

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

JANUARY · FEBRUARY 1978



—AVIATION CAREERS FOR WOMEN—

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# VIEWPOINT

RE: Ninety-Nines Safety Program

Dear Editor:

I feel that an error was made when much of the education-oriented projects were dropped from eligibility for the Safety Education points, and I'm not just saying this because the Maryland Chapter won the award the first year it was given. The year the program was initiated it was titled AVIATION SAFETY/EDUCATION PROGRAM which we interpreted to mean (and evidently correctly so) that BOTH aviation safety and aviation education programs counted for creditation.

Our chapter is active in aviation education in several ways - giving an aviation mini-course at schools; speaking at career days in schools; presenting slide talks to organizations, libraries, etc.; conducting classes wherever the opportunity presents itself. None of these, according to our interpretation, would fall under any category on the (new) point sheet for they are primarily aimed at educating the public about general aviation.

Please understand that the original program and point system did not instigate the activities of the Maryland Chapter. We had already been active in these educational efforts and decided that, since points were being awarded, why not get some credit for what we were already doing. On the other hand, I'm confident that our efforts will continue in the future whether we receive recognition or not.

It seems to me that if earning "Brownie Points" is a way to get chapters, sections, and individual 99s to become more aware of the necessity of good public relations and publicity (both for 99s and general aviation) then awards should be given for efforts in this direction, also. If these projects cannot be feasibly combined with safety projects, then separate awards should be given.

It's my contention that our organization should be leaders in dispensing information about general aviation and the 99s for THE PUBLIC'S CONSUMPTION. It seems rather ludicrous to me that our organization is nearly 50 years old and so few people even know we exist. That includes a lot of people in aviation! Two prospective members who attended our meeting today had never heard of the 99s until one of our members invited them to attend. This happens far too often! How many times has a new 99 proclaimed her status proudly (and rightly so!) only to be met with, "What's a 99?"

So, I repeat, if points and awards are the answer, then why not for efforts to

educate the general public about general aviation?

We have a long way to go in many directions, but, with concentrated effort by 5000 women, the 99s should surely be able to make a dent in the ignorance of the public as to the place of general aviation and its economic importance to our country and the world.

Sincerely,

June Hanson  
Maryland Chapter

## "NO, I NEVER HEARD OF THE 99s"

Have these words ever been said to you? I am afraid we hear them much too often. Somehow, many 99s hide behind a bush instead of shining their light.

We have much to be proud of and should always use every opportunity to tell someone we are a 99 and what it means to be one.

I flew into an airport about 100 miles from my home to attend my regular chapter meeting. Although the weather had turned IFR many members were in attendance. My husband came along with me and hung around the office while we gathered for our meeting and lunch. A lone girl sat in the lobby and naturally my hubby started talking to her. He soon came over to me and said, "She's a student pilot, grounded here due to the weather."

I went over and extended her an invitation to join us for lunch and chatted a bit with her. I said, "We are having a 99 meeting." By her blank look I knew she had never heard of the 99s. She later remarked that her flight instructor was a woman also. I looked up the instructor's name in the roster and found she was a 99.

Somehow we have to make our members want to tell other women pilots about the 99s. This organization has much to offer to a pilot. There are benefits that can be found nowhere else. On the other hand we need the expertise and talent of every woman pilot. NEVER HESITATE TO SPEAK UP — LET THE WORLD KNOW YOU ARE A 99.

Charlene Falkenberg  
Indiana Dunes Chapter

*Editors Note: You are invited to share your comments and opinions about these and other matters of concern to 99s through the 99 NEWS. Please address your comments to: VIEWPOINT, c/o The 99 NEWS, PO Box 59965, Oklahoma City, OK 73159. All letters must be signed, but names will be withheld from publication if requested.*

## ON THE COVER

The collage on the cover is a small representation of the All-Ohio Chapter.

Beginning left center and moving clockwise, aircraft builder, instructor, racer and FBO, our 23,000 hour pilot, Dottie Anderson climbs aboard the Pitts she built.

Search and Rescue is taught to CAP cadets by Candy and Jerry Eichenberger. Cadet Trena Smith has a birthday in January at which time she will celebrate by obtaining her pilot's license and joining the All-Ohio 99s.

At the top and center are Marilynn Miller and Gayle Gorman. The Gorman hangar is easy to find at the Mansfield Airport — merely look for a totem pole with an Ohio Route 99 road sign.

Joan Mace, former WASP, will graduate from Ohio University in June after spending ten years obtaining her bachelors degree. During all those years Joan has been employed by OU as a flight instructor.

Marge and Jim Gorman built the beautiful yellow Staggerwing in which Gayle is seated. The Staggerwing has won numerous trophies.

Upside down or right side up, Barb Mosher not only performs at air shows in her Decathlon but is busy writing and illustrating a book on aviation.

While Gene Damschroder tends to the Ohio House of Representatives, Lu insures that Progress Field stays in the black.

Connie Huffman pauses briefly to pose for pictures while on duty as an Air Traffic Controller at Ohio State University Airport.

The center logo was designed three years ago for the Buckeye Air Rally. The leaf and buckeyes depict the fact that Ohio is the Buckeye state. Photos by Pfalzer.

## 99 History Book Have you sent in your biography...your picture?

Deadline is Feb. 1, 1978

Send in your 100 word biography and picture depicting your favorite moment in your aviation life. Chapter history and group pictures due, too.



# the 99news

Volume 5 Number 1 Jan-Feb 1978

## THE NINETY-NINES, INCORPORATED

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### Special Articles and Features

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### HEADQUARTERS HOSTESS

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

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Additional subscriptions: \$7.00 per year.

Membership Count: 4741 as of December 9

JANUARY-FEBRUARY 1978

## LOOKING UP WITH LOIS



Most of the elements within the FAA have realized the tremendous value of Ninety-Nines/FAA integrated activities and are deeply appreciative of our dedication to aviation. Among our many activities, The Ninety-Nines have jointly sponsored or actively participated in 79% of all Safety Seminars held by Accident Prevention Specialists since the program was conceived several years ago.

Again, we have been asked to demonstrate our expertise in promoting, planning and executing successful aviation programs. A new Flight Proficiency Clinic has been designed by the Plans and Programs Division of the Office of General Aviation. We have been asked to put on the first demonstration clinic to be held February 18th, 1978 at San Jose Airport. The project description is as follows:

A broad-based test of pilot skills and aeronautical knowledge that will increase pilot awareness of air safety skills. It will include elements from NIFA SAFECONs, NPA precision flying, The Powder Puff Derby and other precision navigation events. This program will consist of a one-day packaged clinic organized around basic flight and ground events.

Between five (5) and fifty (50) pilots will be able to sign up and participate in each clinic. Pilots will spend the day in briefings, events and discussions. Accident Prevention Specialists will be responsible for the clinic materials, guidelines and promotion. The Ninety-Nines will sponsor the clinic and make it all happen with complete success. There will be events in take-off and landings, navigation, pre-flight, common sense airmanship and many other worthwhile techniques. Each pilot will be scored individually in each event and receive a private evaluation. All scores will be confidential. At the conclusion of this clinic pilots may be revalidated for their Biennial Flight Review. This program should be challenging, educational and fun.

If this program is successful, it will be submitted to the FAA on March 31st, 1978, for approval with the national kick-off planned for Fall 1978. The Ninety-Nines have been asked to sponsor at least one Flight Proficiency Clinic in each FAA general aviation district. What a small request, but what fun it will be for several chapters to work together and gain new friendships.

Thon Griffith and I will be in attendance in San Jose on February 18, 1978. Please come join us and see the first demonstration of this new, great program - The Flight Proficiency Clinic.

### PhD's in Flying

Shirley Winn, a member of the Sacramento Chapter, ran an ad in the newspaper offering PhD's (Personally Has Discovered) in flying. Her first two hour lecture class entitled "Learn about Flying and Fly, Too" was attended by 55 people of which 44 showed up at the airport for their airplane ride...she flew all day! Three more sessions have been given.



