 NEWS.

There will be no flyers sent out this year.

Legislation Information

By Joan Kerwin

All is quiet on the eastern front since the Energy Bill calling for a 4 cent a gallon increase in tax on non-commercial aviation gasoline was defeated. However as any parent knows, when they're quiet is when you worry the most. No doubt, additional fuel tax schemes and plans to milk general aviation through "fair share" cost allocations are still simmering on the back burner. Perhaps we'd best adopt the Boy Scout motto: Be Prepared.

Be Prepared - to read your aviation magazines more thoroughly to find out what's going on in Washington.

Be prepared - for more frantic letters urging you to contact your legislators immediately.

Be Prepared - to miss out on your opportunity to write you legislators because the bill came on the floor for a vote too suddenly for anyone to let you know.

Be Prepared - to fight the same bills in different guises, time and time again, because even if there is no logic to it, as in the Energy Bill, it's always politically expedient to attack general aviation. (Everyone knows, if they can afford to fly, they can afford anything.)

UPDATE: The NTSB rejected an AOPA petition to withdraw their implied consent recommendation. The AOPA expressed concern that adoption of the recommendation may lead to a violation of the rights of airmen. John Yodice, AOPA's Washington attorney said the "implication of the recommendation is that the administrator of the Federal Aviation Administration has the authority to require a (alcohol) test of any certificated airman under any circumstances." Yodice said it is AOPA's view that such tests could be conducted only after lawful arrest, and "We would hope that any proposal which would reach the rulemaking stage would contain very strict procedural safeguards."

UPDATE II: Latest figures on the Airport & Airways Trust Fund showed an increase of \$53.5 million during July. The Fund totaled \$3.44 BILLION by the end of July. Fiscal year receipts were \$1.18 BILLION while expenditures were \$451.1 million. (Treasury Department figures.)

WRITE ON

THE NINETY-NINE NEWS



On the steps of the Capitol, Washington, D.C., Sept. 20, 1977, the Women Airforce Service Pilots of WWII (WASPs) gather to witness the presentation of over 22,000 signatures on petitions that have been gathered from all over the United States urging Congress to belatedly grant militarization and veterans' benefits to the WASPs. (L-R) Jill McCormick, Congressman James Quillen (Tenn.), Congresswoman Margaret Heckler (Mass.), Fran Acker, Congresswoman Lindy Boggs (La.), Dorothy Davis, Bee Haydu, Col. Bruce Arnold.

**WASP
FLASH!!**
See pg. 30

The Wasp Nest

(Women Airforce Service Pilots of WWII)
Bee Haydu, President
4200 N. Ocean Drive
Riviera Beach, FL 33404

We are learning the hard way the complex procedures of our political process in Washington, D.C. Sadly we have to report that even though Senator Alan Cranston (D. Cal.) heard our testimony at hearings before his Senate Veterans' Affairs Committee May 25th and promised us then that he would give our case prompt action, he still has our Bill S247 locked in Committee. The House of Representatives under Chairman Ray Roberts (D. Texas) Veterans' Affairs Committee held WASP hearings Sept. 20th and he too has our Bill HR3321 and other related bills locked in his committee. (So much power in the hands of 2 men?).

However, our Mr. Wonderful, Senator Barry Goldwater has not given up the battle on our behalf and has introduced our bill as an amendment to a new Veterans' Affairs Bill S457 which came before the Senate having already passed the House the week of October 17th. Bill S457 is a worthwhile bill offering increased benefits to veterans. It passed with the WASP amendment by a voice vote in the Senate. Needless to say we were all elated only to find out that if a bill that has passed the Senate differs from the way it was introduced (which was without the WASP amendment), then a joint conference is scheduled for the week of October 24th. The companion bill to Senate Bill S457 in the House is HR8701.

In order for this news to be in the hands of your Editor in time to go to press, we

are unable to give you the outcome of the joint conference. However, Senators and Congressmen do have local offices manned by Legislative Aides who would be able to tell you what has happened. It would be helpful if each of you who reads this would, as an individual, make this local call to inquire and if nothing has been done for the WASPs, urge that your representative act before year's end on our behalf. How great if all the Senators and the over 400 House of Representatives were deluged with telephone calls regarding Women Airforce Service Pilots of WWII. Letters help too. There are so many pilots in California and Texas that it is hard to believe the two men responsible for our bills being locked in committee come from those states (Senator Alan Cranston and Congressman Ray Roberts).

Our thanks to all of you who have been helping us. Maybe we can all make this
THE YEAR OF THE WASPS.

ANGEL DERBY NOTICE

No flyers will be sent in the mail for the 1978 Angel Derby. All information about the race and instructions on how to send for entry kits will be found **only** on the 99 News back page advertisement.

99Calendar

DECEMBER

- 1 December 99 Renewals Due
Deadline-Jan/Feb issue
99 NEWS

JANUARY

- 1 January 99 Renewals Due
No deadline for 99 NEWS

FEBRUARY

- 1 February 99 Renewals Due
Deadline-March issue 99 NEWS

MARCH

- 1 March 99 Renewals Due
Deadline-April issue 99 NEWS
- 16 Australian Section Meeting
Bendigo, Australia

APRIL

- 1 April 99 Renewals Due
Deadline-May issue 99 NEWS
- 6-9 National Congress on Aero-
space Education - Dallas, TX
- 8 New England Section Meeting
Hostess-Northern New England
Chapter
- 14-16 East Canada Section Meeting
London, Ontario
Hostess-Maple Leaf Chapter
- 21-23 South Central Section Meeting
Green Oaks Inn-Ft. Worth, TX
Hostess-Ft. Worth Chapter
- Southwest Section Meeting
La Jolla, CA
Hostess-Palomar Chapter
- 22 Western Canadian Section
Meeting - Saskatoon, Saskatch-
ewan, Canada

MAY

- 1 May 99 Renewals Due
Deadline-June issue 99 NEWS
- 6,7,8 Angel Derby
Dallas, TX-Freeport, Bahamas

Safety Education

By Barbara Goetz

Steps to Safety

We all know that every active member is required to have a BFR. Hooray, you're on your way. You've taken the first step to safety. This is the beginning of a safety education program for your chapter and section. You have nowhere to go but up.

In your next newsletter, why not ask all active members to bring in copies of their BFR. A log book entry, new rating, or BFR certificate will do. Your appointed safety education chairman (you all have one, of course) can collect and tabulate the data. Your APT chairman (you have one of those, too) then goes to work and turns this years BFR's into APT certificates.

The Annual Proficiency Test (APT) is the second step to Safety. Your safety education chairman is then on the look out for members with new ratings - another step up. Finally each member is encouraged to participate in the Pilot Safety Maintenance Program (PSMP), the greatest personal commitment to Safety.

But wait - that's not all. These steps are for your *personal* safety program. Safety education means *much more* to the Ninety-Nines, general aviation and your community. Your chapter or section safety education program can include many activities, starting with safety education programs at chapter meetings. These can run from short quiz type activities to full length presentations. The chapter can then get involved with any of the following activities:

1. FAA Safety Check Ride Clinics
2. CFI Revalidation Clinic
3. Static display on aviation safety
4. Conduct a SAFE Seminar
5. Conduct a Pinch Hitter or AWARE Clinic
6. Attend Safety oriented Clinics
7. Sponsor a chapter flying activity specifically involving safety.

You wonder what all these are? Future columns will elaborate on each. For now, I have available copies of several of these programs you may have on request. Also, if you have a program not listed here, please send me a copy so we can share.

The International Board has approved the new, once a year report form. You will receive a final copy in March to be returned to me by July 15th. It will be the responsibility of the safety education chairman to collect the data, complete the form and send it to me. Please do not send me any forms or supporting material until the end of the year.

I am pleased to announce the appointment of the following Section Safety Education Chairmen:

New York-New Jersey: Nicole Radecki
Southwest: Nancy Crase ♡

Getting 'Hooked' on the Navy

In July, Diane Boyd and Mary Brown, both from the Houston Chapter, were flown from Navy Corpus out to the aircraft carrier "LEXINGTON" along with 3 other female air traffic controllers. After one wave-off they attempted another landing and even though they were again waved off at the last minute the tail hook engaged and they came to a sudden stop. They spent the day observing the carrier operations and they were given a catapult shot off the deck for their return to Navy Corpus. Quite an experience!

Activities

Pat Mlady, Chairman

I wanted to share this poem with you for the holiday season. After all, it does have to do with our favorite activity—flying. The words, written to a familiar cadence, were the inspiration of Jan Fox, an enthusiastic lady pilot in Wichita, Kansas.

'Twas THE FLIGHT BEFORE CHRISTMAS

'Twas the flight before Christmas and all through the skies
Lights were flashing and blinking like a million fireflies;
There were red ones and green ones along with the white,
As pilots and families found their way through the night.

There were Cessnas and Mooneys and Pipers galore,
Bonanzas and Merlins and jets by the score;
All plying their courses along the airway,
In hopes of arriving before Christmas Day.

The moon shown out full, a sight to behold
As it lighted their way - it looked like pure gold.
The voices we heard all seemed to convey
That a great celebration was now under way.

The panel glowed warmly on this night of nights
As God in his Heaven guided all of our flights;
And even old Santa with his sleigh loaded down,
Passed over our heads on his way into town.

The bright flashing beacon soon made it quite clear,
That the time for a checklist was now very near.
A call to Approach told them we were around
And soon would be landing on their hallowed ground.

As we lowered the flaps and cut back on the power,
A voice on the speaker said, "This is the tower,
Cleared to land, fellow travelers, hope you had a good flight.
Merry Christmas to all, and to all a Good Night."

— Jan Fox

I hope you all have a Joyous Holiday Season and that the New Year will bring you many hours of happy and safe flying. ♡

NIFA ASSOCIATE MEMBERSHIPS

Ninety-Nines are invited to become individual ASSOCIATE MEMBERS in the National Intercollegiate Flying Association. Your \$10 Dues will also put you on the mailing list for the publication, NIFA NEWS, as well as go a long way toward supporting this fine organization of collegiate flying enthusiasts.

Please make your check payable to "St. Louis University" and note that it is for an Associate Membership. Mail check to 99s NIFA Chairman, Pauline Gilkison, 131 Walker Ave., Clarendon Hills, IL 60514.

NIFA ASSOCIATE MEMBERSHIP

Name _____

Address _____

Chapter _____ Section _____

The Airlines Are Hiring . . .

Not only are the airlines hiring again, they are actively looking for women. Affirmative action - plus a few determined trail-blazers that have proven beyond a doubt that women are capable in the cockpit - have succeeded in prying open this door. Are you ready?

It goes without saying that as part of an airline crew, you have many lives dependent on your skill. The positions are still very competitive and you will have to be good and well qualified to be hired. But still, the word is that AIRLINES ARE LOOKING FOR QUALIFIED WOMEN PILOTS.

Kay Lund, Director of Consumer Affairs for United Airlines, recently gave this word to the Lake Erie Chapter when she was the speaker at one of their chapter functions. To add to this, the 99 NEWS has had telephone calls from two com-

panies this week - World Airways, Inc., headquartered at Oakland International Airport, and Texas International, headquartered in Houston. All three are looking for qualified women pilots. And as you know, women are already flying for Braniff, American, Continental, Piedmont, Frontier and Western, to mention just a few U.S. lines, plus Scandinavian Airways and Alitalia on the international scene.

The qualifications desired of prospective airline pilots seems to vary a bit from company to company. We've heard that United will look at you with only 350 hours, but that does seem a little low to get you very far. World Airways wants you to have 2000 hours and would like about half of that to be in heavy aircraft (over 12,500 lbs.) Most expect you to have Commercial, Instrument and Multi-Engine ratings and would like or may require you

to be Flight Engineer rated. The height requirement for World Airways is 64.5, but this varies a bit from company to company. Most will let you wear glasses, and want you to have a college degree (the more relevant - like aeronautical degree - the better). And of course you have to be able to pass a first class physical.

If you want to head your aviation career in this direction, we urge you to head for your local library and look up the addresses of **all** the airlines and write for applications. Fill them all out - say you are applying under their minority program - and start applying as soon as possible. Many WWII pilots who joined the airlines are now approaching retirement, and for the first time in many years, the airline cockpit jobs will be opening up for new replacements. The time is ripe. Get your credentials in order and **GOOD LUCK!**

NOTICE THE BYLAWS OF THE NINETY-NINES, INC.

The Bylaws may be amended at the Annual International Meeting, provided that the revision or amendment shall have been recommended by the Bylaws Committee and shall have been submitted in writing to all Sections and Chapters at least sixty (60) days prior to the Annual International Meeting.

To become effective any Bylaw amendment must receive a two-thirds vote of all delegates present at the Annual International Meeting.

The Bylaws Committee requests that all Section Officers and Chapters study the Bylaws, and that any proposed amendment be sent to the Chairman, postmarked **NO LATER THAN MARCH 1, 1978.**

Proposed amendment should cite the specific article, section, page, and wording of the Bylaw to be amended. Each proposal should be accompanied by an explanation and the reasons for the change.

Send to: Pat Jetton
P.O. Box 187
Addison, TX 75001

Deadline: March 1, 1978

Test Pilot

Major airline has a vacancy for a test pilot on the West Coast. Minimum requirements include:

- ★ 3,000 hours total flying time including 1,000 hours multi-engine command experience; jet experience preferred
- ★ Airline Transport Pilot Certificate
- ★ Ability to pass F.A.A. Class 1 physical examination; vision at least 20/70 corrected to 20/20
- ★ College degree in engineering, math, physics, or related field

Successful candidate after appropriate training, will function in command pilot, copilot, and flight engineer positions on two, three, and four engine jet transport aircraft.

Qualified candidates should submit resume including flight experience and ratings, work history, types of aircraft flown, salary requirements to:

Box 59981, Oklahoma City, OK 73159

Equal Opportunity Employer, MS



Fly-It-Yourself Tour Offered Following. . .

Australian Convention

By Carol Kitching

AUSTRALIA has its own Waldo Pepper - in the person of one Arthur Schutt. Arthur started flying in 1932, and according to Melbourne's flying fraternity, he's got more hours up his sleeve than the Archangel Gabriel.

But what's he done to rate a mention in the 99 NEWS?

Well, apart from having a soft spot in his heart for women pilots, Arthur Schutt plans to head an air safari around four States of Australia following the conclusion of the 1978 International Convention in Canberra.

It will be a "special" for visiting 99s and their families. And for those who have

some time to spare, the safari should be an ideal way to see this vast country

He started his famous safaris in 1958, and since then 3000 people have taken part. Arthur, using Cessna 182's, says there have only been two incidents during that time; a couple of flat tires in outback Queensland, and a problem valve in New Guinea. Apart from that, it's been trouble-free flying all the way

Melbourne is notorious for its changeable weather, and as departure point for all safaris, it has been responsible for Arthur and his air crews having some minor worries regarding ETA's and ETD's.

But, according to Arthur, they have always been back, or away, on schedule.