# 99 Calendar

## JANUARY

- 1 January 99 Renewals Due  
No 99 NEWS Deadline

## FEBRUARY

- 1 February 99 Renewals Due  
Deadline - March issue of  
99 NEWS  
Deadline 99 History Book  
23 DRF Airlift Day  
Southwest Section

## MARCH

- 1 March 99 Renewals Due  
Deadline-April issue of  
99 NEWS  
By Laws: Proposed Revisions  
Due  
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 NE Chapter  
14-16 Eastern Canada Section  
Meeting  
London, Ontario  
Maple Leaf Chapter, Hostess  
15-16 Middle East Section Meeting  
Charleston, WV  
W.V. Mountaineers, Hostess  
21-23 South Central Section Meeting  
Green Oaks Inn, Ft. Worth  
Ft. Worth Chapter, Hostess  
Southwest Section Meeting  
La Jolla (CA) Village Inn  
Palomar Chapter, Hostess

## MORE GLOSSARY OF AVIATION TERMS

*Horizontally Opposed*—No! Also see Arctic Frost.

*Arctic Frost*—An attitude assumed by an uncooperative stewardess.

*Certified Aircraft*—An aircraft, all hazardous features of which have been camouflaged.

*Characteristic Curves*—Easiest way to distinguish between a steward and a stewardess.

*Skin Drag*—Dance held at a nudist colony.

*Spoiler*—House Detective.

*Stewardess*—A gal who asks you what you want, then straps you in so you can't get it.

*Range*—Distance to another party.

*Endurance*—Time to reach another party.

*Primer Locked*—The bar is closed.

## APRIL (cont.)

- 22 West Canadian Section Meeting  
Saskatoon, Saskatchewan,  
Canada  
28-30 North Central Section Meeting  
Kalamazoo, Michigan

## MAY

- 1 May 78 Renewals Due  
Deadline-June issue of  
99 NEWS  
6 Fresno 400 Air Race  
Open to both Men & Women  
6-8 Angel Derby  
Dallas, TX-Freeport, Bahamas  
18-20 NIFA SAFECON  
Murfreesboro, TN  
26-28 ILLI-NINES AIR RACE

## JUNE

- 1 June 99 Renewals Due  
Deadline-July/August issue of  
99 NEWS  
3 Garden State 300 Proficiency  
Contest  
10 Mini-Derby  
Hayward, CA  
18 Indiana Dunes Poker Run  
24-27 Air Race Classic  
Las Vegas-Destin/Ft. Walton  
Beach, FL

## JULY

- 1 July 99 Renewals Due  
Items for Sale due for  
99 Catalog  
No deadline for 99 NEWS  
10-13 99 Aerospace Education  
Workshop  
Norman, OK  
15 Indiana Dunes First Annual  
Air Meet  
16 Buckeye Air Rally, All-Ohio  
Chapter  
Rain Date-July 17

## AUGUST

- 1 August 99 Renewals Due  
Deadline-September issue  
99 NEWS  
16-21 International Convention  
Canberra, Australia

## SEPTEMBER

- 1 September 99 Renewals Due  
Deadline-October issue  
99 NEWS  
30-1 North Central Section Meeting  
Minneapolis, MN  
Southwest Section Meeting  
Apple Valley, CA  
Hi Desert Chapter, Hostess

# Legislation Information

By Joan Kerwin

Now, more than ever before, the importance of an active, functioning Legislation Information Committee in each chapter cannot be over-stressed. General aviation is being assailed on all fronts as a bunch of "Fat Cats" with money to burn, flying around in their fuel-inefficient, dangerous crates looking for an airliner, school, or home to crash into. While it is important to educate the public through Public Relations and Air Age Education, first and foremost we must educate our Lawmakers. Here's where YOU come in.

### Individuals:

Remember, your letters to your Legislators do count. Most of them know very little about general aviation and often operate under misconceptions assuming that what "everybody knows" is a fact. Write your Legislators, keeping your letters informative and factual. Be courteous and concise; they (or their aides) don't have time to read long rambling accounts of your latest flight. MOST IMPORTANT, never threaten that you won't vote for him if he doesn't vote your way.

Often, you will get a reply stating that your views will be taken into consideration when the vote comes up, and they will, especially if he receives enough letters with the same view. (Besides, just think how impressed your mailman will be when you get letters from your Senator, Congressman or the President!)

Hopefully, your letter will get the result you want. This might start you writing your Legislators about other concerns affecting you and that can only be to the good.

### Chapter Information Chairmen:

1. Obtain the names and addresses of both Senators and the members of the House of Representatives from your state. (Your local library should have this and it can be photocopied for your files. Don't forget to update after an election!)

2. Obtain a list of State Senators and State House of Representative members. (This can be handled only on the chapter level.)

3. Form a telephone committee which can alert members of eminent votes which require immediate action. At times the mail will just not be fast enough.

4. Keep up on aviation news on both



state and federal levels and report to the chapter for their action.

a. Bring letter paper, envelopes, addresses and stamps to meetings when action is needed. (Stamps to be purchased by members.) Get the letters written on the spot.

5. Keep a list of names and addresses of other aviation organizations, i.e. flying clubs, FBOs, etc., so you can alert them also.

#### Section Information Chairmen:

1. Keep a list of Chapter Legislation Information Chairmen.

2. Establish a telephone chain to your Chapter L.I. Chairmen or Chapter Chairmen, to be used in emergencies, i.e. a vote coming up shortly, requiring prompt action. (It would be much more economical and faster for the International Chairman to call the Section Chairmen and then have them call one or two close Chapter L.I. Chairmen, and they pass it on etc.)

3. Be sure to get your name and address to the International L.I.

#### Chairman:

No matter what your level of participation, please let the International Legislation Chairman know what you've been doing or any suggestions you may have to improve communication. Because that's what it's all about, isn't it?

WRITE ON

## Amelia Earhart Memorial Scholarship Fund

Make your chapter or personal donations NOW. Report for fiscal year 1977-78 will be made as of May 31. Donations received after that date will not be included in this year's report.

A Donation to the A.E. Memorial Scholarship fund is a tax deductible donation which chapters (either incorporated as a non-profit organization and/or under 501(c)(3) status) might need. Your support will be greatly appreciated!

Chapter donations are used one half for current scholarships and the other half placed into the trust fund. Personal donations are placed into the trust fund unless otherwise specified. Income from the trust fund is applied to scholarships.

To date (6 months of the fiscal year) only 22 out of 160 chapters have contributed — a mere 13%. LET'S MAKE IT 100%. Send ALL of those checks to:

Lygie M. Hagan, Treasurer  
AEMSF  
South 1907 Oneida Place  
Spokane, WA 99203

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

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# Nominating Information

**TO: Chapter Chairmen or Section Governors (if no Chapter exists)**  
**FROM: International Nominating Committee of the Ninety-Nines, Inc.**

You will be electing a new President, Vice President, Secretary, Treasurer, two new Board Members and a new Nominating Committee this year.

The new Officers and the Nominating Committee will be elected for a two year term by written ballot which will be mailed to all Ninety-Nine members at the end of May. All chapter/section endorsements will have been returned to the Nominating Committee by the April 10 deadline. Two new Board Members will be elected by the Delegates from the floor at the Annual Meeting in Australia. In keeping with past and current practice, all unsuccessful candidates whose names appeared on the ballot will also be eligible to run for the Board at the Annual Meeting. Candidates for the Board are not required to be present at the Annual Meeting when the votes are cast.

The future direction and leadership of our organization is in your

hands. Our Standard Operating Procedures say "Chapters shall endorse only members in whom they have confidence, Ninety-Nines who will fill offices to the best of their ability and act in the best interests of the organization." We trust you will give careful thought to our future leadership when you decide which 99s to endorse from the many capable and dependable members listed below.

If you feel strongly about a certain office seeker, you might want to contact other chapters to support your choice - or help them support theirs. All applicants **should** be endorsed by their own chapter or 2 other chapters within her section.

The following Ninety-Nines are eligible and have declared their intent to seek International Office. Please use the Official Endorsement form (N78-1) to support the 99s whom you would like to see appear on the ballot. Remember the Nominating Committee is obliged to choose only **TWO** names for each office except the Nominating Committee and Board Members. Please do your part to help.



**Griffith**  
President



**Green**  
V. Pres.



**Jones**



Secretary



**Falkenberg**



**Goetz**  
Treasurer



**Jessen**

**President: Thon Griffith**, Costa Mesa, CA. Orange Co. Ch., Southwest Sec., Active member, 99 since '62, attended 10 Intl Conv, over 20 Sec. **Chapter:** Chm, V Chm, 99 News, Historian, Bulletin Ed; Pilot of the Yr. '74. **Section:** Nom. Comm. Chm, Scrapbook Chm. **International:** Brd, V Pres, Resolutions. Director NPA; Member NAA, AOPA, 25 Yrs. Off. Exp. 11 yrs. own Bus., 6 Yrs. Intl. Brd.

**Vice President: Janet Green**, Ocean Springs, MS. Mississippi Ch; Southeast Section, 99 since '61, Active, attended 12 Intl Conv, 24 Sec. **Chapter:** All offices and committees. **Section:** Gov, Convention Comm. **International:** Treasurer, Secretary, Audit, Nominating, Credentials. Member: AOPA, FAA Citizens, Chm. Safety Sub-Committee. Controller-Ferson Optics, Div. Bausch & Lomb, V.P. PFG Optics, Inc.

## International Secretary:

**Hazel McKendrick Jones**, Dallas, TX. Redbird Chapter, South Central Section, 99 since '63, Active, attended 12 Intl Conv, 29 Sec. **Chapter:** Chm, V Chm, Sec, all Committee participation. **Section:** Gov, Sec, PR, Aerospace, AE. **International:** 99 News Ed. 4 yrs, Treasurer 2 yrs. Secretary for Assoc Air Traffic Specialists and many other organizations.

**Eather "Esme" Williams**, Abaco, Bahamas. Caribbean Sec, Active, 99 since '66, attended 9 Intl Conv, 29 Sec. **Chapter:** Chm, Sec, Membership, Poker run. **Section:** Gov, Sec, Membership, Museum. **International:** Board member 3 times, Membership Chm., Corp. Secretary 25 years, has good shorthand and typing experience.

## International Treasurer:

**Charlene Falkenberg**, Hobart, IN. Indiana Dunes Ch, North Central Sec, 99 since '63, Active, attended 7 Intl. Conv, 16 Sec. **Chapter:** all offices, Chairman all committees. **Section:** Nom. Comm. **International:** Board, Air Education, 20 years secretary/book-keeper-school-system. Secretary of many educational and other organizations.

**Barbara Goetz**, Fair Oaks, CA. Sacramento Ch., Southwest Sec., Active, 99 since '70, attended 6 Intl. Conv, 5 Sec. **Chapter:** Chm, V Chm, Treasurer, All Committees. **Section:** 77 International Conv. Comm, Chm. AE Luncheon, Credentials Chm '77. **International:** Safety Ed Chm '77-78, Credentials Comm. '77-78. Has been finance officer and treasurer for two Co. many yrs.

**Gene Nora Jessen**, Boise, ID. Idaho Ch. Northwest Sec., Active, 99 since '58, Conv. 14, Sec. 32. **Chapter:** Chm 2 Ch., all committees. **Sectional:** Gov, V Gov of both NW and SC Sec., all committees. **International:** Secretary, 4 yrs. Exec. Board (separated by 10 yrs), Chm. Nominating, Audit, Public Relations, Minutes, Membership, NIFA. Wrote 99 Membership handbook.



**Adderson**



**Kerwin**



**West**



**Wharton**

## Board of Directors

## Board of Directors:

**Van Adderson**, Seattle, WA. Greater Seattle Ch, Northwest Sec, Active, 99 since '57, Conv 7, Sec 15. **Chapter:** Chm, V Chm, Treasurer, Airmarking Chm 5 yrs, AE Chm, Membership Chm, News Letter, Transportation '66 Conv and PPD, Chm for staffing Northwest Aviation Historical Museum. **Section:** Gov, V Gov, Sec, Treasurer, Nominating Comm Chm, Membership Chm, Forest of Friendship and Air Race Classic Chm.

**Joan Kerwin**, Wheaton, IL. Chicago Area Ch, North Central Sec, Active, 99 since '70, Conv 6, Sec 13. **Chapter:** Chm, V Chm, AE Chm, Legislation 5 yrs, Membership, Public Relations. **Section:** none. **International:** Legislation Information 2½ yrs, Current Chm. Won Sec PR Award for chapter, has held office in many organizations and worked as Sec/Treas in family business.

**Verna West**, Menlo Park, CA. Santa Clara Valley Ch, Southwest Sec, Active, 99 since '65, Conv 3, Sec 18. **Chapter:** Chm, V Chm, Flying Activities, Membership Chm. **Section:** Gov, V Gov, Sec, Membership Chm. **International:** Credentials, AWTA, Sales all for 5 years. Oceanic Conservation Patrol, Executive Volunteer PTA, Girl Scouts.

**Betty Wharton**, San Diego, CA. San Diego Chapter, Southwest Sec, Active, 99 since '63, Conv 2, Sec 14. **Chapter:** Chm, Airmarking, Membership, News, PAR. **Section:** Nominating Committee Chm, Historical Album. **International:** Board member 1 yr, Charter member San Diego Aero Space Museum, served 9 yrs on AWTA Board.





Angelini



Kennard



Kropp



Lingo



Melton



Miller

## Nominating Committee

**Claire Kurica Angelini**, Howell, NJ. Garden State Ch., New York-New Jersey Sec., 99 since '68. Active, Conv. 3 Sec. 15. **Chapter:** Chm. '74-76, Membership, '70-72, APT Chm. '73. **Section:** V Gov '76-78, Membership and Air Education Chm. **International:** none. Member Garden State Nominating Committee, AOPA and AWTAR member.

**Fredrica Lols Kennard**, Indianapolis, IN. Indiana Chapter, NC Sec., 99 since '67, Active, Conv. 5, Sec. 12. **Chapter:** Chm. F.A.I.R. Chm, Public Relations. **Section:** Gov, Public Relations 2 yrs. **International:** Chm Nominating Committee. Member: AOPA, Aviation Space Writers, Aviation Assoc. of Indiana.

**Evelyn Kropp**, Norwich, CT. Connecticut Ch., New England Sec., 99 since '68, Active, Conv. 6, Sec. over 10. **Chapter:** Chm, Sec, Membership, APT, Flying Activities, **Sectional:** Treasurer, Chm, Safety Ed., AE, Merit Awards, '77 New England Air Race, member of N.E.A.R. Race Board. New England won the FAA Award on the International level both years for Safety Education.

**Gall P. Lingo**, Willingboro, NJ. Active, Member since '71, Eastern PA Chapter, Middle East Sec., Active 99 since '71, Conv. 4 as delegate, Sec. 8. **Chapter:** Chm, News reporter, Airmarking, Penny-a-Pound rides, Christmas Party. **Section:** Nominating Committee, Fall Sectional Committee. **International:** Chm '76 International Conv., PPD terminus Chm, PPD '76 Operations Chm, Angel Derby Committee.

**Jerry Ann Melton**, Dallas, TX. Dallas Chapter, South Central Sec., 99 since '70, Active, Conv. 5, Sec. 7. **Chapter:** Chm, Sec, all committees. **Section:** Gov, V Gov, all committees. **International:** none. Member: AOPA, Texas Private Flyers, NAA. Has ten years working in general aviation.