REQUIREMENTS

American pilots who fly with Arthur undergo a simple briefing about the requirements of air legislation - the rules of the road. After an oral examination, pilots are then permitted to use the flying school's late model 182's - but only for the safari. For all other local or interstate flying, a written air legislation exam is necessary. But this can be undertaken at any flying school or by the Department of Transport. Safari pilots are asked to bring current licenses, and written acknowledgement that they have done cross wind landings in a 182.

AIR ROUTES

The safaris begin at Moorabbin Airport in Melbourne, with about eight

aircraft taking part. This can vary - the greater the interest, the more planes.

The route can include Mildura, Broken Hill, in New South Wales, Leigh Creek Andamooka, South Australia, Ayres Rock, Alice Springs, in the Northern Territory, Mt. Isa, Cairns (QLD) then down the coast, island hopping. The Barrier Reef is truly spectacular from the air, and with Schutt in charge, the islanders turn on a wonderful welcome at each port of call. Normally the tour stops at Green Island, (via boat), Lindeman Is., Brampton Is., and Mackay.

COST

Two tours, varying from 10 days to three weeks, can be arranged. Using four people in 182's, the cost for the shorter trip is around \$1100, while the longer one is about \$1500 - for 40 hours flying. Pilots are asked to budget for an extra \$25 to \$35 a day for food and accommodation costs.

THE FLIGHT PLAN

"With Americans, I just lead the way," says Arthur, "so they can look around."

In the morning, everyone gets a copy of the original flight plan. The planes have all necessary radio frequencies, including NDBs and VORs.

"I get the weather report, and say we go, or we don't go."

"There's very little difference in flying here, compared to America."

"When we go into controlled airports, we don't need to follow normal separation patterns. Air traffic control clears us in a group, then when we leave, we leave together. If you were to travel on your own, it would be different."

"I calculate the routes and time intervals, and as everyone gets a copy of the flight plan, all that's needed is for us to get in and 'GO'," he said. "We stay within a minute or so of each other all the way, and if anyone does get lost, although it's highly unlikely, we have our own search and rescue squadron immediately available."

"Being the lead aircraft, I do all the reporting, leaving people to photograph points of interest, such as a camel or a large property."

"The members of the air safaris stay at some of Australia's well known cattle and sheep stations on the way home."

"We see all there is to see," explained Arthur.

The current hire rate for a Cessna 182 is \$A36.90 an hour. (There is a possibility this may rise slightly by August 1978, but by not more than \$2.)

Ninety-Nines interested in staying on for the safari after the convention should write to the Convention Chairman, Mrs. Layne Glanville-Williams, or to Mrs. Carol Kitching at Unit 2, 45 Canterbury Road, CANTERBURY. Victoria 3126. Australia.

National Intercollegiate Flying Association Raising Funds for NIFA

By Pauline Gilkison

The job of fund raising becomes enjoyable when the mailman delivers chapter and section donations to the NIFA support fund. **Chicago Area's** donation arrived first. They include NIFA in their annual budget! It's a pleasure to add the names of new individual Ninety-Nines to the list of NIFA Associate Members. **Charlene Falkenberg**, International Board member, was first to join up by sending in her \$10.00 dues. Waiting for contributions is not keeping me busy right now, so I'm taking off for a few NIFA Regional SAFECONs.

In fall through spring Regional competitions among collegiate flying teams take place. Top pilots and top teams are determined and will be sent on to participate in the final National SAFECON next May 18-20, 1978, at Middle Tennessee State University, Murfreesboro, Tenn.

Since we were ready for a cross-country flight in our Skyhawk, we went to Colorado to attend the USAFA Regional III SAFECON in October. We were delighted to meet Captain Gibbs and Chief Judge Wayne White in charge or running the air meet. You can bet the Colorado Ninety-Nines came out to the Air Force Airport, too, where they acted as judges and check pilots! Chairman **Mary Adams** and her gals, **Romaine Ausman**, **Patricia Curry**, **Patrice Gunderson**, **Patsy Knox**, **Mary Scherr**, **Linda Schreffler** and **Joanne Wormsbacher** deserve praise for coming out on short notice and doing a fine job.

All the kids were great, but from among the contestants, one outstanding female pilot is selected and this one girl is marvelous! You go home feeling splendid.

Looking forward to your support of collegiate flying.



WHAT'S NEW AT HQ?

The two new display cases on the right in the picture above arrived in October. They are the gift of **Pat Roberts, Santa Clara Valley Chapter** and were acquired especially to display the collection of A.E.'s Memorabilia donated to Headquarters by the **Sacramento Chapter** this summer. The collection was just barely out of the shipping cartons when this picture was taken. Much work still needs to be done - draping, rearranging and labeling the articles to make the display both attractive and informative. Little by little, though, our headquarters is developing into the kind of place you'd like to browse around in and observe diaramas and displays on women in aviation and 99s history.

To help you find us when you get here, we now have a new sign bearing our name in big bold letters on the side of the building facing Terminal Drive. The sign, long needed to identify our headquarters for both Ninety-Nines and airport guests and travelers, was the gift of the **San Fernando Valley Chapter**.

The curbing you observe in front of the building in the picture on the right is part of our landscaping project in an intermediate state. It will eventually continue around to the front of the building and the area within planted with decorative ground cover which flowers like a blue carpet during its spring blooming season. The area will



also contain ornamentals such as shrubbery and small trees.

Almost every section of the Ninety-Nines has contributed to the landscaping projects, which also included a sprinkler system (not yet in) plus many other plantings on the other sides of the building. This is an on-going project and your continuing contributions are very much appreciated. ♡

Meet Some Interesting

New Members

Can it be? Two **Dottie Warrens** in the Dallas Chapter? Both with red hair? The new Dottie Warren is very active in Aerospace Education and we're delighted to welcome her to our ranks.

New Wisconsin member **Carol Treutel** flies with husband, Bob, to their ice cream stores (Bressler's 33 flavors) all over the state of Wisconsin and upper Michigan. Carol has 3 sons and they all fly too.

Iowa chapter is proud to welcome **Lucy Leyh** of Sumner, Iowa. Lucy was so eager to join the 99s that she sent her money in before ever attending a meeting - so we have been holding it and waiting for her to attend the necessary three meetings. We're glad she finally made it.

Maple Leaf Chapter has had several new members join their ranks. **Pauline Dick**, who had been navigator to husband, Bill, for about 10 years, decided to take a few lessons and ended up getting her own license! They welcome also **Carol Britton** who has been flying for about 3½ years and holds commercial and multi-engine license. Carol is currently employed part-time by Air Windsor and also holds a full time executive secretary position.

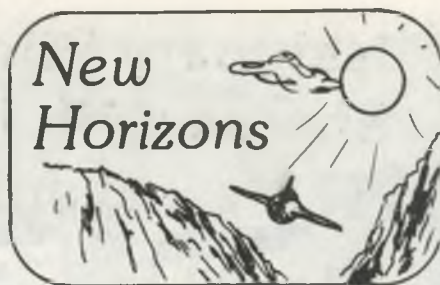
Currently attending Controller School at the Aeronautical Center in Oklahoma City is **Ann Lawton**, new member of the Maryland Chapter. Ann will work at the Washington, DC Center.

Greater Seattle members really admire the courage of their new member, **Jean Thomas**. Jean was terrified of both elevators and airplanes for 45 years. After a desperate struggle to overcome her fear, she has earned her license and flies a Cessna 172.

Nothing like making a new member feel needed and involved right away. Coastal Bend put their new member and prospectives to work right away on the Sectional they recently hosted in Galveston. Their new member is **June North**, an accomplished artist and teacher as well as a pilot.

TEST PILOT KILLED

The **Oklahoma Chapter** lost a friend when Dwain Trenton, Great Lakes Test Pilot was killed in an experimental crop-duster in October. Dwain had escorted us on tours of the Great Lakes facility in Enid and also directed us through the WWII collection of airplanes belonging to Doug Champlin.



Ruth Crawford Downie

The San Gabriel Valley 99s will miss Ruth Crawford Downie who passed away at home in Glendora on September 28, 1977. "May she have a good flight."

99 Charterite Ruth Elder

Ruth Elder, Charter member of the Ninety-Nines, passed away in California in October. Ruth's license #675 was the third lowest among the original 99.

Nearly five months after Lindbergh's historic flight, Ruth and her co-pilot took off in a Stinson in an effort to become the first woman to fly the Atlantic. A broken oil line caused them to ditch near the Azores where they were rescued by a nearby ship.

For Miss Elder, it was instant stardom; although her flight had been unsuccessful, she was known as the "Miss America of Aviation".

Eulogy to Ruth Renton



A tragic accident took the life of Ruth Renton when her plane crashed into a lake near Wichita Falls, Texas, on August 2, 1977. Ruth was a dedicated Ninety-Nine. She was co-organizer and first chairman of our Wichita Falls Chapter. Her efforts to obtain tax exempt status for our South Central Section are well known.

Dedicated to education, Ruth gave unselfishly of her interest and her time to help others obtain further ratings and improve their flying skills. She held almost every airplane rating possible, including air transport, and she used her knowledge to promote safety and skill in all aspects of aviation.

In 1968 the FAA awarded her the Certificate of Competency for her work as an accident prevention counselor.

She served on the President's Advisory Council on Aviation, had been a member of the Civil Air Patrol, the Women's Air-line Transport Association and the Aviation Advisory Board for Wichita Falls as well as numerous other civic groups not related to aviation.

Ruth's bright smile and sparkling eyes were hallmarks of a generous and enthusiastic personality. She will be long remembered by us for all the contributions she made to further the aims of the Ninety-Nines.

Stop The Presses!!

Have you sent in your contribution to the Ninety-Nines History book? Below is Louise Thaden who holds many firsts in women's air-racing and was also the first International Secretary of the Ninety-Nines. She'll be in our History Book. Will you?



Hey, chapters! Got a little extra end-of-the-year money you need to spend before tax time? You might consider ordering some copies of this History Book for your local libraries and we bet you can think of some charter members of the organization or some other special members of your section or chapter that would appreciate receiving one as a gift.

Many Ninety-Nines have been sharing their thoughts and resources with our own Jerrie Cobb as she carries on her missionary work in the Amazonas. Jerrie writes a newsletter periodically, sharing the latest concerns and happenings in her work with friends and contributors. But if you contributed in cash, as many of you did at the PPD Terminus in Florida or at the Convention in SFO this summer, Jerrie had no way of obtaining your name.

She is anxious to convey her gratitude to all of you for your support, and to share with everyone the details of her work. Since so many people have requested it from Jerrie, we decided to share with you her own words on a "typical day".

Dearest Family & Friends,

Many of you have asked what I really do down here in Amazonas — what a typical day in the life of a jungle missionary pilot is like. Well, today was about as routine as they come so I will try to explain.

Right now I'm staying in a large maloca (palm thatched communal home of 50-60 families) of the Tacuruana tribe in Brasil. Life in the maloca starts stirring around 4:00 a.m. when the fires that have smoldered all night in the maloca are fanned into flame again, and each of us have quietly folded our hammocks away so there is room to walk through the maloca.

While the Indians are eating their cassave (a dry, tasteless bread made from the yucca root with no nutritional value) I checked on those still in hammocks. An Indian has to be very sick to not leave their hammock. This morning I found 14, mostly men - 2 with poisonous snake bite, 8 with malaria, and 4 with infected cuts and burns - I fixed a small kettle of rice for the sick - gave them anti-venom, quinine, antibiotics, and changed the bandages - then walked about 1/2 mile to the creek to wash up at sunrise.

By 5:30 I was pre-flighting the "Bird" and we were off at 0604 for a round of 4 upriver villages. In each one I visited with the Chief and the Witchdoctor, checked on the sick and left medicines - then visited their charcras (slash and burn agriculture fields) to check their crops (two were flooded out) and left seeds and instructions for new planting.

It only rained twice today (about 7 inches) so made it back here about 3:30 - unloaded, refueled the "Bird" with bucket and chamois, from my drums - and walked the 1 1/2 miles back to the maloca. Then on to the Tacuruana charcra to show them how to prepare the ground and plant squash and okra. Back to the creek to bathe, up to the maloca by dark (about 6:15), checked on the sick again, fixed a little more rice for them, gave injections, medicines, changed dressings, etc.

For the last two hours I've been visiting with the Tacuruanas - sitting in their hammocks with them - listening to their problems - telling them about God who loves them.

Missionary Pilot, Jerrie Cobb, Shares with her friends the events of a

"Typical Day"

At 9:00 I checked on the sick again - they were resting peacefully - so tied my hammock up, crawled in and read a little by flashlight. It's now 9:50 as I write this from my hammock listening to quiet Tacuruana talk in the background and watching the reflections of the maloca fires on the large palm thatched roof. All is well in Tacuruana land, and I thank God.

Tomorrow I'll fly to villages downriver, and pray it will be as routine as today - with no large epidemics, crisis, or critical cases to fly out (closest missionary clinic is 2 1/2 hours by "Bird" - or 11 to 13 days by dugout).

Why all the visiting after dark when we're all so tired? It's just the only time for socializing in a busy day. While the "Bird" and I are off helping neighboring tribes, the Indians are doing much harder work from dawn to dusk just trying to survive one more day - the men go long distances through thick jungle hunting with their blowguns and often return with nothing - the women work all day in the charcra cultivating the yucca and what few crops they have. What do we talk about? Anything - from their problems surviving each day - to teaching me new Tacuruana words (the kids are the best teachers).

But mostly they want to hear about the God who made everything - even them and their jungle - and loves them - and will not leave their spirits to roam the jungle homeless after death, but will carry them to his maloca in the sky. Yes, a very primitive belief, but the hope they so desperately need.

So, that's a day in the life of a jungle missionary pilot - not glamorous, exciting, or adventuresome. But, I'm very happy here, and consider it a real privilege and a joy to be able to show these primitive Amazonas Indians that God does care about them, and loves them.

And you make it all possible by your love, prayers, and support - without which we could do nothing!

With heartfelt gratitude from all your Amazonas friends, we send -

Our love,
Jerrie Cobb

Ed. Note: Jerrie had decided last spring that it was time to replace the "Bird". For cost considerations, she was resigned to replacing it with a single engine. She has recently, however, acquired a Britten-Norman Islander Twin which had been wrecked in the Dominican Republic. The plane needs a lot of parts and work but Jerrie plans to do a lot of the work herself.

The Islander is STOL, and to quote Jerrie, "... looks like a pick-up truck, flies like a transport, and is built like an armored car. Carries 10 people, or a ton + of cargo. She hails from the Isle of Wight in the British Channel, and has funny things like windscreens, trestle points, ports and starboards, and screws instead of propellers." It's a real workhorse, and just what Jerrie needs.

Lots of pieces and parts are needed to get her back into flying condition, and if you have access to any of these items or would like to contribute to their cost of replacement, please contact the Jerrie Cobb Foundation, Inc., 2299 Riverside, R. Route #2, Moore Haven, FL 33471.