**Doris E. Miller**, Schenectady, NY. Hudson Valley Chapter, New York-New Jersey Sec., Active 99 since '67, attended 8 Conv, 18 Sec. **Section:** Gov 2



Paynter



Pool



Sharp

terms, V Gov. **International:** none. Has served on numerous nominating committees, Zonta, 99s various aviation groups, Civil Air Patrol, N.E. Pilots Assoc. member and officer.

**Joan Paynter**, Bakersfield, CA, Bakersfield Ch, Southwest Sec, Active, 99 since '68, Conv. 2, Sec 15. **Section:** Nominating Chm, Flying Activities Chm. **International:** none. Member: AOPA, NPA, Chamber of Commerce Aviation Committee.

**Majorie K. Pool**, M.D., Wormleysburg, PA, Central Pennsylvania Ch, Middle East Sec., Active, 99 since '67, Conv 2, Sec 15. **Chapter:** Secretary, AE, APT, Flying Activities, News Chm, Nominating, Poker Run, Penny-a-Pound, Safety Ed, Flying Medical supplies. **Section:** Secretary, Nominating Committee. **International:** none. Citizens Advisory Comm to FAA.

**Aline K. "Ali" Sharp**, Grants Pass, OR. Willamette Valley Ch, Northwest Sec, Active 99 since '70, Conv. 2, Sec. 5. **Chapter:** Chm, V Chm, Sec, Treasurer, News Reporter. **Section:** Board of Directors 2 terms, Air Age Ed, Safety Ed Chm, AE Chm, By-Laws Chm. **International:** none. Member: NPA, OPA, Florida Women Pilots. Experienced typing, bookkeeping and records.

### CANDIDATE ENDORSEMENT FORM

N-78-1

From the \_\_\_\_\_ Chapter (Section where no Chapter exists)  
of the \_\_\_\_\_ Section.

We the above submit our endorsement for the following Ninety-Nines from the list of eligible applicants appearing in this issue of the 99 NEWS for the International Ballot of 1978.

President \_\_\_\_\_ Vice President \_\_\_\_\_

Secretary \_\_\_\_\_ Treasurer \_\_\_\_\_

Nominating Committee \_\_\_\_\_ Board Member \_\_\_\_\_

Board Member \_\_\_\_\_

Date \_\_\_\_\_ Chapter Chairman or Section Governor \_\_\_\_\_

Please return this original along with four photo copies for your Nominating Committee Members to:

Ilovene N. Potter  
29926 2nd Place S.W.  
Federal Way, WA 98003

Chapter Chairman/Governors must return this form by deadline regardless of whether your chapter is endorsing one or more of the applicants listed for the offices to be filled.

**DEADLINE: April 10, 1978**



# Reservations Needed NOW

August is winter holiday season in Australia and hotel accommodations and plane reservations need to be confirmed soon with deposits from tour operators.

There are several tours already set up for Ninety-Nines. Intercontinental Tours (ICT) has worked with convention liason, Thon Griffith, in setting up three separate tours. Two individual Ninety-Nines, Page Shamburger and Jean Ferrell, are each operating additional tours of their own for Ninety-Nines.

All tours will take in the Ninety-Nines International Convention in Canberra, August 16-21. The tours differ in the number of days they will be gone, the

places visited besides Canberra, and, of course, price. All tours will welcome 49½ers and other relatives or friends who might like to join the Ninety-Nines for this occasion.

**We know of the following tours now taking reservations:**

**INTERCONTINENTAL TOURS (ICT)**  
609 South Grand Ave., Suite 612  
Los Angeles, CA 90017

\$100/person deposit required  
Balance payable 90 days prior to departure

**ICT TOUR I: AUSTRALIA, NEW ZEALAND, FIJI**

17 days Aug. 11-27  
Departs San Francisco  
Sydney, Canberra & Melbourne, Australia; Auckland & Waitangi, New Zealand; Fiji Islands.  
Approx. cost: \$1794.60

**ICT TOUR II: NEW ZEALAND, AUSTRALIA, FIJI**

21 days Aug 6-25  
Departs Los Angeles  
Auckland, Waitomo, Rotorua & Christchurch, New Zealand; Melbourne, Canberra & Sydney, Australia; Fiji Islands.  
Approx. cost: \$1832.20

**ICT TOUR III: AUSTRALIA & FAR EAST**

28 days Aug. 12-Sept. 8  
Departs San Francisco  
Melbourne, Canberra, Sydney, Bali, Singapore, Bangkok, Hong Kong & Tokyo.  
Approx. cost: \$2287.40

**ICT Travel Option IV: ROUND TRIP TO AUSTRALIA ONLY**

ICT will be happy to make arrangements for group fares (15 or more persons traveling same days) to and from Australia for those of you planning on

joining Arthur Schutt's Fly-It-Yourself Tour of Australia following the convention. This arrangement would be for air transportation only - no accommodations or tours included by ICT. Contact ICT to arrange travel dates and prices.

**Clarification of Fly-It-Yourself Tour costs reported in December 99 NEWS (P. 10):** The plane costs for Cessna 182 will be approximately \$1100-\$1500 per plane, to be divided among the number of people in the plane (up to 4). Per diem for food and lodging estimated to be additional \$25-35 per day per person.

**Page Shamburger**  
**PAGE TRAVEL**  
PO Box 1406  
Southern Pines, NC 28387  
\$500/person deposit

**ROUND THE WORLD TOUR**

25 days Aug. 9-Sept. 3  
Departs Los Angeles, returns East Coast  
Fiji, New Zealand, Canberra, Sydney, Bangkok, Hong Kong, Istanbul, Rome, Madrid (maybe London), and back to Miami or New York.  
Approx. cost: \$3200.00 (INCLUDES air fare from your hometown back to your hometown)

**Jean Ferrell**  
924 S. Victor Way  
Aurora, CO 80012  
\$250/person deposit required by Feb. 1

**JEAN FERRELL'S AUSTRALIA TOUR B**

26 days Aug. 5-30  
Departs Los Angeles  
Auckland, Rotorua, Queenstown, Milford, Christchurch, New Zealand; Melbourne, Canberra, Heron Island on the Great Barrier Reef & Sydney in Australia; Tahiti, including Bora Bora, Papeeta and Moorea.  
Approx. cost: \$2,300.  
Only 25 spaces still available on this tour. (Prices on 21 day tour omitting Tahiti available on request).

All tours include transportation from departure city, all hotel accommodations, some sightseeing tours and some meals. (Contact individual tour operators for complete descriptions.) Not included are convention registration, fees, passports, visas, some meals, and transportation from your hometown (except for Page Shamburger's tour) to city of departure.

If you are going to Australia but not with a tour, be sure to send along requests for hotel accommodations in Canberra at the same time as you send in your convention registration. Hotel accommodations in Canberra will be included in all tour packages.

## 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

## FRESNO 400 AIR RACE

Fresno, CA      Saturday, May 6, 1978  
Sponsored by Fresno Chapter/99s

★ OPEN TO MEN AND WOMEN ★

Race Kits - Send \$2.50 to:  
FAR 400  
c/o Mrs. Kathie Muller  
287 West Barstow, #156B  
Clovis, CA 93612

Entries open March 1, 1978  
Close April 15, 1978





## WASPs To Become Veterans

By Bee Haydu, President.

Thirty-three years later we are happy to report that we are now new-born veterans. There was a bill granting veterans increased benefits to which Sen. Barry Goldwater added an amendment granting Women Airforce Service Pilots of WWII an Honorable Discharge, enabling them thusly to become veterans. The details of the benefits they will receive have not been defined as yet but even if we can just say, "we served in the armed services of our Country", we are proud and happy. Our Country has finally recognized us.

November 3rd and 4th Congress passed the bill and November 23rd President Carter signed it into law.

We must give our wholehearted thanks to all of you who helped us achieve this deed by writing Senators and Congressmen, signing petitions and giving us your support. The small group that we are (about 800 of us remain) could never have achieved this without help from others.

We are happy in the knowledge of a job well done, of making this in fact THE YEAR OF THE WASP!

## NIFA Report

# A Sweeping Victory For Top Female Pilot

By Pauline Gilkison

Mary Heringa, a first year student at Oklahoma State University won all the first place awards in the flying events at Region VI SAFECON November 19 at Dubuque, Iowa. (A year ago, Arlene Walkup reported that OSU Ninety-Nine Kendall Wynn was the winner of the Region VI Top Pilot Trophy.) We like the Flying Aggies "winning ways!" Rain, wind and darkness did not deter Mary's performance at Dubuque. She brightened the day for her team and for the four judges who were on the line all day. They all concurred with FAA Flight Examiner/Judge Manley, "Mary's an outstanding pilot."

Weather was frosty cold for Region VIII SAFECON at Vincennes University, Indiana the November 12 week-end. The Indiana Chapter Ninety-Nines came out with wonderful spirit to help judge this large SAFECON. They said, "If the kids can do it, so can we." Big thanks to Janet Johnson, Margarete Dant, Judy Thom and to Chairman Lillie Danek who flew in from Indianapolis. From Central Illinois Chapter, Elizabeth Dunseth put in a full day of judging. Jean and Robert West flew in to work; their expertise in judging was appreciated too.



Race kits will be available January 16th for the 2nd annual Air Race Classic taking place June 24-27. The race is invitational to members only, and members may receive their kits by sending in their \$4 dues (non-members, send \$14 - dues plus membership fee) to Air Race Classic, Building 2, 2386 Palomar Airport Rd., Carlsbad, CA 92008.

Pre-race festivities will be conducted by Las Vegas Chapter with Rene Crow the Start Chairman. Among plans on the schedule is a Western Bar-B-Q at a real ranch.

You'll be able to relax after the race at the Seascapes Golf and Racket Club, Terminus Headquarters at Ft. Walton Beach, Florida. Panhandle Chapter will coordinate the Terminus activities under the direction of Chairman Billie Hilton and Co-chairman Frances Biele.

The race route will be as follows: Las Vegas, NV; Walker Field, Grand Junction, CO; Notroma County International Airport, Casper, WY; Bird Field, North Platte, NB; Executive Airport, Olathe, KS; Clinton-Sherman Industrial Airport, Burns Flat, OK; Memorial Field, Hot Springs, AR; Gulfport/Biloxi Regional Airport, Gulfport, MS; and Destin-Fort Walton Beach, FL.

## REGIONAL SAFECON RESULTS

### Region I at Ontario, Oregon

- 1st-Treasure Valley Community College.
- 2nd-Boise State University

### Region III at Colorado Springs

- 1st-US Air Force Academy
- 2nd-Metropolitan State College, Denver

### Region V at Grand Forks

- 1st-University of North Dakota
- 2nd-University of Minnesota, Crookston

### Region VI at Dubuque, Iowa

- 1st-Oklahoma State University
- 2nd-Iowa State University, Ames

### Region VII at Vincennes University, Indiana

- 1st-Southern Illinois University, Carbondale, IL
- 2nd-Parks College, Cahokia, IL
- 3rd-University of Illinois, Urbana, IL

### Region IX at University of South Alabama, Mobile Bay

- 1st-Auburn University
- 2nd-Florida Institute of Technology

### Region XI at Beaver Falls, Pennsylvania

- 1st-Community College of Beaver County
- 2nd-Mercer County Community College
- 3rd-University of Maryland

## COMING NEXT SPRING. . .1978

Region II at San Jose State University, March 18-19

Region IV at Louisiana Tech University, Rustin, March 18-19

Region X at Kent State University, Kent, Ohio April 7-8





## Woman & Machine

### My First Job as a Commercial Pilot

By Sandy Sullivan

John and I leased our C-185 on floats to a small company to haul parcels and people. The week before the contract started in July, the people found they did not have any float pilots in their employ. John volunteered me for a nominal fee, part time, until they checked out one of their people in our plane. I had only 30 hours on floats - all dual. I fly a regular schedule from Cedar Grove Air Park to Seattle to Bremerton to Seattle a few times a day. My time is building, so are the experiences.

The first week I worked, no one told me about the Tide and its effect on float planes so I was high and dry one day for 5 hours and 45 minutes until the tide came in again. Only my ego was hurt. After that day I had gathered a large fan club. The same week these little people were waiting for me on the water's edge and I didn't dare go straight in, so I paralleled the beach, planning on stepping onto a boat launching ramp. My foot slipped and I found myself low and wet in the water. Now pride is the only thing damaged; the kids loved it. They waited every day for a repeat performance.

### More Tales. . .

By Wendy Fowler

Her registration is CF-TDC (or Too-Darned-Clever. . .for her own good sometimes). She sits upright as if in a high-backed chair, her wheels neatly together. Looks a little like a middle-aged cocker spaniel - something about those plump wings resemble ears pinned out - with her short, stocky body and stubby tail ready to wag at least encouragement. She was made by Piper in 1962 and they gave her the unlikely name of "Colt", which she resembles not the slightest; people call her a "Tri-Pacer" anyway, so what's in a name these days.

When I purchased a half-share in her a few months ago, her owner, Wilsie, told me how easy she is to fly. Suffice to say that my instructor and I braved about eighteen hours together before he climbed out and told me this had dragged on long enough. Go, he said, go and fly together, make friends. So the plane and I have been making friends with each other. I still don't like her very much when the sky has lumps in it - am sure she has seventy-two axes in addition to the standard three. But am starting to enjoy the challenge of getting us both back on the ground in a precise manner, rather than a haphazard ho-hum-here-we-are-again arrival.

Her equipment is interesting. For instance, I'm told she has a "shower of sparks" starter; I try hard not to imagine the fireworks display I touch off under the cowl each time the key turns. But she starts and runs, takes off and lands, and does all the normal flying things; until the power is pulled back, then she turns into a seventy-ton grand piano in the sky, dropping straight down without hesitation or apology.

My instructor told me to fly alone with her for several hours

to gain confidence. Then, last weekend, I took Pete up for the first time. Had to land at Brampton in TDC to pick him up. TDC and I hadn't been into Brampton together before. Anyway, with a nice little crosswind, we got there (ho-hum style) and Pete climbed in. Take-off checks done, Pete wanted to know where the fuel switch was (what, only on/off), then he fastened his seat belt and his mouth. I wanted to impress, of course. Now, apply full power smoothly, keep plane centered down runway with rudders, at 60 mph apply back pressure to column. . .back, back, . . .we staggered into the air. Forgot! Got to add 5 mph on take-off for that second body. Pete behaved remarkably well, trying to help bring the plane off the ground by pushing his head against the headliner. He never said a word. The rest of the flight was okay, I guess. We landed at Kitchener (good one this time), then back to Brampton in fine style at the end of the day. Pete hasn't shaved since then, by the way; suspect it's got something to do with sharp razors in still-shaky hands. He doesn't even trust himself with his Norelco triple-headed rechargeable model. Guess that's one way to start growing a beard.

### More Women & Machine

**Peeking Under the Cowling.** Gini Buck and Linda Hollowell from Hampton Roads, accompanied by Doris Phillips, Virginia, and joined by Marilyn Don Carlos and Harryette Decklebaum, Maryland Chapter attended AVCO Lycoming's Service School in Williamsport, PA. This four-day class in engine mechanics was specially tailored for this group of exclusively women pilots and was found extremely beneficial. Also enjoyable were get-togethers with Boots Husted and other members of the Central Pennsylvania Chapter.

**Part Owners.** Mary MacMillan's Cessna 172 looks really sharp with its new paint job white with orange and brown trim. Suzanne Frogley, also of Eastern Ontario, is acquiring 1/4 of a Piper. If I were a cartoonist, the above two statements could look interesting as Mary owns 1/2 of the Cessna. I'm sure both sides are painted!