PARTS NEEDED

1. 700 x 6 - 10 ply tires
2. Large axle
3. 24 Champion REM 38P Spark Plugs (\$13/ea.)
4. Imron paint (\$30/gal.)
5. H.R. radio
6. Trailing antenna
7. Paint stripper
8. Engine cowlings
9. ELT locator
10. Windows
11. Extended baggage bay
12. ADF
13. Manuals

To any volunteers who might like to come help, Jerrie offers free room and board - and a trip south.



Aviation was the key, in 1928 which opened the door to a journalism career for Ninety-Nines Charter member, Mary Goodrich. Below, Mary Goodrich Jensen reminisces about her years in aviation with article's author, Mary Scribner.



Charter Member Rediscovered

Mary Goodrich Jensen

by Mary Scribner

Mary Goodrich, a charter member of the 99s, was licensed in 1929 as a private pilot in Connecticut. When I rediscovered her as one of our charter members earlier this year, I found she hadn't exactly been hiding in the interim.

Her positions as Aviation Editor of the *Hartford Courant*, public relations in Virginia, New York and Texas, and story research editor for Walt Disney in California accounted for the years into the early '40s.

Her mother's ill health then brought Mary home to Wethersfield, CT where she and her husband, Carl D. Jensen, have lived for the last 35 years. Careers, a husband in two wars, and two children added up to busy years.

"My all too brief flying fun got me the newspaper job I wanted," Mary told me. "Flying fun it was," she explained, because eye problems interfered before she was ready for an advanced rating. "When I began to land 20 feet up with corrected vision, I knew I'd flunk depth perception at my next physical. I did. So I was retired as no more than a private pilot after enjoying my own plane for less than two years."

In 1928 the *Hartford Times* was publicizing a woman staff member's flying lessons. Mary had been trying for several months to get a job on the *Hartford Courant*, the *Times'* morning competition. When City Editor John Reitemeyer

learned Mary was flying as a student out of Brainard Field, he promptly hired her with the unspoken understanding that if she was licensed first she would get a job as the first woman to sit at a *Courant* City Room desk.

The race ran neck and neck, with a third contender, Irene Chassey, added to the list. Then Mary soloed and her work as a reporter began with a "fictionized" (her word) ten-article series, "A Woman Learns to Fly." (Irene also became a charter member of the 99s. Both Mary and I have had no success in our efforts to locate her.)

"It wasn't easy to make the lessons and a few student cross-countries sound exciting enough to fill a column a day for the run of the series. With a good deal of help from some skilled rewriters, the stories became real thrillers, holding the reader in breathless suspense until the grand climax — solo flight. Those men who worked with me must have had a lot of tongue-in-cheek fun," Mary laughed.

She showed me some of the old clippings headlined:

Helpful Pilots Reveal Air Mysteries to Girl:

Must Judge Plane Landing Distance to Last Foot;

Thrill of Stunt Flying Worth Risk;

Sun Above Cloud Banks Gorgeous Spectacle;

Boggy Hillside Hayfield Port to Fog-Bound Plane.

"That was a great time for aviation in Hartford. People would read anything about flying. Any pilot who flew into Brainard Field from out of state was worth newspaper notice. Activity of the Air Guard was newsworthy. Pratt and Whitney built a hangar at the field, based their experimental flights there and began to make national news. Connecticut was among the first, perhaps the first, to have an Aviation Commission. It all added up to a by-lined column a day for flying news which I wrote for more than three years."

"I loved the work. Covering every flying event - unfortunately crashes, too - in the state, going to Cleveland for the Air Races, interviewing famous flyers who came to Hartford. The greatest fun was flying my own Fairchild KR 21 in the wonderful little air meets around New England - busting balloons, spot landings, flour bombing, competing for the Miss America of the Air in Boston. I didn't win and forget who did."

"I remember my first solo home from Boston. I'd heard someone say he flew right into the afternoon sun coming from Boston and zeroed in on Brainard. But that had been a few months before my trip. Paying no attention to the compass, I headed into the sun and enjoyed the ride until I found myself over a strange city and a stranger river where Hartford should have been. The sun had swung south and zeroed me in on Norwich. I didn't tell anybody."

"I only transgressed once, coming home from Long Island in fog and when the ceiling dropped to nearly zero flying in over the New Haven-Hartford railroad tracks. That earned me a suspension, but the cold disapproval of the pilots hurt more."

Mary showed me a collection of state and federal licenses, 1928-33, and an Internationale Aeronautique sporting license, signed by Orville Wright, national chairman.



Mary Goodrich with Ralph "Kitty" Barrows (L) and instructor Percival Spencer (R).

"I'm pretty sure I didn't get to the Ninety-Nines organizational meeting at the Valley Stream Airport in 1929. But I was definitely there, color bearer no less, when the Betsy Ross Corps was organized in 1931 at a formal presentation of the colors in the DAR auditorium in Washington, D.C.

"The late **Opal Logan Kunz**, also a charter 99, was the moving spirit behind the Corps. Her idea was to form a patriotic organization of women pilots whose training would prepare them for flying duty in the event of war. Even if she was a good many years ahead of her time, the Army and Navy were respectful. There they were, blessing our efforts - Major Gen. James E. Fechet, Chief of the Army Air Corps, and Rear Admiral William A. Moffett, Chief of the Navy Bureau of Aeronautics."

Mary didn't sever all ties with aviation when she left the *Courant* in 1933 to organize the All American Aircraft Model Co., specializing in detailed scale models. The first commission during the company's brief life was for a model of Standard Oil's (N.J.) famous red and white Lockheed Vega Bird, presented by the company to the Smithsonian. Mary's trip to Washington to deliver the model was one of her last cross countries. Grounded in 1933, Mary has had many flying hours since - as a passenger; one memorable flight in 1936 was across the Atlantic in the Hindenburg.

When her husband, Lt. Col. Jenson (Ret.) joined the Conn. Air National Guard after World War II, contacts with pilots Mary knew in her flying days were renewed. "Most of my flying friends are retired now," she said. "But not my first flight instructor, Perc Spencer. This year I was sponsored for membership in the OX5 Aviation Pioneers, and it was a real thrill when Spence saw my name on the roster and wrote to me. Over 80, Commercial License #486, he's still flying about 200 hours a year testing and demonstrating the Spencer Amphibian Air Car out of Sun Valley, California. He's one pioneer who doesn't have to sit back and say 'those were the good old days.' But I bet he too remembers that they were pretty special days by any standard." ♫

Bread & Butter Aviation

New Controller is **Diane Titterington** of the **Houston 99s**. Diane graduated from the Air Traffic Control School in Oklahoma City and has been assigned to the Houston Center, San Antonio Sector.

West Virginia 99 Sandy May keeps having a problem when she goes flying - she keeps losing her passengers! Don't be alarmed, though, in this case, it's desirable. Sandy is flying a Cessna 182 for the sky diving club in her area.

The governor of Minnesota may soon be flying around in planes piloted by **Marcia Grismore**. Marcia is one of two new pilots hired by the Minnesota Department of Transportation. The pilots have responsibility for legislative transportation, including the Governor's. Marcia attended King Air School in November and will be flying a King Air 100.

A new college professor is **Ora Rae Merk** from the **Intermountain Chapter**. Ora has been accepted on the teaching staff of Big Ben College in Moses Lake, Washington. Her duties include a full schedule of academic courses plus flight instruction. She is the first woman to be employed as a full-time professor in the Aerospace Education and Flight Department.

Now giving Private, Commercial and Instrument flight tests is new FAA Designee, **Sue Clark** of **El Cajon Valley Chapter**. She is co-owner of Scarf and Goggle Flight Center at Gillespie Field, Santee, CA. She and **Elinor Richardson**, **San Diego Chapter**, own and operate a pilot supply center, also.

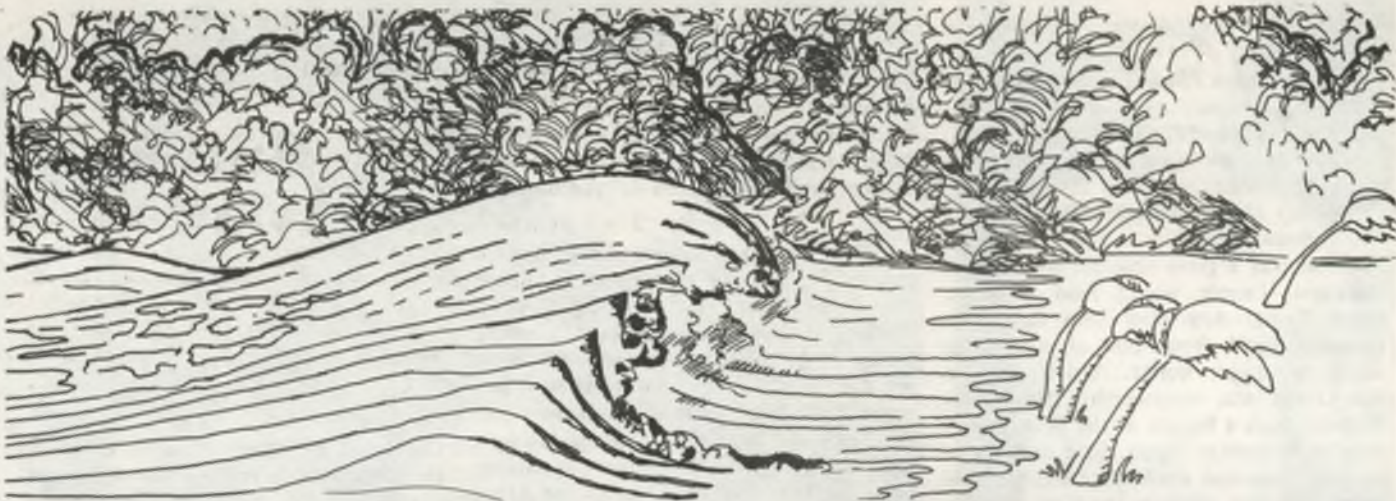
Mary Lou Henderson, **Texas Dogwood Chapter**, and her husband, Jean, have added spacious new offices for their Tyler (Texas) Aero business. Theirs is a Cessna Flying Services operation-instruction and charter service.

Now working as flight instructors at Nevada Air Services are **Las Vegas** members **Kathleen M. Snaper** and **Mary Langlois**. ♫

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Clermont County Airport
Batavia, Ohio 45103
Phone (513) 732-2411



FLIGHT INTO A HURRICANE

By Margie O'Riorden

Appropriately enough, it was pouring rain in Miami when I climbed aboard the Orion for a research flight into Hurricane Anita on September 1, 1977. Two years before, I had written the Hurricane Center asking if I could accompany a mission as a writer. Dr. James McFadden, Director of Flight Operations for the Research Facilities Center wrote back promptly inviting me along "when a weather situation develops."

Until this September, the tropics around Florida remained quiet. I had almost given up hope. Then "Anita" developed out of a tropical wave in the Gulf of Mexico. The morning of September 1st found Anita a newly born hurricane, another developing wave over Florida (hence the rain), and me with a strong hunch. I was at the airport as my husband's partner was readying their Cessna 310 for a trip to Miami. Something clicked in my mind and I hurriedly phoned the Research Facilities Center. Dr. McFadden's secretary said, "Why, yes, there's room on a flight leaving at noon if you can be here by then." There was not time to change clothes or pack the overnight kit she had said to bring, so I hopped on the 310 in old shorts, shirt and tennis shoes and off we went. They say opportunity knocks but once. . . I may not have been dressed right for it, but such a series of coincidences overrode my dress code.

The Research Facilities Center provides flying scientific laboratories for a wide variety of atmospheric weather experiments and research under the direction of the National Oceanic and Atmosphere Administration (NOAA). Such projects as cloud seeding, hurricane tracking and research into weather cause, effect and patterns are contributing to knowledge of beneficial weather modification. Much of the manpower is supplied by the NOAA Officer Corps, a group of elite engineers, scientists, and pilots who staff oceanographic ships, research laboratories and aircraft.

I dashed through the rain into a large hangar at Miami International where the RFC is headquartered. The first man I met turned out to be Duncan Ross of the Sea/Air Interaction Lab, who had commanded this mission in order to study and forecast the waves and storm surge of the hurricane at landfall. The plane was ready to leave, so we climbed aboard, and were towed outside the ramp area. Dr. James McFadden installed me in the "Visiting Scientist" chair behind the pilot, and introduced me to the crew. It was my first time in the cockpit of a transport category plane, and I was entranced with everything. The crew was busy with our IFR clearance and their checklists. Takeoff was fascinating; the co-pilot calling out V-speeds, the turbine amazingly quiet even at full power, then "rotation", and the nose lifted ponderously, followed a few seconds later by the main gear. We were on our way.

Each of the flight crew had their Airline Transport Rating. Dave Turner was Aircraft Commander, flying right seat for half the trip. Captain Jerry Saladin, a professional NOAA Captain, flew left seat now. Alex Ricci was the Flight Engineer, and Commander Tom Garrish was the Flight Navigator.

The Lockheed WP-3D Orion is a tougher and more powerful airplane than its predecessor, the Electra. It was developed for USN anti-sub warfare. As equipped for NOAA, it is worth more than \$8,000,000.00. It operates up to 30,000', flies between 180 and 325 knots with dash speeds up to 400 knots. There are four Allison T-56A-14 Turboprops with a SHP of 4,600 each. Max takeoff weight is 135,000 lbs. with a range of 3250 n.m. at 20,000' and ten hours flight time with a two hour reserve. It was equipped with nose weather radar, C-band blister mounted belly radar, and X-band tail radar. It has a nose mounted gust probe and wing probes. Generators on three engines provide electrical power for all scientific systems.

Once established enroute at 18,000' (a 2½ hour flight at 325 knots) Dr. McFadden took me on a tour of the plane. Each man or team had a station and highly technical equipment to monitor and operate. Dr. McFadden's job aboard today was to coordinate the timing and planning of each experiment, as well as operate the computer teletype and UHF which connected us with the RFC Office, the National Weather Service and the Air Force. There was a huge Teledyne Ramchek computer system using dual disks for intake, storage and dissemination of all the weather systems, operated by Eddie Brunson. There were several cloud physicists aboard probing cloud molecular structure, although this mission carried less cloud equipment than the WC-130B Hercules. The primary mission belonged to Duncan Ross. He operated a large laser wave beam mounted below deck on the bottom fuselage. A door slid open, revealing the tossing sea below. Also incorporated was an infrared sea-surface temperature radiometer. All this information was immediately readout on computer screens and sheets, then stored on the disks in the main computer system. Every possible type of information was available: wave heights, sea temperature, pressure, air temperature and dewpoint, and much more I was barely able to comprehend. There were several electronics experts aboard to monitor the vast and complex electrical system. Thankfully, also available was a large, fully-stocked galley, with delicious hot fried chicken, sandwiches, coffee, etc., as well as an immaculate head. Safety lockers were full of the latest life rafts and vests, although Dr. McFadden said matter-of-factly as I was signing a release form, "Let's be practical. If we have to ditch, there is little chance of survival in

seas like this." At that time I thought hard about my family safely at home awaiting my return.

Commander Tom Garrish, Flight Navigator, was originally a Civil Engineer who joined the NOAA Officer Corps. He had spent 8 months at the Air Force School of Navigation to learn his present job. He was responsible for 15 minute position fixes, using two Delco Carousel IV Inertial Navigation systems, updated by a Northrup Omega, Loran and a Teledyne-Ryan Doppler Navigation system. All these systems double check each other and are fed into the main navigation computer which selects the most accurate system, and redirects the remaining ones with any error. The Navigation Computer provides a constantly updated readout on several screens of the current latitude, longitude, TAS, GS, wind direction, wind speed, drift and drift angle required to hold course, as well as pertinent weather system results. This in turn is fed into the Flight Director, which of course incorporates HSI and two Radar Altimeters, as well as Angle of Attack indicators. And Commander Garrish also possesses a periscopic sextant for sun or star sightings. I was dazzled by the array of navigation systems.

As we entered the outer perimeter of the hurricane, the classic spiral feeder bands showed clearly on radar. The pilot imposed "Condition Five" (all crew at stations with seatbelts on) and descended to 500' above the now stormtossed Gulf. We were in and out of ragged scud; the sea whipped white and rain-slashed below; the pilots now hand-flying the plane; rain sliding in rivers across the windshield. The turbines obscured any noise from the storm. It had been what I call bumpy for awhile; now the plane settled into a steady pitching, vibrating from stem to stern. I understand that the motion was much more pronounced in the back of the plane!

The crew discussed what kind of pattern Duncan wanted to fly for his wave tests, "Oh. . . just head across the eye, find a 60-knot band and fly it for awhile." He said casually. The pilots used radar to determine the entry place into the eye; entering at an angle to avoid the stress of sudden wind direction change. Windspeed picked up as we approached the eye. The Navigator called out wind speed, direction, drift and drift angle constantly. The pitching increased to bucking; the plane shivered steadily; oxygen masks and lifebelts swung back and forth; the huge engines surged as they automatically adjusted to a fixed power setting.

When the winds registered 110 knots, the plane jolted through into the eye. Within five seconds, it was so calm, we could have served coffee. I peered out at the wall of misty cumulus towering out of sight. The sun struggled to break through; windspeed had dropped to 25 knots; sea level pressure was 940.2 millibars. Since the eye was only 18 miles across (a tight well-developed hurricane) we almost immediately plunged back into the western eyewall.

"Condition Five," yelled the pilot, and the Navigator sang out, "Wind 350 degrees at 125 knots." The pilots held a straight course while flying through turbulent rain bands; only making 30 degree banks as necessary to set up the pattern for Duncan's tests when we were "in the clear" between rain bands.

I know radar doesn't "show" turbulence, but these pilots certainly were able to predict and find calmer areas. We flew around and across the storm eye for the next hour. "My teeth are rattling," someone complained. "It's not my teeth I'm worried about," someone else replied, so Dr. McFadden agreed that a "rest stop" was in order. The pilots found a calm area between rain bands where we climbed to 1000', and everyone took turns at rest and refreshment for 15 minutes.

Then it was Condition Five again, and another two hours of shuddering, bucking runs back and forth upwind and downwind. The top wind measurement was 138 knots; the highest wave was 50'. Conversation was usually technical, but once someone said, "That sure is a pretty picture down there." A sailing fan, no doubt. Dr. McFadden called me on the

intercom, "You sure are lucky; this is the most productive flight yet. This storm is a classic." He told me that the day before, it had been poorly developed, with lots of lightning, and several antennae had been struck.

At 7 p.m. we headed east back across the eye for Florida, after giving fixes to yet another NOAA plane on its way to take over surveillance.

I was by now numb and bone-weary with excitement and all the new things I had been introduced to. As we hit the eastern eye-wall again, the pilots warned of a particularly bad rain band ahead. Sure enough, after two teeth-jarring jolts, we were all slammed helplessly down into our seats, then lifted out again. Loose items floated into the air, then crashed and tinkled back down. If my teeth hadn't been clenched, I would have bitten my tongue off.

As we settled back into normal moderate turbulence, Dave Turner asked cheerfully if everything was all right in the back. The Navigator calmly announced, "That was 40 meters per second" (Approximately 7,000' per minute updraft). "Wind now 190 at 140." Night fell as rapidly as the winds as we flew eastward, climbing back to 25,000'. The cockpit was a pool of red light and calm talk. Now I heard about the several "close ones" various crews had experienced on other flights, yet there has never been a lost plane or an accident.

I was deeply impressed with the professionalism, dedication and close-knit comradeship of the crew and scientists. They were so obviously a group of men doing exactly what they wanted to do in life. Even under rough flying conditions or when electronic problems caused delays, everyone maintained a light but efficient attitude. While I felt humbled by the brilliance and competency of the scientists, I was awed by the skill of the pilots. It was far more than skill: it was artistry. Not only were they hand-flying the plane in dangerous conditions, but in ten long hours of solid IFR. I never saw weariness or tension affect their flying.

Dr. James McFadden has been with NOAA for 12 years. He has a Doctorate in Meteorology from the University of Wisconsin, where he also minored in Oceanography. He first worked for the Sea/Air Interaction Lab, and has been with RFC for eight years. He has been Director of Flight Operations for two years.

It was still raining over south Florida. Scattered thunderstorms showed on radar; lightning flashed silently around us as we descended. We broke out of the clouds at 700' on an ILS to 9L at Miami, and the glittering rain wet tawdriness of the sprawling city reflected dully from the cloud ceiling. I was roused out of my daze to admire the crisp professional approach and landing. As the beautiful engines each spooled down to an unnatural silence back on the ramp, I realized that this had been one of the greatest adventures of my life. There were not words to describe my gratefulness to all these fine people. I will never feel quite the same person as before; having shared in such a world has enriched me. ♦



The WP-3D Orion

New Ratings

EAST CANADA SECTION

Virginia Cunningham-Eastern Ontario-Night endorsement

MIDDLE EAST SECTION

Barbara Strachan-East. Penn.-IFR
Bonnie Plowman-W. VA-ME
Maureen Long-Washington, DC-IFR

NEW YORK-NEW JERSEY

Alice McEachern-Finger Lakes-Glider
Maryann Toohill-Long Island-AGI

NORTH CENTRAL

Lois Freeman-Central Illinois-IFR
Doris Buhr-Kilanski-Greater Detroit-Comm.
Stevie Lipnick-Greater St. Louis-IFR
Anne Black-Indiana-IFR
Jeanne Bedinger-Iowa-MECFI

SOUTH CENTRAL

Paula Faught-Houston-IFR
Elaine Reneau-Texas Dogwood-IFR
Lee Coates-Oklahoma-IFR
Wadad Rotzinger-Oklahoma-IFR

SOUTHEAST

Peg Smith-Florida Spaceport-ME
Bonnie Quenzler-Florida Spaceport-AGI,IGI

SOUTHWEST

Kathleen M. Snaper-Las Vegas Valley-CFI
Joan Enyeart-Santa Clara Valley-BGI,IGI,CFI,
CFII
Marguerite Nelson-Santa Rosa-Comm.



Thelma Pye

Meet Another Australian 99

By Mrs. Thelma Pye

My husband Sandy, two daughters, Anne and Allison, and myself, live on "Calgara", a farming property situated 250 km (100 nm by air) from Adelaide, the capital of South Australia. Beef cattle production is the main enterprise with a few sheep, horses, pigs, dogs, cats, and crops thrown in for good measure.

I started flying in 1969 and obtained an unrestricted private license in November that year. I was privileged to have been taught by the late Roger Pitt - a tremendous fellow, who had lost both legs in an accident in his teens. He went on to fly and form his own flying school. It was a sad day for Australian aviation when Roger was killed while looking for a missing boat off the South Australian coast in 1972.

The back blocks of Western Australia were the venue for my navigational exercises. It was a hilarious and nerve wracking time for me, trying to map read with out-of-date W.A.C. charts. My mother and husband were in the back seats using up-to-date Shell road maps, showing all the new mining towns, roads and railways, and Roger, up front, not letting me sneak a look at the tempting material in the back seat, nor turn on the magical ADF.

On obtaining the precious license we purchased "Charlie", an aged but beautifully maintained Cessna 175. We have a cattle station in the far north of South Australia, 600 nm from "Calgara", about 200 nm S.E. of Alice Springs. After spending about seven and a half long hours one day on our way north to the station, nosing "Charlie" into a healthy headwind while two small daughters had lengthy verbal and physical differences of opinion in the back, I reluctantly decided that "Charlie" had neither the range or the speed for our type of flying.

I have seen a lot of the "big country" from the air - the only way to go when time is at a premium, and a great distance is involved. I fly mainly Beechcraft at present, have a twin endorsement, and am hoping one day to do some gliding and obtain a tail dragger endorsement.

One of my most memorable flights has been due to the hospitality of a fellow 99. While in Japan in 1975 on a business trip, I was the guest of Noatake and Junko Manaka. They took me for a most beautiful flight in their Fugi, over Osaka, Kyoto, Nara, and the surrounding countryside.

People, planes and places - I guess that is what flying and the 99s are all about. 99

FLY WITH CARE

One life is all you'll ever have,
Slow down before you lose it.
It seems a crime to make good time,
And then not live to use it.

Fanni Flap, CFI

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	



No, Jim, not even for 20 minutes.

News Notes For The Sections

A Visit to Britain

This summer Florida Suncoast Chapter 99 Carole Griffin and her husband Nicholas were entertained in Britain by members of the British Section of the 99s. Carole and Nicholas had a wonderful time thanks to the efforts of Hospitality Chairman Connie Fricker and her husband, who invited them to an airshow at Blackbushe Airport near London, and arranged for them to visit Britain's last commissioned aircraft carrier, the Ark Royal, in Devonport Dockyard. Barbara Cannon, Governor of the section was present on board ship, and added her gracious welcome to that of other 99s and friends. Since Carole and Nicholas were both born in Britain the warmth of their reception was like a special homecoming!

The only sad note, says Carole, was the state of general or private aviation in Britain, where government restrictions and bureaucratic red tape have made it very, very difficult for the ordinary individual to fly, either for pleasure or business. Does this situation sound familiar, asks Carole, to those of us here who are disturbed by the mounting number of restrictions encountered by folk who love to fly? Any support and ideas that would be of help to our British members would, Carole is sure, be much appreciated "over there."

****The Florida Suncoast Chapter** in response to this news has pledged itself to helping our British members. If any other 99s would like to lend their support in any way - Please come forward!



Pictured at the Blackbushe Air Show are (L-R) Jeremy Armstrong, Carole Griffin, Nicholas Griffin, Connie Fricker (British Section), Kay Armstrong (South Central African Section, also visiting Britain at this time), and Alan Fricker.

German 99s Participate in Amazon Air Rallye

By Bruni Bradley

September 2nd, 3rd and 4th saw again a flock of airplanes covering at the Ludwigsburg Army Airfield for the biennial Amazon Air Rallye, sponsored by the Organization of German Women Pilots. Our Ninety-Nines Section meeting was held in conjunction with the German Women Pilots annual meeting. Present were: Hanna Reitsch, Elly Beinhorn, Waltraud Bals, Helga Fischer, Heidi Horn, Hanna Huebner-Kunath, Erika von Griesheim, Dr. Marie Luise Wessel and Bruni Bradley.

All contestants were looking forward to the Navigation Rallye along the Neckar River and the Spot Landing Contest in Bad Duerkheim 75 miles away. As Saturday dawned, the weather was IFR and all the friendly bribing on the phone to the Stuttgart Met. office to lift the ceiling a little produced no VFR results.

Helga Fischer and her husband, Ernst, used their ingenious minds and kept us busy on the ground, letting the contestants prove their physical fitness by conquering hurdles with oversized plastic boots in a given amount of time. Bruni Bradley, Jr. won that contest. Then we had to sew 25 buttons on a piece of cloth and solve some FAR questions in 20 minutes. Also, part of the Navigation contest could be answered on the ground.

In the meantime one plane took off IFR to pick up the well received luncheon from Bad Duerkheim, consisting of hot peasoup with Knackwurst and rolls. The wine tasting contest was also flown back to Ludwigsburg.

The ceiling finally lifted late in the afternoon allowing for the spot landing contest with safety pilots showing the way around the traffic pattern, since the visibility was very poor. Elly Beinhorn came in fifth on the contest while yours truly landed two feet short. All in all, it was a successful rallye with a culinary banquet served at an old hotel built in the fifteenth century.

Sunday morning was a reception by the Lord Major in Ludwigsburg at the town-hall. The weather did not clear up until Monday, when most of the contestants were able to head home to other parts of Germany.

Aviation Africa

By Betty Ambrose

Air Show! Magic. . . . Spells woven in smoke, bunting and rainbow coloured aeroplanes. Heroes cavorting about the crystal vault in manoeuvres of incredible skill and daring. The snarl and slash of jet fighters in immaculate formation. The apologetic tiptoeing of a dainty Rallye, almost embarrassed by its defiance of gravity. Sore feet, ice cream, technological wizardry, dreams, screams, thrills and excitement. And more tomorrow.

The promise of 'AVIATION AFRICA' at Johannesburg, only the second air show ever held in Africa, was all the excuse the 'Flame Lily' 99s needed to once again prepare an aluminum package of pilgrims for the great event. Following on the success of their Charter to the first air show in 1975, when a Viscount was used, the girls this year set their sights on a Boeing 720.

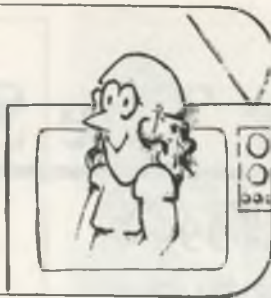
Months of preparation, planning, organizing, wheedling and cajoling finally culminated in a whopping success on the 6th of October when an Air Rhodesia Boeing lifted off with 140 aviation buffs quivering in anticipation in the back. (See Cover.) Imagine the chagrin of all those eager critics when our pilot greased it on at Johannesburg and once again 3 days later at Salisbury.

The air show was all we expected. We did miss Bob Hoover this time but had the delightful experience of witnessing David Perrin of Rothmans fame put an immaculate Pitts through its paces. The South African pilots are no slouches either, and the slick performance of the Air Force and S.A.'s Nick Turvey elicited many well earned gasps and roars of approval all-round.

The South African Section hosted us regally at a party held at Greta Leitch's house where we were treated to a delicious barbecued whole sheep on the spit. Jeanette Van Ginkel persuaded a propane dragon to breathe life into her balloon on the lawn. Beat that for a way to give a party some lift.