**Building Comes Before Flying.** BeBe Owen of Maryland has acquired a Cessna 140 which she and her 49½er are restoring. She hopes to become a tail-dragger pilot when they get through.

**New Planes!** San Diego Chapter has two new planes this month! Carol Shigley is the proud owner of a 1977 Cardinal II and Camilla Hutson now has an Aero Commander 500B. Utah's Sherri Stocking and her husband have a Turbo Arrow. We hope they will have many hours of safe, happy flying.

**Bambie and Jon Lynch,** All-Ohio recently acquired a two-place Pitts Special. The Lynch's have a Citabria and a one-place Pitts they use in air shows around the state of Ohio.

28TH

ALL WOMEN'S 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 11

FOR INFORMATION - SEE BACK COVER OF

DECEMBER 99 NEWS

THERE WILL BE NO FLYERS THIS YEAR





Connie Z. Huffman, All-Ohio 99, works local traffic at Don Scott Airport.

## How Do I Get There From Here?

by Jeane M. Wolcott

"From the lady on the ground to the lady in the tower, just give me the word, I'll give it the power!" The tower operators blue eyes rolled to the ceiling with a "why me?" expression in an appeal to a higher authority (no, not FAA Administrator Bond, someone even higher) and cleared the aircraft for takeoff. Ninety percent of the time, Connie Huffman's days are action packed and exhausting due to the heavy traffic at Ohio State University Airport located in Columbus, Ohio. Connie is probably the only female tower operator who can claim that her ability to work the hectic traffic is inherited. Her father, Conrad Zimmerman, worked for FAA as a Controller at eight different airports, a training officer at the Academy at OKC and now is the Director of Training, ICAO, Saudi Arabia.

When the author started to research material for this article she called the local FAA office. Information gathered from them was: if you wish to apply for a job with GADO send your inquiry one place,

FSS another area, Air Traffic Control somewhere else. Having been a member of the military for 27 years, this news was typical. Ah, with a little initiative there are other ways to skin a cat. The best way to apply for any of these positions is to find someone who has been the route, so this is how it all happened to Consuelo Zimmerman Huffman.

We join Connie in the fall of '66. Connie has graduated from college and is teaching school. Somewhere along the way she has managed marriage and a baby daughter. A sign at Blue Ash Airport in Cincinnati advertising ground school catches her eye. She says, "why not?" to herself, tosses the daughter, Alice, on the back of her bike and off the two of them go to pursue aviation.

A visit about this time to dear old Dad who is located in Washington, D.C. puts the hand to the throttle, so to speak. Connie and Conrad visited every tower in and around the DC area and no woman was visible.

It took Connie almost two years to wade through the bureaucracy but late in '69 she applied with the Civil Service in Cincinnati to take her test. What luck! The Great Lakes region was hiring! (If there are no openings in your region, try another. More on this later.) About a month passed and Civil Service contacted Connie to come in for testing. Now things must certainly move faster, she thought, my foot is in the door. One and a half years later, Connie was finally notified to report to Lunken Tower (Cinn.) for an interview with the Tower Supervisor. A remark he made almost changed Connie's mind about taking the job. He was very negative about women in the tower and stated, "Because of pressure groups women would have to be hired." Connie wanted to be hired because she was capable of doing a good job. In July 1971, she reported to Lunken for a brief two weeks before journeying back to one of her old hometowns, OKC, for 5 weeks of training at the FAA Aeronautical Center.

The students at OKC are given the opportunity to submit three choices of area where they wish to be located. (Chuckle, I know this game; the Army played it too.) You always get third choice, which in Connie's case was back to "Sunken Lunken" in Cincinnati.

New arrivals at towers are trainees and most of them are just as frightened as the pilot on first solo. The first time Connie was handed the mike, she heard, "Lunken Tower, Piper Triple 2 Alpha, ready for takeoff." To which Connie replied, "Triple 2 Alpha, ready for takeoff, uh, correction, uh, cleared for takeoff." That was a long time ago. Today Connie is noted for her efficiency in moving traffic and has little or no patience with controllers who give pilots a hard time. Most of the time she will side with general aviation on the really important issues.

Aviation needs more FAA personnel like Connie. It doesn't matter if it's in the tower or at GADO or En Route Centers. If YOU are interested, the first place to start is to write to the United States Civil Service Commission, Washington, DC 20415 and request the booklet of announcements on Air Traffic Controllers. The booklet will include eligibility requirements, a list of where to apply, sample questions on the test, etc. A word of caution—if you have reached your 31st birthday, sorry, you have joined the ranks of those of us in the over-the-hill mob.

If you have any questions, drop Connie or the author a note and we will do our utmost to answer them.

One added comment—

Odd things do happen in or at towers. One night after the Ohio State University Tower had closed down for the evening, some mysterious soul proceeded to wrap the glass enclosed portion of the tower in toilet paper. The Supervisor didn't think it was funny but everyone else did!



# Is There SPACE In SPACE For Women?

The answer is yes but it took a full sixteen years from the time the USA sent its first astronaut into space for women to be given consideration with a high probability for participation as astronauts in the space program. And when the time came, were women interested? You bet! Some 1,142 of them applied to NASA by the June deadline for the 30-40 slots open for the new space shuttle program.

There are actually two categories of astronauts being selected: mission pilots and mission specialists. The pilots will be "driving the bus" so to speak, while the mission specialists will be conducting all the tests and experiments once the shuttle is in space.

Qualifications needed were good physical health, good or correctible eyesight and a college degree in engineering, biology, physical science, math or related scientific area. In addition, experience as a jet test pilot was desired of the candidates for mission pilot, a qualification that few of the women were able to meet. Most of the jet test pilot schools are military, but now that women are entering military flight training, they may be able to meet even this requirement in the future. Ninety-Nine and Navy pilot, Lt. Judy Neuffer, was a candidate for the mission pilot position.

From the thousands of applications, 200 male and female candidates were selected for final consideration. The finalists reported to Johnson Space Center in Houston last summer to undergo physical, psychological and psychiatric testing. There were many women with outstanding qualifications and several of the 15-20 selected as mission specialists are expected to be women. The final selection was due to be announced in December, 1977 and we will include the list in this month's issue of the NEWS if it's released in time to meet our printing deadline.

Do women want to become astronauts on just a whim? For some of the candidates, these aspirations began as children when they watched - with millions of others - as Alan Shepard streaked upward on the first United States space launch back in 1961. When they went to college, gals specialized in fields such as astronautical engineering, physics, biology and

United Airlines has announced that it will hire pilots for the first time in eight years, beginning in January, 1978, and it estimates that it will hire more than 600 pilots over the next five years. Furthermore, as a consequence of a 1976 decision regarding Affirmative Action, it **must** hire women. In fact, the airline must hire double the percentage of women pilots who apply. For instance, if United intends to hire 100 pilots in 1978, and of the 1,000 who apply, 100 are women — 10% — then 20% — 20 of the 100 hired must be women. Now that's quite a foot in the door!

Furthermore, the former mind-boggling requirement as to total time and jet time has been changed and altered so as not to unfairly discriminate against women. The new minimums are:

1. 350 total fixed-wing time, not necessarily multi-engine or jet.
2. Commercial license with Instrument Rating.
3. No older than 29, however, with "advanced training", up-to-35-years-olds will be considered.
4. Second Class Medical with ability to pass First Class Medical.
5. 20/70 vision, correctable to 20/20.
6. High school diploma.
7. Ability to reach all controls with shoulder harness fastened.
8. Ability to pass the FAA Flight Engineer's Basic Exam (not the Combined, which includes the Class Rating, i.e., the systems of a 727, etc.).

This last requirement is perhaps the most difficult for those not graduates of the flight engineers' courses at Purdue, Emory-Riddle, and the like. Nevertheless, it is worth tackling for the BASIC Flight Engineer Test includes nothing more than a lot of those lovable old F.A.R.'s, aviation weather with a fillip of high altitude

additions and corrections, and the aerodynamical vocabulary and weight and balance math worthy of an aeronautical engineer. While that is intimidating, it is, after all, still book learning and, therefore, "crammable". And never forget what sparkle a passed BASIC Flight Engineer Test would add to the resumé of a pilot with only 75 hours in a 150 and 300 hours in a Stinson!

Beyond these requirements, there will be considerable psychological fitness testing to help the airline select the safe pilots it wants. If you are leary of tests thinking they might be exclusive and exclusory, recall and be encouraged by the article describing the study done by Drs. Novello and Youssef, excerpts of which appeared in the September, 1975 edition of *The Ninety-Nines Magazine*: men and women pilots are strikingly alike in their psychological make-up. Furthermore, a May, 1975 article provided evidence that women tend not to get involved in "macho-type" accidents, definitely a plus so far as the airlines are concerned.

Heretofore, women have made careers in aviation — almost by making their own opportunities — but this is the first time that the aviation industry has opened its doors to properly qualified women pilots. Send a resumé to the Vice President of Flight Operations of the largest airlines: American, Delta, Eastern, T.W.A., and United whose addresses can be located in *The World Aviation Directory*, a \$45.00-a-copy book which can be found in large libraries and some airlines' offices, but start first with United Airlines for it is currently hiring:

Mr. Clark Luther,  
Senior Vice President-Flight  
Operations  
United Airlines Executive Offices  
P.O. Box 66100  
Chicago, Illinois 60666

metalurgical engineering. Some of the aspirants are already NASA employees and have as much as 14 years experience with the space shuttle program. Others have advanced degrees and/or are engaged in research which they feel will be particularly relevant to space exploration or human adaptation to space, which they hope will increase their chances of being

selected.

Astronauts selected will have six months before they must report to Houston to begin training next July. The first shuttles will be launched in 1979, and after testing in orbit, flights with new astronauts will be phased in early in 1980 and each new crew member will eventually fly about 4-5 shuttles a year.



## The Airlines Entrance Exam:

# The Flight Engineer's Written Test

By Jane Hubben

How does a pilot with less than 400 hours in light aircraft cope with the complexities of an exam geared to test potential 727 pilots?

First of all, she makes sure that she takes the BASIC Flight Engineer's Test, not the Combined (Class and Basic) in which she would have to be conversant with the systems of a 727, a turboprop, or a reciprocating engine aircraft with a gross weight exceeding 12,000 pounds. If the BASIC is passed, then a hired pilot would be prepared for the Class Rating in the airlines' own ground schools.

The BASIC Flight Engineer's Exam can be taken in any GADO office, with the usual time limit of six hours. Start with the following material, available at Government Printing Office Bookstores located in large cities or order by mail from:

THE SUPERINTENDENT OF DOCUMENTS  
U.S. GOVERNMENT PRINTING OFFICE  
WASHINGTON, D.C. 20402

1. Flight Engineer Written Test Guide	63-1B	\$ .85
2. Aviation Weather	00-6A	4.55
3. The Pilot's Weight and Balance Handbook	91-23	1.80
4. Parts 1, 63, and 121 of the FAR's available as Title 14, Code of Federal Regulations, 2 volumes; or as FAA publication: FAR's, Parts 1, 63, and 121.	CFR, Title 14, I, Part 1-59 CFR, Title 14, II, Part 60-199	6.00 6.10

-----OF-----	
FAR, Part 1	3.00
PAR, Part 63	3.00
FAR, Part 121	9.20

## 5. Aerodynamics for Naval Aviators, H. Hurt, Jr. NAVAIR 00-80T-80

Although listed as available from the GPO, it is not. The most direct way to order it is from the author's government contract publisher, the University of Southern California. Specifically, send \$8.00 to:

Mrs. Kurze  
The Institute of Safety and Systems Management  
University of Southern California  
Los Angeles, California 90007

For the non-aeronautical engineers among us, this book is exceptionally awe-inspiring. Nevertheless, press on, and concentrate on the topics listed in the Flight Engineer Basic Study Outline: Airspeed Measurement; Airfoil Terminology; Lift, Stall, and Drag Characteristics; Flight Efficiency; L/D Ratio; High Lift Devices; Subsonic, Supersonic, and Transonic Flight. Now, doesn't that sound like a cinch!

Naturally, *The Pilot's Weight and Balance Handbook* must be committed to memory, concentrating on large aircraft (as one probably did not when preparing for the Instrument Written).

An Instrument Pilot is already familiar with *Aviation Weather*. It should be reviewed in terms of high altitude flight, concentrating on standard atmosphere; troposphere, tropopause, stratosphere; pressure and density altitudes, altimeter settings; effects of temperature, density, pressure and humidity variations; icing conditions and effects; visible moisture weather; jet stream; speed of sound; turbulence.

The best way to learn the FAR's is to rewrite them in your own language. Eliminate the legaleze and condense Part I: 1, 2; Part 63: 1-21, 31, 33, 35, 37, 39, 41-5; Part 121: 1-11, 15, 71-81, 131-41, 171-207, 215-287, 289, 291, 303-59, 363-79, 383-7, 397-419, 425, 427, 453, 471, 483, 489-93, 511-21, 533-47, 549-73, 575, 583-9, 627, 629, 639, 641, 647, 685, 687, 691, 695, 699, 701-9, 721, 723!

Of course, it is exhausting to read all this, much less contemplate learning all this as a home-study project. Far more practical is to enroll in one of the schools which, for about two weeks of your time and \$250.00 of your money, will most efficiently focus your efforts towards passing the Flight Engineer's Written Exam. Flying carries ads for most of these schools. Incidentally, just for the record, the complete flight engineer's course—which you hope to get as part of an airline's training program — would cost \$5,000.00 at one of these aviation schools.

Don't you sometimes wonder why you didn't always want to be a physician!!! It seems so much easier.



Sandy Case at party celebrating her new rating.

## New Ratings

### AUSTRALIA

Helen Henderson-Perth W.A.-Night Rating

### EAST CANADIAN

Pat Jones-First Canadian-Comm

### MIDDLE EAST

Dorothy Hines-Eastern PA-CFI  
Christine Kadey-Eastern PA-IFR  
Charleen Tom-Hampton Roads-IFR  
Rene Birch-Maryland-ME  
Ginny Vogel-Maryland-ME  
Alberta Flashman-Maryland-IFR

### NORTH CENTRAL

Carol Edwards-Cape Girardeau-CFI  
Adrienne Propst-Cape Girardeau-Comm, IFR  
Laura Blevins-Lake Michigan-ME  
Beverly Price-Michigan-FAA Examiner  
Christina Branch-Michigan-FAA Examiner

### SOUTH CENTRAL

Pat Knox-Colorado-CFI  
Michelle Miller-El Paso-IFR  
Carol LeKron-Kansas-Comm  
Clara Pace-Texas Dogwood-Comm

### SOUTHEAST

Rita Farias-Alabama-Comm, IFR  
Mary Ball-Alabama-IFR  
Bonnie Quenzler-FL Spaceport-SES  
Wanda Hooper-Mid-Tenn-IFR, Comm, In-Line, ME & CFI

### SOUTHWEST

Dottie Campbell-El Cajon Valley-IFR  
Lilly Martin-El Cajon Valley-IFR  
Jane Postlethwaite-Golden West-SES  
Kathi Wentworth-Golden West-MECFI  
Jan Cole-Mt. Diablo-CFI  
Sandy Case-Sacramento Valley-ATP  
Camilla Hutson-San Diego-ME  
June McCormick-San Diego-SES  
Stella Leis-Santa Clara Valley-IFR  
Marion Barnick-Santa Clara Valley-SES  
Vera Arnold-Santa Clara Valley-SES  
Marena Palmer-Utah-Comm. Glider, Glid. CFI, MECFI & CFI  
Carol Clarke-Utah-CFI



# From Plane Captains To Pilots

By Helen F. Collins

Thirty-five years ago they left their jobs as housewives and homemakers, their teaching, office and sales jobs, their careers in many fields — to join the Women's Reserve and fill the gap created by the wartime drain on naval manpower. It was July 1942.