Somehow we also managed to get in some city shopping, gawp at colour television, survive without sleep, overeat, overdrink and finally wend our contented way home. A measure of the success of the whole venture was a spontaneous whip-round on the plane coming back, organized by one of the passengers which raised a tidy sum for the 99s. Thank you one and all. ♡

99s in the News



A.E. Scholarship Opens New Doors

Angie Izzo, Eastern Pennsylvania Chapter recipient of the A.E. Scholarship, was contacted by the Altrusa Club of Reading as a result of her recent publicity. The Altrusa Club is a classified service club comprised of executive and professional women whose precepts are professional efficiency, patriotic citizenship and unselfish service to others. Angie was invited to attend a dinner for a "Salute to Women in the News" as one of their honored guests. Her speech included explaining her duties at Civil Air Patrol as flight and ground instructor to the cadets and senior members, and the purpose and goals of the 99s. She stressed that more women should be actively participating in flying activities and encouraged them to consider aviation as an occupation or hobby. Many of the 60 in attendance (doctors, lawyers, bankers, veterinarians, etc.) were very enthusiastic and interested, and asked Angie to take them for an orientation flight. Knowing Angie, by the time this is printed the ladies will have been up and away! Happy flying!

Nelda Kay Lee Becomes Whirly-Girl #247

The winner of the 10th annual Doris Mullen Whirly-Girls Scholarship Nelda Kaye Lee received her private helicopter rating on September 28, 1977 at Metropolitan Helicopters, Inc., in St. Louis, MO. in a Bell 47G-2 helicopter.

A structural design engineer with the McDonnell-Douglas Corporation in St. Louis, Nelda holds a commercial airplane pilot certificate with both flight instructor and instrument ratings.

Past Chairman of the St. Louis Chapter of the Ninety-Nines, Nelda is also a member of the International Toastmasters Club, the American Institute of Aeronautics and Astronautics and the Greater St. Louis Flight Instructors Association.

Now Whirly-Girl #247, Nelda hopes to apply her helicopter training and experience in her design engineering.



Scholarship winner, Nelda Kaye Lee, becomes Whirly Girl #247.

Lake Erie Ninety-Nines Award Pilot of the Year Trophy

At the Lake Erie Ninety-Nines Awards Banquet, held at The Cleveland Club, on October 7, Rosemarie Mintz was awarded the Pilot of the Year Trophy for 1977.

The trophy, presented for the fourth successive year, is awarded to the chapter member who has contributed the most to aviation in the past year.

Rosemarie was an active participant in all chapter activities and took recurrency training for instrument pilots and attended safety seminars sponsored by the FAA. She has raced in several air races, including two transcontinental Powder Puff Derbies, and assisted on the tarmac at several others. She attended Ninety-Nines conventions on the sectional and national level and handled the Lake Erie Vice Chairmanship capably.

Rosemarie and her husband, Ronald, also a pilot, have five children: the oldest is at Ohio State and the others in the Orange schools.

Important Hi-Lights

Congratulations to Sally Woodburn, Minnesota, for passing the Instructor's Course in Cardio-Pulmonary Resuscitation, and to Joan Alyea, Chairman of the Spanish Peaks Chapter, who is a new FAA Accident Prevention Counselor in the Pueblo, CO area.

Congratulations, also, to Carolyn Sullivan, Memphis Chapter, who has been appointed to the International Aerospace Education Committee. She has been very active in Aerospace Education locally and throughout the Southeast Section. Memphis Chapter is extremely proud of Carolyn and knows she will represent them well on this committee.

Have a Few Ratings!

Between August 25 and October 4, Joan Enyeart, Santa Clara Valley, passed the following FAA tests: Fundamentals of Instruction; Ground Instructor, Basic; Ground Instructor, Instrument; Flight Instructor, Airplane; Flight Instructor, Instrument! In her spare time, Joan, who recently flew in the Pacific Air Race (as well as the Powder Puff this summer) is flying for the Oceanic Society as a member of the Air Patrol. Joan and Verna West both belong to the national organization and to the San Francisco Chapter of the Oceanic Society.

Central Illinois Wins Section Plaque

Through the excellent efforts of P.R. Chairman Barbara Jenison, Central Illinois Chapter won the traveling plaque awarded at the fall sectional in Cleveland. This was the first time the award was given and is designed to recognize the chapter with the most points in Public Relations efforts. The chapter was thrilled and very proud of Barbara and this special honor.



Seen at AOPA

Seen at the 99 booth at the AOPA Plantation Party in Florida this year was Lois Rice from Asheville, NC. Lois, a non-pilot, bought one of our coloring books during the 1976 Plantation Party and used the designs to embroider aviation motifs on her own jump suit and her husband's shirt. They came by in Florida to model the results. Pretty cute idea, eh?

99s spreading their wings . . .

Flying Activities



East Canadian

Rain date rained out!

Eastern Ontario's Poker Run was held on October 8. . . a postponed rain date as the rain date (Oct. 2) was rained out! We had only a fair response as again weather prevented those from the west end of the run from participating (Kingston-Suzanne Pritchard). However Gatineau-Mary Mac-Millan, Winchester-Dianne Rothberg, Smith's Falls-Gerda Ruckerbauer, Brockville-Pat Murdock, Arnprior-Suzanne Frogley and Carp-Hildegard Henderson dealt with the hands as they arrived. Marilou Comerford and Virginia Cunningham turned them over to Bill Comerford at Ottawa to be judged. Fred Landry's queen high flush won him first prize. He chose the round trip for two to Sudbury, courtesy of FIRST AIR. One of his passengers was an Ottawa Citizen reporter who wrote a special report on the Poker Run.

A follow up of the Poker Run was the attendance at our last meeting of a prospective member who drove over 100 miles to attend.

Middle East

BT-13s fly formation over Charleston

During the recent Charleston, WV Air Show, Sharon Peters, WV 99, was honored and delighted to ride with Paul Pfoust 49½er of Louise Pfoust, All Ohio Chapter) in his Vultee BT-13. Louise and Paul flew their BT-13s in formation over the city and gave everyone a preview of all that was to come.

North Central

Poker Party in Indiana

Indiana Chapter held a poker party October 16, 1977 at North Vernon, Indiana with hostess Betty Cull. Governor Lois Kennard's 49½er, Bob, won both first and second place. Maybe gals just don't have poker faces, but they had a great time flying.

Dorothy Niekamp, Indiana Chapter, flew in the Bloomington Elks Fly-In for Cancer, October 9, 1977.

FAIR Race Cancelled

For the first time in 17 years the Fair-ladies Annual Indiana Race (FAIR) was cancelled due to weather. Some prizes,

mostly in a humorous vein, were awarded anyway Saturday night at the scheduled awards banquet.

After the banquet, new officers for the Indiana Chapter were installed by North Central Section Governor, Lois Kennard. They are Lillie Danek, Chairman; Theresa Brooks, Vice Chairman; Diane DeCoito, Recording Secretary; Diana Golay, Corresponding Secretary; and Judy Graham, Treasurer.

Watch next springs' announcement for a bigger and better FAIR already being planned. There may be a surprise for everyone.



While waiting for the weather to clear for the FAIR Race, Joan Kerwin (R), Chicago Area Chapter Chairman discusses the affairs of midwest 99s with North Central Governor, Lois Kennard.

Chapters Join in Treasure Hunt

The first annual Treasure Hunt (a combined effort of Lake Michigan and Greater Detroit chapters) was scheduled for Oct. 1st which turned out to be strictly IFR. The rain date, October 2nd, was sunny and 19 out of the 30 entries participated.

The combined efforts of all the passengers were necessary to decipher the clues and follow instructions, but a good time was had by all. Maisie Steers, Lake Michigan Chapter, and her Crew of Bud, Carol and Tom Newman came in first.

Winona Fly-In

On October 16, eight Minnesota Chapter planes flew in for a Sunday event in Winona. A spot landing contest was featured and prizes were awarded to air-

craft regardless of whether the pilot was a 99 or 49½er. Winners were: 1st - Cathy Berg, 2nd - Bill Kuechle, and 3rd - J. Porter. Dinner and the regular meeting followed at the Hot Fish Shop. Lots of fun!

Northwest



Trophy winner Phyllis Baer with other Greater Seattle spot landing competitors.

Spot Landing Contest

A spot landing contest was held in conjunction with Greater Seattle's October meeting. Bonnie Klein, Van Adderson and Chairman, Ulla Hiatt flew up early to place the ribbon marking the spot across the runway and to be on hand to judge the participants. In spite of rain and low ceilings for our flight home, we had an enjoyable day and all realized we could use a little practice.

South Central

Aviation Fun Day

Sandra Rice, Chairman of South Louisiana Chapter was in charge of the planning for an Aviation Fun Day held at Lake Charles Municipal Airport.

Events included an open house of the Tower, Flight Service Station, and Weather Bureau as well as the opening of a new fixed base operation, Transit Aviation, who was kind enough to furnish trophies for flying events which included Spot Landing, Flour Bombing, and Ribbon Cutting contests.

Members assisting her were Dee Wilson,

Flying Activities

continued

Polly Baughman, and Pat Ward. A prospective member, **Priscilla Derks** also helped.



Planning Aviation Fun Day at Lake Charles Municipal Airport are (L-R) **Lloyd Kelly**, pilot; **Sandra Rice**, So. La. 99; and **James Seamon**, Tower Chief.

Southwest

Chapters Help with PAR

The Pacific Air Race was sponsored jointly by the **El Cajon Valley** and **San Diego** chapters. New member **Jane Zoch** entered as a solo, first time racer.

Pumpkin Carving Party

El Cajon Valley Chapter flew-in to join **Imperial So-Lo Chapter** for a pumpkin carving party late in October.

Las Vegas Takes on ARC

Velda Mapelli has moved to Las Vegas and is the Air Race Classic Chairman. **Rene Crow** will be the 1978 Start Chairman.

Monterey Bay Working on Expo

By the time you read this our **HIS 'N HERS Race**, which the **Monterey Bay Chapter** co-sponsor with the **Salinas Airmen's Association**, will be history. Then it will be time to start work on next year's **Monterey Expo**, scheduled for April 20-22. This one is going to be bigger and better, so mark your calendar and Make Monterey in '78.

Ercoupe Day

Nine members of the **Santa Clara Valley Chapter** participated in the 4th Annual Ercoupe Day, when **Marion Barnick**, gave instruction in **Phyllis Pierce's** Ercoupe.

A "WOW" Event

By Mary Lou Brown

The Tenth Annual Kachina Doll Air Rally will go down in the annals of the **Phoenix Chapter** as a WOW! event. From the start of planning last November to the presentation of awards at the Hangar Party at Deer Valley Airport on October 9, Rally Chairman **Judi Carns** and Co-Chairman **Sandra Anson** expertly tailored and guided the event with its all-new format. The Kachina Doll (for women only) and Roadrunner (for men only) rallies of the previous years were merged into one event wherein any two licensed pilots could fly together. Thus, for the first time in the history of the event, men, women, and men and women competed in one rally. Navigation was the key to success. But—some found the lock to be rusty!

The coordinates of the first checkpoint were known before the contestants entered their planes. The coordinates for the second checkpoint were handed to the crews as they started their engines, so the second leg of the flight was figured while flying the first leg. The location of the third checkpoint was revealed by alphanumeric clues marked on the ground at the first and second checkpoints and by reference to a code table provided by a clever route committee. It was an enforced honor system all the way—no spotters were needed at the checkpoints because you couldn't get to the third checkpoint unless you had been right over the first two to read the 20-foot high figures on the ground. Sound confusing? Well, it was fun!

Meanwhile, back at the airport—we learned that pilots may challenge fishermen as tellers of tall tales. Every

story was different, but the theme was consistent: "I would have done better but. . ."

Thirty-eight planes out of fifty starters finished the course in scorable time and with all clues in hand. When the awards were passed out, the coveted Tail End Turtle Trophy went to a brand new pilot who is a great sport, **Penelope Simpson**, whose co-pilot/navigator was none other than the handsome and debonair Director of the Aeronautics Division of the Arizona Department of Transportation, **John Walters**! **Penelope**, the **Phoenix Chapter** is looking forward to presenting you with another award — a little gold membership pin!

On the other end of the list, the magnificent Goldwater Revolving Trophy for first place was presented to **Marge Jensen** and **Roy Thayer**; second place winners were **Don Goebel** and **Roy Quackenbush**; **Jim Antill** and **Mike Haws** took third place; **Eleanor Zoeliner** and **Joe Sobczak** placed fourth; and **Cliff Swigard** and **John Nelson** were in fifth place.

Joan Strand, with **Hizzoner**, her 49½er co-pilot, **Judge Roger Strand**, LANDED RIGHT ON THE MARK TO WIN THE SPOT LANDING CONTEST.

A special appreciation award was given to 49½er **Dave Ellis** for sacrifice above and beyond the call of duty. **Dave** sacrificed a prop in blazing the trail and making the 20-foot limed clues at the checkpoint. Rain and mud and remote sites didn't make his job any easier.

All in all it was a great event. Don't miss the 1978 Kachina Doll Air Rally next October. **Sandra Anson** will be the Rally Chairman.

San Luis Obispo Hosts PAR Stop

It was a busy day at the Paso Robles Airport on October 15th when 40 of the 50 airplanes in the Pacific Air Race landed



for food and fuel. The timing line was manned by **San Luis Obispo** members **Marci Barnett**, **Criss Yecny**, **Mary Stephen**, **Wanda Strassburg**, and **Ruth Ebey** from **San Diego**. They were welcomed by **Emily Cletsoway** and **Beth Parrish** while **Judy Gorham** and **Shirley Moore** directed them to parking for fuel. The food table was garnished and kept by **Mae Wallace** and **Grace McChesney**.

Mountain Flying Course

On October 18, 12 **Santa Clara Valley** members participated in a fly-in to the historic town of **Columbia** (near **Sonora, Calif.**) for a course in mountain flying. **Bill Murphy**, 49½er of member **Helen Murphy**, gave the course, after which the girls visited the town, a "living museum" of Gold Rush Days. The **Murphys** own the **Tuolomne Air Service** at **Columbia**. **Joan Enyeart**, Flight Chairman, made the arrangements.

Santa Rosa Chapter Sweeps PAR

We're not only getting older, we're getting better! The Pacific Air Race, flown October 15th, San Diego to Antioch, drew 57 entrants. Twelve gals from Santa Rosa, California were contenders in the race. Seven...that's SEVEN finished in the top ten. Ginny Wegener and Lynn Cary pulled off the top trophy for FIRST place honors. Sandy Petersen and Phyllis Cantrell took 6th place. Ann Tunney, flying solo pulled off the 8th place spot, and Helen Bamber and Hialeah Reilich took the 9th place standing.

Our other racers who are in top standing are Carol Valette and Sherry Knight; Jean Schulz, flying co-pilot with her mother Pam Vander Linden; and first time racers, Joan Robbins and Bea Ramu. We're so proud of all our gals!!!!

Pacific Air Race Results

Under a rapidly clearing October sky, 56 aircraft took off from Gillespie Field, San Diego on the 13th Annual Pacific Air Race, co-hosted by the San Diego/El Cajon chapters. This year's speed race zig-zagged from San Diego to Lancaster to Paso Robles to Antioch for a total of nearly 500 miles. The terminus hosts Mt. Diablo/Redwood Empire chapters turned Buchanan Field at Concord into a 99 resort with a smoothly run end to an exciting race. Hard work and enthusiasm were also donated by the San Luis Obispo/Hi Desert chapters for the coordination of the flybys.

Final results are as follows:

1. Ginny Wegener, Lynn Cary
 2. Luana Davis
 3. Norma Flutterman, Virginia Showers
 - 3½. Mary Pearson, Harriett Booth
 4. Margaret Callaway, Frances Simmons
 5. Ali Sharp
 6. Sandy Peterson, Phyllis Cantrell
 7. Sue Adler, Mary Santosuosso
 8. Ann Tunney
 9. Helen Bamber, Hialeah Reilich
 10. Jo Ann Siglin
- Best Team - First Time Racers - Patty Rogers, Kathy Boyles
 Best Team - Less than 500 hours - Eleanor Moon, Jo Clyde
 Best Solo - Under 200 hours - Elizabeth Smith
 Best Solo - Over 200 hours - Luana Davis
 Special Award - Best Cessna Team - Ginny Wegener, Lynn Cary



Woman & Machine

Welcome Mat Out. Ruth Thomas, a charter member of the Tennessee Chapter and husband Ferris are close to realizing their long-time dream of having an airport in their front yard.

Ruth and Ferris are putting the finishing touches on their new home in Montvale Air Park, a subdivision they constructed with four other couples around a landing strip seven nautical miles south of Knoxville's McGhee Tyson Airport.

"We'll put it on the Atlanta sectional and be ready for company as soon as the trucks are off the runway," says Ferris. But knowing Ruth and Ferris, they've already got the welcome mat out - if you'll bring along a hammer and nails.

The Hard Way to Get an Airplane. When Helen Williamson, Alaskan 99, was laid off her job as mechanic for Wien Airlines in May, she immediately began using her free time for constructive purposes. She spent the summer getting her SES, Multi-engine and Instrument ratings, and then started bush flying in her PA-12. She even lived in the bush and recovered a wrecked Cessna 180 off a mountain 100 miles north of Kotzebue.

Bandages Coming Off. Phyllis Barber, Iowa Chapter, reports that her Debonair is now back in mint condition after its "run-in" with the military fuel truck last spring. (Military fuel trucks are not supposed to back up on the ramp without a watchman!)

A First for Connecticut Chapter. The first woman to fly an R.V. is June Murphy of Connecticut Chapter. An R.V. is a low wing, single engine, single place home-built and was constructed by June's husband, Paul. The plane, which they keep at Trumbull Airport in Groton, CT, is orange and white with the family crest painted on it.

A Quiver of Arrows for the Finger Lakes Chapter. "Jan's Blue Yonder" is a beautiful new and well equipped Piper Arrow belonging to Janet Moffet. Its call number is 2BY (for "second Blue Yonder...") The first Blue Yonder met a lamented and untimely end.) Janet and Marcia Gitelman flew commercially to Vero Beach to bring the lovely 2BY home to Rochester, NY. Enroute the two 99s were surprised to hear center ask them to make a frequency change to 122.9. Upon doing so

they heard a familiar voice greeting them. It was Julie Googins and 49½er Frank who were returning from a holiday in Florida. They knew that "2BY" would be Janet's new plane, and they initiated the plane to plane contact.

Evelyn Gan and 49½er Mac changed their Arrow for a new one. N75182 was welcomed into the family by son Douglas who passed the flight test for his private license in it.

Popularity of the Cessna 172 Ranks High with 99s. Joyce Wilkins was excited over her brand new, fully equipped 172. This Shreveport gal put 20 hours on it in the first three weeks. The sharp and shiny 172 on the ramp at Freeport International Airport is Caribbean Section 99 Sandy Dunn and husband, Max's N70320 sporting her new paint job of white and orange and brown trim. Another Caribbean member, Dr. Iza Horsfall, is a partner in N13632, also based at Freeport.

Another new Skyhawk has been claimed by Iowans Jean and Lem Ellingson while Quad-City's Norma and Roger Smith are part of a brand new club with an Instrument equipped 172.

New Goodies. Vickie Harding and 49½er, Tom, have added a 720 channel radio, GS and MB to their Cherokee 180. They've been having a great time playing with their new toy.

Plotting the Direct Course. After picking up a new 182 at the Wichita factory, Golden West's Janie Postlethwaite and her husband, Hart, returned to San Carlos, CA by way of Canada.

More new Wings. Proud owner of a Super Viking Bellanca complete with area nav, is Shreveport's Eileen Anderson. Shirley Zilliz, Western NY, has a new Cherokee Lance. Comanches are now owned by Long Island 99s Ronnie Minnig and Judy Basse, and one with a new DME, too, has found a home with Orange County's Betty and Harold Ackerman. The flying Gibson family, Lelah and Dana and their husbands, Marshall and Mark, are new owners of a Beech Baron which is now fondly referred to as the "Oklahoma Shrimp Express" after the duty it pulled bringing back the goods for over-gross chapter members following the Sectional in Galveston.

Have you heard about the two red corpuscles who loved...in vein...?

Ninety-Nines

Projects

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



New England

Authorized Personnel?

Eastern New England 99s were invited to have an exhibit during an Air Show at O'Brien Field, Worcester, Mass. We quickly resurrected and refurbished the booth we used at the Mansfield Air Fair last spring. However, here the plot thickens. Do not believe Carol Stiles when she says it will fit easily into the average American stationwagon; the average American ½-ton pickup, YES; the average American stationwagon, NO! Undaunted, Lillian Emerson, Carol Hogan and Jean Doherty schlepped their way into the airport with a giant 99 display booth. This means that when the three arrived at 6 AM in the slightly modified booth/stationwagon combination, bedecked with stickers reading, "99s are Lady Pilots, Safety is No Accident, SFO is the place to GO," and "I'd rather be Flying" license plates, the airport guard had the unmitigated gall to say, "Well, how can I tell if you're authorized personnel or not?" Indeed!

But when our resident 99 and Airport Commissioner, Marie Lepore, arrived she saw to it that the red carpet was rolled out for the ladies. They were wine and dined by Worcester's finest including the Mayor and radio/TV personalities. Our presence caused quite a commotion with many people making inquiries about lady pilots. In fact we signed-up two more prospective members. And as a final treat, Commis-

sioner Lepore saw to it that we had the best seats in the house for the spectacular Air Show that followed. Not only were we able to bring the 99s to the public attention and educate people as to our organization and purpose, but we had a ball doing it!

New York-New Jersey

"Careers In Aviation" Speeches

Following the admonition of President Lois in October 99 News to search out prospective members, Carol Mohandliss and Janel Kesel of the Finger Lakes Chapter are already working on next generation's 99s. Carol spoke to three groups of Camp Fire Girls about aviation. Janet represented "Careers in Aviation" at a Camp Fire Girls Career Day. She was one of twenty five women who spoke and answered questions about their careers. Interest in and questions about aviation were second only to modeling.

Long Island Sponsors AWARE

On October 25th, the Long Island Chapter co-sponsored a Safety Seminar with the FAA and ACLI. The Ninety-Nines presented Project AWARE for non-pilots and a safety program for pilots was under the direction of the FAA.

North Central

Airmarking in Central Illinois

"Over there, that's the airport - isn't it? No more will this be heard in the cockpit over Beardstown. Sunday, October 10th found a hardy group of Central Illinois 99s and their 49½ers armed with brushes and rollers painting B-E-A-R-D-S-T-O-W-N on local airport ramp. Chairman Ruth Teel furnished all the fixings for noon lunch as the marking proceeded. A feeling of a job well done appeared on all faces by mid-afternoon. We have also completed MARSHALL CO. at Lacon, Ill. and have

several others to lay out. It really is one of our fun projects and heartily endorsed for other chapters.

Chicago Area Plans Safety Clinic

November 12 will be the date for the Chicago Area Safety Clinic to be held in Rockford, Ill. Many programs are featured, including the types of maintenance owners can perform on their aircraft, an orientation class for non-pilots, free BFRs, and current regulations.

Chicago Area 99s also had a booth at the 1977 Illinois Aerospace Education Association Convention held in October at the Hyatt Regency, O'Hare. The members helped spread the word on 99s in aviation and answered many questions regarding our group.

Plans for NIFA

Chicago Area 99 Polly Gilkison is working hard with plans for the NIFA meet coming up in November in Southern Illinois, where other 99s will also be assisting.

"Old Newsboy's Day" Highlights STL Projects

The Greater St. Louis October Hangar



Some of St. Louis' contributions to "Old Newsboy Day" sales staff! Neither old, nor boys, they still sell a lot of papers for charity.



Exhibitors Jean Doherty, Lillian Emerson and Carol Hogan (L-R) with the 99 booth at the Worcester Air Show.

Dance was a huge success, netting roughly 600 huge bucks for our sagging treasury. November will find our gals again braving the cold, standing on the corner hawking newspapers for **St. Louis Globe Democrat's** annual "Old Newsboy's Day" charity fund drive for children. They plan to help combat the cold by wearing their 99 sweatshirts. (How's that for a plug for the Cape Chapter??) Then, on December 22nd, we are again teaming with Ozark Airlines to present "made-in-99-land" holly corsages to arriving Ozark passengers as a cheery welcome to St. Louis. All of us appreciate being made welcome at distant airports, so we feel this an especially fitting gesture by 99s for holiday weary travelers.

Indiana Dunes Aviation Clinic

The second Aviation Clinic sponsored by the **Indiana Dunes Chapter** on October 15, 1977 was very successful. The Snoopy Course was instructed by **Sheila Dick** and the chapter's newest member **Margaret Gordon**. While the Snoopy Course is aimed at the non-pilot, alleviating fears and apprehensions as well as what to do in case of an emergency, it is very popular as a review course for the rusty pilot. **Charlene Falkenberg** instructed a class in teaching the private pilot how to make use of the many advantages in knowing how to use the Low Enroute IFR Charts. This too, was very popular as a review class for the rusty IFR pilot and the pilot studying for his instrument rating. BFRs were given all day. Several volunteer instructors from local FBOs donated their time under the supervision of Ken Davis, Accident Prevention Specialist. Movies were shown continually on schedule all day by **Muriel Kreski**. The preventative maintenance class was given by Mel Lamb, chairman of the local Experimental Aircraft Association Chapter. The 99 booth manned by **Vicki Harding** brought in names of several prospective 99s. Coloring Books and Snoopy Bags were purchased by many participants as well as other Ways and Means Items that were sold by the chapter. With coffee in all classrooms all day, a delicious luncheon served at noon, all registrants went away with their stomachs filled and hopefully some new information in their minds. Safety as well as knowledge was the theme. With the participation of about 90% of the members of the **Indiana Dunes Chapter** we feel it was a day well spent.

Kalamazoo Airport Film

The Kalamazoo Airport film was developed under the combined efforts of **Eloise Smith** and **Maisie Steers** of the **Lake Michigan Chapter**. It features the Kalamazoo Airport from its very beginning with slides and narration. Eloise has already shown the film three times.

Northwest

Alaskans Join CAP

Forty-nine and a halfer Warren Polsky has recently been named Commander of the Polaris Squadron Civil Air Patrol based at Merrill Field in Anchorage. **Pat Polsky** will serve as Emergency Services Officer on Warren's new staff with duties to include recruiting of personnel willing to serve on search and rescue mission.

North Dakota 99s Judge for Region V, NIFA

Beth Lucy, Jamestown, North Dakota, was chief judge for the Region V, NIFA meet held at Grand Forks, North Dakota on October 7 and 8. **Kay Vogel** of Bismarck was also one of the judges. Other 99s assisting with the cross country event were **Karen Werner**, Bismarck, **Vonne Bourgois** and **Pat Johnson** of Grand Forks.

With the Numbers

Wyoming 99s were literally "with the numbers" as they repainted numbers on Runway 10-28 (the prevailing winds) at Torrington Municipal Airport on October 15. With the assistance of a couple of 49½ers, the supply of white paint was depleted and yellow taxiway marking was undertaken. Besides providing much-needed community service, the 99s were pledged to prove to a disbelieving airport manager that they were willing and able to meet their previous commitment which was cancelled due to inclement weather. We "showed" him!

New Design in Fabric Patches

Wyoming's reactivated chapter is offering a new design in fabric patches to the general membership. The cartoon characters portray an airplane with a girl pilot. A boy pilot suitable for 49½ers is also available. Details can be found in the classified section.

South Central

Houston 99s Airmark Bailes

Houston 99s flew to Angleton, Texas to airmark Bailes Field on September 27th. **Paula Faught**, **Joy Johnson**, and student **Suzanne Baker** flew down in their 172 and **Mary Ann Basham** brought daughter Laurie, and **Betty Fritts** in her Cherokee 140. **Shirley** and **J.K. West**, also Houston 99 and 49½er, met them at the field and all manned paint brushes and headed to the top of the hangar. After finishing a good job, J.K. gave them a ride in Shirley's North American AT-6. It was a great ride!!

Pinch Hitter Course Held

Joyce Johnson of the **Houston 99s** held a Pinch Hitters course, "Fear of Flying". This course was especially for wives who are not pilots and included a session on emergency procedures to help the pilot in case of an emergency. Joyce is now instructing and managing a flying school at Hull Field.

"Lincoln Aerospace Awareness Days"

Nebraska 99, **Evelyn Sedivy**, who is also president of the Nebraska Association of Aerospace Educators, was instrumental in planning and organizing an aerospace awareness project in Lincoln during the month of October. "Lincoln Aerospace Awareness Days," co-sponsored by NAAE and the Lincoln Chamber of Commerce, included NASA presentations to school and civic groups (NASA Astronaut Col. Don Peterson was a keynote speaker), a moon rock and other exhibits in Lincoln shopping areas, a two-week evening aerospace workshop for teachers (graduate credit was provided by the University of Nebraska) and other activities. **Nebraska 99s** assisted with and participated in the two-week activities.

Nebraska 99s, **Jean Scoggin**, **Dottie Adcock**, **Paulie Perry**, and **Keeta**
Continued page 26



Wyoming 99s will look distinctive wherever they go in their chapter's designated blue jump suits with embroidered insignia. (See advertisement section to order 99 and 49½er patches.) These "Look Alikes" are Wyoming Chapter officers **Elizabeth Grieve**, **Crystal Ahrens**, **Judy Logue**, and **Kay McMillan**.

Projects

continued

Thompson assisted with a State Department of Aeronautics VFR Refresher Course in Scottsbluff on October 8.

"Wake Up Pueblo"

"General Aviation" was a featured group at the monthly "Wake Up Pueblo" breakfast in October sponsored by the Pueblo Chamber of Commerce. Local pilots, FBOs, tower personnel, and members of other local aviation groups were introduced during the program by **Joan Alyea, Spanish Peaks Chapter Chairman**. Ninety-Nines attending the breakfast included **Shannon Hawthorne** and 49½er **Dick**, and **Gertrude Howard**.

Southeast

"Spirit of St. Louis"

Lands at Spartanburg, SC

Autumn leaves and nostalgia rained on Spartanburg, SC as the replica of the "Spirit of St. Louis" was taxied to the ramp. **Blue Ridge Ninety-Nines Carol McKinney** and **Eleanor Sankey** stopped selling commemorative stamps and Lindbergh memorabilia long enough to pose with the pilot, **Charles Hillard**. **Lee Orr** and **Dot Penney** were also on hand for the festivities! Thousands of school children were able to relive a page from their history books. Another successful stop for the EAA Lindbergh Commemorative Tour.

Spaceport Chapter On Display

The Florida Spaceport Chapter had a 99



Blue Ridge 99s Lee Orr, Dot Penny, Carol McKinney and Eleanor Sankey with Charles Hillard.

display booth at the Kissimmee Air Fair, selling aviation items.

The "fabulous" Navy Blue Angels performed, leaving many thousands of spectators breathless. Also in the Air Show were The Golden Knights, World Champion Aerobatic teams such as Art Scholl, Bob Hoover, Charlie Hillard to mention just a few. Our chapter booth was decorated with beautiful 99 signs and a display of 99 lady pilots and Derby racers. It gave us the opportunity to introduce our organization to lady pilots who had "never" heard of us before. A picnic was enjoyed by the chapter members and 49½ers attending the colorful, exciting Air Show in the beautiful state of Florida.

Southwest

NASA Safety Program Presented

El Cajon members assisted with an FAA safety program presented by NASA. There to lend a hand were Chairman **Evelyn Wing**, Co-Chairman **Cay Hatch** and members **Connie Davis** "Boo" **Bergman** and **Virginia Renn**.

Monterey Bay Sponsors

NASA Programs

In October we sponsored a NASA program from Ames Research Center conducted by red haired **Calvin Pitts**. A super program, the kind which makes you wish you were just being born so you could participate fully in this exciting future.

Phoenix Airmarks Eloy

A very small group of dedicated 99s from **Phoenix Chapter** air-marked the Eloy airport on October 16. Now, "ELOY" is a four-letter word, and that doesn't sound like much airmarking, but add "EL 1513", numbers and centerlines, and that makes for a big job for Air-Marking Chairman **Carolyn Chard**, **Lynn Rawlins**, **Carol Leigh**, **Bev Risley** and her family, and student pilot and prospective

member, **Susan Somato**. Their hosts at Eloy expressed their appreciation by feeding the famished workers.

"White Knuckles" Package Available

On October 22nd, **Ava Carmichael** cranked up her Aztec and loaded 49½er **David** and **San Diego 99s Dianne Stocklin** and **Betty Wharton**, inside for a trip to Lubbock, TX. There they conducted their Flying Companion Seminar for the **Lubbock Chapter**. Incidentally, their S.O.P. is ready now, and Ava's book, "From White Knuckles to Cockpit Cool" is done. Ava and David did a superb job of bridging the gap between the highly technical side of aviation and the "fun" side. The package is \$25.00. For more info, write or call **Betty Wharton**. (See Classified ad, p. 31)



San Luis Obispo Hot Dog stand yields profits for "Flying Start" scholarships.

Hot Dog Sales Nets Almost \$1000 for Scholarships

A portable booth was built by **San Luis Obispo 49½ers**, **Dick Gorham**, **Al Yecny**, and **Leroy McChesney**. Since selling Hot Dogs is our means of raising funds for our "Flying Start" award a portable booth was in order. On September 25th \$490 was raised at the Paso Robles airport on "Airport Day", where **Bob Hoover** was the main attraction. On October 8th and 9th at the Western Fly-In on the San Luis Obispo County Airport, \$450 was net. The chapter plans on giving two "Flying Start" (valued at \$400 each) awards next year from these funds.

AE Scholarships Supported

Santa Rosa Chapter was proud to send off a \$200 check for the **Amelia Earhart Scholarship Program**.

Scout Post Sponsored

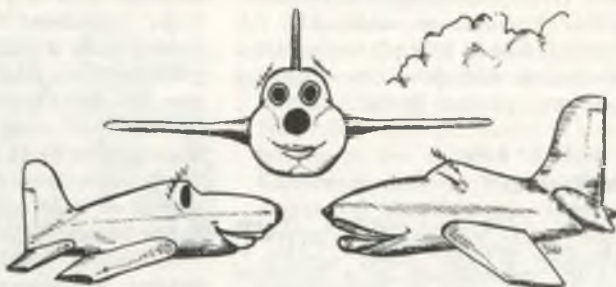
Explorer Scout Post 214, ala the "Black Sheep", will be sponsored by the **San Gabriel Valley Chapter 99s**. ♡

94 YEARS MEMBERSHIP

El Cajon Valley members celebrated a combined membership of 94 years. They were **Anna Bledsoe**, **Dottie Davis**, **Lilly Martin**, **Virginia Renn**, **Dottie Sanders**, and **Margaret Walton**.

99s getting together

Meetings



Caribbean

Section Meets at Freeport

President Lois Feigenbaum, Jo McCarrell of the Wildflower Chapter and Florida Goldcoast and Gulfstream Chapter members were guests of the Caribbean Section at their fall meeting which took place on October 23rd at the Garden of the Groves in Freeport, Grand Bahama Island. Pictured with their guests are Caribbean 99s Governor Esme Williams, Carole Chambers, Harriet Lynch, Fran Davis, Sandy Dunn, Yvonne Smith, Lola Price and Helen Veatch.



Caribbean Section 99s and their guests.

East Canadian

Aerobatics is Topic

Jay Hunt of Aerobatics Canada Chapter 5 (Ottawa) was special speaker at the October meeting of Ontario Chapter. He also showed the movie "Wings over Tail", showing excerpts from various aerobatic competitions. The Lomcevac was especially well portrayed. The name means "Shake the tree to get the apples down". One might say the aircraft is somersaulting.

Question: could an ultra short person be eligible to fly one of these ultra small aircraft? Donna Murdock, under 5 feet, is too short to apply for a license even though her desire is really big.

Maple Leaf Members Enjoy Simulator

The October meeting of the Maple Leaf Chapter 99s was held on October 2nd in Goderich, Ontario.

Ann Judd arranged to have a simulator available for our use as well as interesting and informative tapes of air traffic instructions into Toronto International Airport. Ann's husband Bob, a ground school

instructor in the Port Elgin, Ontario area shared his time and knowledge by demonstrating a flight simulator's attributes in night and instrument training.

Western Canadian

Joint U.S. — Canadian Meeting

Cranbrook, British Columbia was the site of an "international" meeting of the 99s when members of the Intermountain Chapter joined the Alberta, B.C. 99s for a meeting at the Cranbrook airport, about 50 miles from the international boundary. The U.S. girls came from Idaho and Eastern Washington and the Canadian women were from Cranbrook and also from the other side of the Rockies, namely southern Alberta.

Marginal flying weather prevented members from northern Alberta from attending as they could not get through the mountain passes. Eighteen women (including several prospective 99s) enjoyed a slide presentation of the Powder Puff Derby Commemorative Flight as presented by Louise Prugh of Spokane Washington. Three 49½ers who flew up to Canada with their wives spent the afternoon sightseeing around the town of Cranbrook which is situated in a wide valley nestled up against the Great Continental Divide with high, jagged snow-capped peaks. Due to the success of this joint U.S.—Canadian meeting, the Alberta Chapter has tentatively suggested that an "international" meeting be planned for Henley's Aerodrome, north of Coeur d'Alene, Idaho next June.

Middle East

Fall Sectional at Wilmington, Delaware



Serving as officers for the Middle East Section are (L-R, standing) Governor Doris Jacobson-Maryland Chapter, Vice

Governor Linda Hollowell, (seated) Treasurer Lucy Thompson both of the Hampton Roads Chapter, and Helen Davidson-Greater Pittsburgh Chapter. Doris and Lucy are Private Pilots, Linda-Commercial with Instrument Rating, and Helen-Commercial with Instrument rating and all Ground Instructor ratings.



Thanks to Virginia Thompson of the Shenandoah Valley Chapter, there is a complete and up-to-date written history of the Middle East Section 99s. For her many hours spent compiling, editing, and writing the Mid-East members give her three cheers! She is shown reading the latest installment at Fall Sectional in Wilmington, Delaware.

West Virginia to be Site of Spring Sectional

Attending the Middle East Sectional meeting in Wilmington were WV 99s Bonnie Plowman, Jean Pickering, and Marlene Logston. They were taking a look at how it's done as West Virginia 99s will be hosting the Spring Section Meeting in Charleston in April of 1978

New York-New Jersey

On-Going Series of Educational Programs

The Finger Lakes Chapter has an on-going series of educational programs devoted to health, survival and safety. The October meeting, the latest in this series, featured a demonstration by the Genesee Valley Heart Association on Cardio-Pulmonary Resuscitation.

Flights for Missionary Related

The Western New York Chapter met at
Continued on page 28

the Cavalier Restaurant in Amherst, NY for their October meeting. A very interesting slide program was presented by Dr. Zakerzewski, who in 1976 piloted a Catholic Missionary Bishop in New Guinea throughout a six-month period.

"This is Your Life Nicole Radecki"

Outgoing Chapter Chairman **Nicole Radecki** was surprised with a "This is Your Life" presentation at a barbeque dinner. It spotlighted Nicole's family, seven pilot ratings, aviation career and her many contributions to the 99s. Chapter artist, **Carol Richards**, created a jig-saw puzzle with each piece representing an outstanding highlight in Nicole's life. It was a well deserved tribute to an outstanding 99.

On October 1st, the **Long Island Chapter** held a recognition dinner for spouses and friends who had encouraged and supported their aviation activities. Trophies and plaques and fitting testimonials were presented with grateful appreciation.

North Central

Energy and Aviation Subject of Talk

The October meeting for **Chicago Area** was held at Midway Airport, Chicago. The members heard an interesting speaker from Hartzog Aviation, Rockford, IL regarding the energy situation and the problems general aviation is facing in spite of the small amount of fuel general aviation actually consumes.

Detroit Has "Get Acquainted Tea"

The **Greater Detroit Area Chapter** hosted a most successful "Get Acquainted Tea" for prospective members on October 23rd. A little problem arose the day before the tea when our hostess, **Mearle Frame**, broke her wrist. Despite the wrist, Mearle very successfully supervised the tea with the superb help of co-hostess **Melba Smith** and much assistance from the chapter members. Several women came to meet us and everyone, guests and members alike, enjoyed themselves very much.

Pull out all the Stops and Have Fun!

In the "pull out all the stops and have fun" department, the **Greater St. Louis** December 13th Christmas party at Weiss Airport will advertise the fact that we are an International Organization. It is to be a buffet supper consisting of cuisine from all parts of the world (well, the recipes, that is) provided by our members. A similar party a few years ago proved beyond a doubt that our ladies not only excel in the air, but are plenty good on the old range, too. Fancy French Chefs, eat your heart out!

Iowans Tour Winnebago Factory

The second Sunday of October was a

beautiful day for many **Iowa Chapter** members to wing our way to Forest City, home of Winnebago Motor Homes. Gathering in Winnebago's hangar we were briefed by Winnebago's chief pilot on the uses of their planes, and were able to "climb into" their Lear, King Air, and Baron. After lunch we took a driving tour through the Winnebago factory grounds, where we saw row-on-row of beautiful motor homes.

A further highlight of the day was holding our meeting in the lovely new classroom of 99 FBOs, **Bobbie Smith** and **Gerri Bendixen**. Finally, lunch on the campus of Waldorf College and then good weather, still, for our homeward flights. Super Day!

Northwest

Mystery Flight Cancelled

In lieu of Mystery Flight which was cancelled due to a snow storm, **Alaska 99s** met at the CAP hangar for a weight & balance review & a/c performance with 99 **Kathy Christensen** from Lazy Mountain Aviation. Lunch and gabfest followed at the Airport Cafe. The following Saturday **Anita Benson**, **Betty Rogers**, **Marion Zaegel**, **Lavelle Betz**, **Pat Polsky** and guest flew through moderate turbulence due to winds blowing off the Knik Glacier, to Wasilla for brunch.

99s View Film on Amelia Earhart

Intermountain Members met in the Spokane, WA Public Library in November to view a film on Amelia Earhart. Members and guests shared coffee and dessert following the film.

Twelve members attended the October meeting in Cranbrook, Canada, a joint session with Canadian 99s.

Propeller Pins presented to Soloed Students

The October meeting of the **North Dakota Chapter** was held at the home of **Eleanor Pietsch** at Minot. Highlight of the meeting was the presentation of hand carved propeller pins to student pilots having soloed and participating in the North Dakota Chapter 66 program. Receiving pins were Jan Kelleher, Corliss Marsh and Judy Richardson all of Minot.

South Central

Galveston Site of Sectional

Members of the South Central Section gathered in Galveston, TX for the fall meeting in October. Small **Coastal Bend Chapter** really worked their hearts out to give us all a proper welcome in this town with lots of sea and shrimp but no Ninety-Nines.

President Lois Feigenbaum was on hand along with **International Treasurer Hazel Jones**. Chapters shared their experiences over the past year during the business meeting. Workshops were presented by Section Airmarking and Activities Chairmen and everyone had a chance to

offer words of wisdom in the roundtable discussion of plans for the International Convention planned for Vail in 1980.

Past International President "**Gabby McNabby**" unrolled her adding machine tape of notes and kept us in stitches during the banquet. Ever-flying **Edna Gardner Whyte**, who probably has soloed more students than most of us have hours, was the recipient of the Jimmie Kolp Award honoring outstanding and unselfish contributions to aviation.

Then it was CAVU the next morning for trips home with all the shrimp we could carry and still get off the runway.



"Gabby McNabby" unrolls her adding machine tapes of notes and aviation humor before the banquet crowd.

Mystery Solved

The **Oklahoma Chapter's** Mystery Flight chairmen **Marilyn Ratzlaff** and **Lee Coates** surprised 12 99s, 5 visitors and 2 prospective 99s traveling in 7 planes with directions to Shangri-La Lodge on Grand Lake. Everyone was anticipating a trip to Ada for BBQ ribs. Prizes were awarded to **Nancy Smith** for completing the navigation quiz first with all the right answers; **Norma Vandergriff** was recognized for deciphering the instructions and arriving first; **Jan Million** was presented the 'Flyin' Fannie' plaque for mentioning Ada the most times in the past six months; and **Tere Lynch** won the BooBoo Cup for nearly missing the entire trip. Following lunch, the group enjoyed a tour of the lodge facilities.

"Shrimp Run"

It was what might be called a "Shrimp Run" for the **Oklahoma Chapter** members attending the Sectional in Galveston. **Dana** and **Mark Gibson** brought back 120 pounds in various lots for various members. The de-heading ceremony took place at the Gibson Airport in El Reno (but NOT IN THE HANGAR).

Shreveport 99s Turn out to be the "Laurel and Hardy" Type

Shreveport 99s made an unusual report on their yearly activities at the Fall Sectional. This was done by a "Laurel and

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"Spirit of St. Louis" Visits San Antonio



San Antonio members gather in front of "Spirit of St. Louis". Back row (L-R) Alice Foeh, Ruth Nichols, Virginia Spike, Pam Crane, Norma Barr, Ann Lowell. (Front row) Peggy Kemble, Saralda Ross, Mary Ann Greer, Anne-Marie Benham, and Carolyn Wetzel.

Hardy" type movie running fast and accompanied by jazz music on "How not to check out an airplane". Shreveport's monthly meeting for October was held at Dottie Port's lake house on "Lake of the Pines" with a landing strip at the back door.

Southeast

Southeast Section Fall Meeting

By Judy Hall

We arrived at tiny Savannah, Tennessee Airport, first participating in a Spot Landing contest, then being welcomed by Memphis Ninety-Nines and others. Next we were transported to the lovely Pickwick Dam Landing State Park.

After getting acquainted with other Ninety-Nines in Hospitality Room #99, we were whisked away to Hammer's Homestead House for a catfish dinner.

Saturday started early with a Chairman's meeting at 8:00 am where lots of problems were ironed out. Then, on to the regular business meeting at 10:00 where the business of the section was discussed and important decisions made.

Topping off the entire meeting was the Saturday night banquet with guest speaker, Patricia Malone from Delta Airlines, Atlanta. Patricia is not a pilot herself, but she is an instructor for airline pilots, teaching them regulations, etc.

On Sunday morning, we all just hop in our planes and head for home. Right? Wrong! The sky opened up and poured on us, accompanied by violent thunderstorms. Many found rides to Memphis to take the airlines, while some of us just waited, hoping for clear skies or, at least, Skyhawk IFR weather (without thunderstorms, please!) We didn't get it until the next day, the IFR type anyway. The others waited a

little longer or called for help from others.

New section officers who took office at this meeting were: Governor, **Peggy McCormick** of Mississippi; **Judy Hall**, Vice Governor, of the **Deep South Chapter**; **Mary Jane Law**, Secretary, of the **Florida Spaceport Chapter**; and **Claudia Conn**, Treasurer, of **Alabama**.

Gulfstream Members

Attend Caribbean Sectional

Florida Gulfstream members **Virginia Britt**, **Mina Elschner**, **Genie Merrell**, **Ellie Reichenback** and **Alexis Montague** flew to Freeport, Grand Bahama, for the Caribbean Section meeting and luncheon. Section Governor **Esme Williams** brought **International President Lois Feigenbaum**, the honored guest for the occasion, with her. Everyone who attended raved about the beautiful Freeport Country Club.

AOPAers Get a Hand from Gulfstream 99s

The 22nd annual AOPA Plantation Party held October 18 to 23 in Hollywood, Florida was well attended by 99s and 49½ers from all over the country. Ninety-Nines also were represented in some of the booths in the Industry Exhibit. **Florida Gulfstream** member **Virginia Britt** was in charge of the Bahamas Tourist Office display, assisted by three Bahamians, **Athama Bowe**, and a policeman and policewoman in their colorful uniforms. Busy Virginia is not only race chairman of the Angel Derby, but is also the coordinator of the Bahamas Treasure Hunt to be held in November 26 to December 2. Other familiar faces seen at the Exhibition Hall were those of **President Lois**, 99 **News Editor Jan Million**, **Coloring Book Author, Jo McCarrell**, and Board member **Esme Williams** in the 99 booth. **Peggy Brown**, also **Florida Gulfstream**, and **Dick Sanders**, a member of the Board of Directors of the United States Seaplane Pilots Association, helped with the transportation for the seaplane course. Since AOPA used a site for the floatplane instruction that was 25 miles from the Diplomat Hotel, that meant a lot of traveling back and forth with the seaplane students, but a lot of fun as well out at the Sawgrass seaplane base.

Southwest

"Standing Wave" Conditions Displayed at Tahoe Sectional

Speaking of flying safety education (?) we were treated to the most spectacular display of a standing wave condition we've ever seen recently at our Southwest Sectional at Lake Tahoe. There were lenticular clouds all around the east side of the lake, but this one HUGE booger was probably 20,000 feet high, and about fifty to seventy miles long. You say, you don't HAVE lenticular clouds in Texas? Well, they are named that because they resemble a lens. . . smooth top and bottom, and

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Lenticular clouds around the east side of Lake Tahoe gave Southwest Sectional Goers a spectacular display of a standing wave condition.

saucer shaped. They are beautiful, but they are the nastiest kind of turbulence indicator there is. Not the thunderstorm kind of turbulence, the UP 10,000' and DOWN 10,000' kind. **Run the other way** is the only kind of advice I have ever heard pertaining to these treacherous conditions. Fortunately, we didn't have to leave until the next day when the mountains were docile and gorgeous.

The Word on Grenada is GO!

Lona and Dr. Jim Atkinson enthralled the **Phoenix Chapter** with slides of a flight they made last spring to South America in their globe-circling Twin Comanche. Their route took them from Phoenix to San Antonio, Miami, Grand Turk, St. Thomas, Tobago, and Belem. From Belem they flew that beautiful airplane up the Amazon River to Manaus. On the return they vacationed (what else?) at Grenada (Lona says, "If you have a husband or boy-friend who wants to take you to Grenada, GO!") before stopping at St. Marten, Grand Turk and back home to Arizona. What a way to go! Besides all their other talents, the Atkinson pair is becoming very proficient with the camera.

Reno 99s Attend Sectional

The **Reno Area Chapter** was represented at the Southwest Sectional at Tahoe by Jean Seaton, Gwen Jaksick, Anita Worel, Lois Williams and Patricia Goodman. When President Lois Feigenbaum's plans didn't jell, Lois Williams came to the rescue by picking her up at the Reno Airport and transporting her to the Sectional meeting.

Museum Offers Room for Women in Aviation

San Diego Chapter's November meeting brought Col. Owen F. Clarke, Director of the famous San Diego Aerospace Museum, to discuss a room or area for Women in Aviation in the new multi-million dollar museum expansion. What a chance for the chapter to get into the "museum business"!

Chapters Combine for Picnic

The **Santa Paula Chapter** hosted the **Santa Barbara** gals on their home ground, the Santa Barbara beach, for a combined chapters picnic. It was lots of fun, and everyone said, "Let's do it more often."

How's Your Chapter Attendance?

Santa Rosa members Joan Robbins and Sandy Petersen have missed only one meeting in five years. ♡

WASP FLASH!!!!

The Bill to award WASPs Veteran status has just passed both Houses of Congress and awaits only the President's signature.



Four Ducks and No Shotgun

We were enroute to St. Louis to meet President Lois and her Aztec in which the three of us would continue to Florida for the AOPA Plantation Party. Aside from picking up every bug in Arkansas, making the windshield almost IFR, it was a very uneventful flight. Working approach into Lambert Field, we were just passing through 2500' about 10 miles from the field when a loud THUD wracked the airplane.

With manifold pressure rapidly disappearing, things in the cockpit became very quiet! Jo McCarrell, 99 Coloring Book Chairman, hollered out, "I see runway lights!" Can you make that field?" A very welcome sight in the black St. Louis night. Jo informed Approach of our intentions and Jan Million, 99 NEWS editor, headed for the field.

We looked too high. But knowing the folly of undershooting when you have no power, we kept the airplane clean and set up a normal glide, knowing that by dumping flaps and slipping, we could drop like a rock at the last minute if necessary. A good decision. Only by S-T-R-E-T-C-H-I-N-G every bit of glide out of the faithful 182 were we able to make it to the edge of the runway threshold. WHEW!!

Dennis Schwandt, CFI, just locking up for the night, saw us and lent a hand to push the poor feather-covered 99NJ off the runway. Using his phone, we talked to a local mechanic about our predicament, wanting to be sure that someone would assess the situation while we were working

the 99 booth in Florida. To our surprise, he said, "I'll be right out." On a Saturday night, yet!

Gene O'Connell turns out to be a very fine mechanic as well as a super nice guy. He teaches the two year A & P course for St. Louis County - one of only three such courses accredited in high schools in the U.S. Looking over the plane, he quickly determined that we had flown into a flock of ducks and that the culprit shutting off the engine had gone through the air filter. Removing the cowling on the grass in the headlights of his truck, he took off the airbox and pulled the duck from the carburetor. We were then able to restart the engine and taxi to his hangar where we could account for the other damage in the light. We had a hit on the right wing, the nose fairing, and the left horizontal stabilizer - some good size dents, but nothing to keep us from flying it home to get fixed once a new air filter was in place.

Gene and his wife then loaded us and our luggage plus the 50 pounds of shrimp we were bringing for Lois into their pickup truck and took us all the way to Lambert Field to keep our 11 p.m. rendezvous with the Prez.

While we hope that your circumstances will be a bit different from ours, we'd really like to urge you to make a stop at Arrowhead Field and meet some of St. Louis' finest and friendliest folks the next time you're in that area.

Feeling Like Lindbergh

Several 99s have been lucky enough to snare a ride in the replica, "Spirit of St. Louis", as it made its sentimental journey around the country. Carol Clarke had the thrill of flying around the valley with EAA Pilot Verne Jobst when the plane was visiting Salt Lake City. Hazel Hohn, who was in charge of the publicity for the "Spirit" when it came to Carson City, Nevada, also logged 15 minutes in this very special plane.

Time Building

As many of you were returning from the International Conference in San Francisco, Maple Leaf 99 Barb Knott and her husband Denny were winging their way west from London, Ontario in their Piper Tri-Pacer, destination Vancouver, B.C. During the two week trip they encountered favourable winds and weather and suffered only minor mechanical inconveniences. Nearly everything went according to plan and they returned to London having added about 25 hours each to their flying experience. This involved flying sparsely populated areas in Northern Ontario and Manitoba, two thrilling days flying the Rocky Mountains and flying in the United States. The two week trip was quite an experience for two low-time pilots. ♡

Pat Beattie, San Diego Chapter, Vice Chairman, logged 6 hours of flight time in a Grumman G-2 corporate jet in September. She co-piloted the craft to Hawaii on a corporate "dead head" mission and received a thorough checkout from the generous pilots!

Ring-Side Seats

Several Santa Paula Chapter members watched one of the Space Shuttle flights at Edwards Air Force Base. They describe it as fabulous and beautiful. Two of the gals were interviewed after the flight for that evening's news by CBS television.

How's This for a Neat Job in Aviation?

Betty Hicks, Santa Clara Valley, has spent a year on NASA's Aviation Safety Reporting System Review Group, where pilots reporting safety hazards are granted immunity. Betty has cockpit passes on three airlines and has one-half hour piloting a 747, logged when she accompanied the San Jose State Golf Team to Hawaii for an intercollegiate meet. Betty is very impressed with the sterile cockpit procedure of TWA, which is enforced, and where no extraneous conversation is allowed for three minutes after take off and eight minutes before landing.

What we all want to be - An Airport Bum

Sharon Atkins, Eastern New England, spent the month of August in Goshen, Indiana, literally next door to the great little county airport. Since she normally drives nearly an hour just to get to an airport, she took advantage of the situation, and added to her list of "planes-able-to-fly". She's now qualified to fly (VERY CAREFULLY) Beech Sports, Piper Warriors and Archer IIs, Citabrias and Rockwell Commander 112As in addition to her usual Cessna 150s and 172s. And she adds, "I finally went over the 100-hour mark on the 1st Anniversary of getting my license!"

Working for the WASPs

Indiana Members Marty Wyall, pilot, Betty Nicholas and Jill McCormick flew IFR to Washington, D.C. to attend a WASP board meeting and a hearing of HB 3321, respectively. This bill is to give WASPs federal credit for duty in WWII, which in turn would give them veterans rights.

GLOSSARY OF AVIATION TERMS

Exceptional Flying Ability—Has equal number of take-offs and landings.

Air Speed—Speed of an airplane—deduct 25% when listening to a Yankee pilot.

Aircraft Flight Report—A loud noise accompanying the termination of an aircraft flight. Usually preceded by a rapid descent.

Altitude Setting—The place where the altimeter sets—usually hidden behind the control column during tight instrument approach.

Horizontal Stabilizer—For poster bed.

99 CLASSIFIED

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

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

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

ARTICLES FOR SALE

CERTIFICATES and CARDS

CERTIFICATES, 49 1/2'er, 9x12 Parchment with husband's pledge, \$2 each. CARDS, 1st Airplane Ride, Plain or Compass Rose, 10/\$1.25. Las Vegas Chapter, Box 12959, Las Vegas, NV 89122.



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.

JEWELRY

From the Chicago Area Chapter. Because of a delay in receiving gold used in the jewelry items sold by Chicago Area Chapter (see 99 Catalog, September 99 NEWS), orders may take 6-8 weeks to fill. Please be patient.

NEW S.O.P. AVAILABLE

San Diego Chapter has a "hot off the press" S.O.P. for our Flying Companion Seminar. This has been a real money maker for our chapter. Get yours by writing to Betty Wharton, 6411 Montezuma Rd., San Diego, CA 92115. Cost: \$25 ppd for both S.O.P. and Ava Carmichael's book, "From White Knuckles to Cockpit Cool".

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.

SOARING BOOK NOOK

Books and Gifts for the pilot. Complete list upon request. Order shipped same day received. Soaring Book Nook, Dept. 9, 9990 Gliderport Road, Colorado Springs, CO 80908 (303) 495-4144.

MIMEOGRAPH

A.B. DICK Automatic electric mimeo machine. Model #530, new in 1968. Excellent condition, drum has been steam cleaned. \$300. The Ninety-Nines, PO Box 59965, Oklahoma City, OK 73159 (405) 685-7969.

NOVELTY AIRPLANE WATCH

Blue, White and Gold Terminal-Tower picture on face w/airplane second hand, blue band, \$18 ppd. Eastern PA Chapter, Gail Lingo, 17 Guild Ct., Willingboro, NJ 08046.

BUMPER STICKERS

Style #1, White, black "Here's a 99 on the move". Style #2, white, blue, black "99s Love Flying (with 99 eye-lashes) \$.50 each. Specify #1 long, or #2 round. Eastern PA Chapter, Gail Lingo, 17 Guild Ct., Willingboro, NJ 08046.

EMPLOYMENT OPPORTUNITIES

AIRLINE CO—PILOTS WANTED

Texas International Airlines, Houston based, is looking for co-pilots for early 1978: degree preferred, FAA Instr. Rating, FAA Comm. Lic., FCC Restricted Radio-Tele., ATR preferred; military exp. preferred, min. hours 1500 w/10% in heavy multi-engine a/c, citizen U.S.A.

Please send resume **only** to:

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P.O. Box 12788

Houston, TX 77017

ATTN: David L. Cisco/Employment.

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AND THEY ARE LOOKING FOR WOMEN! See page 9.

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