During the war, enlisted women in aviation were storekeepers, metalsmiths, mechanics, plane captains, electronic technicians, air controlmen. They photographed planes, packed parachutes, taught navigation and were meteorologists and Link instrument instructors. They were even pigeonmen, for the blimps still carried pigeons which needed keepers.

In the early days, as Navy women began to appear on the scene, male resistance was not too well hidden. But it soon changed to acceptance and then to admiration as the females acquitted themselves well. They held their own and broke down the barriers. During one tower operator's first day on duty at a Hawaiian facility, she received a "Hello, Redskin Tower, this is Buck Rogers at 198,000 feet. Request straight-in approach." The answer was immediate and controlled. "Hello, Buck Rogers, this is Redskin Tower. Circle the earth twice, Flash Gordon is on final."

In April 1946, after their wartime service had ended, the Women's Reserve was established on a permanent basis. In 1948, the Women's Armed Services Integration Act phased out the Women's Reserve and changed their status from reserve to regular. By 1967, 20 ratings were open to





women, and women in blue were scattered throughout the country and beyond to points in Europe and the Far East.

On March 25, 1966, Ens. Gale Ann Gordon, MSC, USNR, became the first woman in the history of the Navel Air Basic Training Command to solo in a Navy training plane, a VT-1 T-34 Mentor, at Saufley Field. With an M.A. in experi-

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### **Aviation Experimental Psychologist first woman to fly for Navy - 1966**

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mental psychology, she had been commissioned the previous September as a member of the flight surgeon class at the Naval Aerospace Medical Institute, Pensacola. Since she would be working with pilots, she had been assigned to the class for part of her training as an aviation experimental psychologist.

On December 20, 1973, Navy's first two women naval flight surgeons graduated from the naval flight surgeons training program at the Naval Aerospace Medical Institute. They were Lieutenants Victoria M. Voge and Jane D. McWilliams. Both graduated in the top half of their class and were the first women to be graduated as naval flight surgeons in the program's 51-year history.

A new phase of Naval Aviation history began in early 1973, when Secretary of the Navy John W. Warner announced that aviation training for women would begin that spring. Eight women had been

selected to enter the Navy flight training program. The test program was established to promote equal rights and opportunities for women throughout the service. It would determine the feasibility of using women in non-combat flying billets in helicopter and transport squadrons. After the women had completed approximately 18 months of training, had received their wings and served six months in flying billets, the program was to be evaluated to determine its success and future participation levels.

Of the eight women selected, four were already naval officers on active duty. They reported to Pensacola on March 2 to begin their flight training. Four came from civilian life. (Civilian candidates coming into the program are recent college graduates.) They first attended the Navy Officer Candidate School in Newport, R.I. They were commissioned on May 16 and reported to Pensacola on June 4 for flight training.

Six of the original group of eight received their Wings of Gold; Jane M. Skiles Odea, Barbara Ann Allen Rainey, Judith Ann Neuffer, Ana Marie Fuqua, Joellen Drag and Rosemary B. Conatser.

Jane Skiles Odea was recruited from civilian life after graduation from Iowa State University with a degree in political science. Her father was a Naval Aviator in World War II and her mother was a reserve Navy Supply Corps officer during the war.

Barbara Ann Allen Rainey entered the program as a Navy officer. She had served on the staff of the Supreme Allied

Command, Atlantic in Norfolk. Her father was a Navy commander and she was a graduate of Whittier College in California. She was the first of her class to win Wings of Gold.

Judith Ann Neuffer came to the Navy by way of Wooster, Ohio, and Ohio State University. She also was a Navy officer on active duty when accepted for flight training. Her father had been an Army Air Corps combat pilot in World War II and taught her to fly a Piper *Cub* when she was 16. After becoming a pilot, Judith Neuffer was Navy's first woman member of the *Hurricane Hunters* at Jacksonville and the first woman to fly into a hurricane.

Ana Marie Fuqua came from a strictly civilian background. Her father was a civil engineer. She had graduated from the University of California and already had a private pilot's license when a Navy recruiter interested her in the opportunity to become one of Navy's first female

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### **1973 - Eight women enter Navy Flight Training Program**

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aviators.

Joellen Drag's father is a retired Navy commander. She came into the program as a civilian, a graduate of California State College with a degree in political science.

Rosemary B. Conatser's father had been in the Air Force and her mother in the Navy Nurse Corps during World War II. Rosemary earned her private pilot's license



Gordon



at 17 and graduated from Purdue University with a degree in aviation technology. She had FAA flight engineer and pilot ratings.

No further flight training was scheduled until the success of the program to that point could be evaluated. Two years later, in 1975, CNO authorized a second class of flight training for women. Out of this class

### **Second Class for women authorized in 1975**

of eight, one student washed out and one continued in flight training. The six who earned their wings were Catherine C. Mills Gehri, Mary C. Giza, Mary L. Jorgensen, Jean F. McCaig Rummel, Donna L. Spruill and Linda E. Vaught.

These women and the others who followed came from varied backgrounds, as did the first group. But background and



college education do not transform civilians into capable officers. Military and specialized training and then experience are the tools which make the transition a reality. What the women had in common were motivation, character, competence plus adaptability, dedication, and lots of perseverance.

The third class of women in flight training was different. It was the first class at the aviation officer candidate school at Pensacola to include women. The school had previously been open only to male candidates. Instead of making the transition from civilian life to basic aviation at officer candidate school in Newport and then progressing to Pensacola for flight training, as in the past, the women candidates reported directly to the Naval Aviation Schools Command, Pensacola for 16 weeks of aviation officer candidate (AOC) training.

The first six women to graduate from





AOC school received their commissions February 18. Three, Barbara C. Habedank, Sue Ann Mason and Patricia Welling, who are working for their aviators wings, remained in Pensacola after graduation to begin their flight training. Of the remaining three, Cecilia Frau and Denise Ackley will become air intelligence officers after a 20-week course at the Armed Forces Air Intelligence Training Center at Lowry AFB, Colo. The sixth woman, Marlene Simmons, went on to school at the Naval Air Technical Training Center, Memphis, to be followed

### **Third class of women reported directly to AOC at Pensacola**

by a course in aviation supply maintenance material management at the Naval Supply Corps School. Her first duty station will be NAS Whidbey Island, Wash., where she will be aviation maintenance duty officer.

The last three women, Ensigns Frau, Ackley and Simmons, represented more firsts. In 1976 the Navy opened to women restricted line officer specialties previously closed to them. This made women eligible to become naval air intelligence and aviation maintenance duty officers.

In the third group, besides the three graduates from AOC school who were going into flight training, there were six other women who reported to Pensacola for flight instruction: five Navy officers on active duty and one student from the second class still in training: Gayla J. Ambrose, Milady A. Blaha, Pamela A. Kreuger, Andrea A. Rice, Janet L. Rollings and Lucy B. Young.

The women in the third class who began flight training with previous flight experience were Janet L. Rollings and Lucy B. Young, with private pilot's licenses; Barbara C. Habedank with a private pilot's license and commercial and instructor ratings and over 500 flight hours; and Sue Ann Mason with a private

### **What the women had in common. . .motivation, character, competence. . . and lots of perserverance**

pilot's license and instructor, instrument instructor and seaplane ratings, qualified as a ground school and aerobatic instructor, with over 1,000 flight hours.

The woman who successfully completes flight training is assigned a 131X designator. She is required, as are all aviators, to serve 4½ years on active duty after designation, and will probably perform her service in multi-engine and/or helicopter community. She flies multi-

engine transport aircraft and SAR helos, and can also serve in weather reconnaissance and in training.

Her opportunities are limited by Section 6015 of Title 10, U.S. Code — Women Members: duty, qualifications, restrictions. . .

"The Secretary of the Navy may prescribe the manner in which women officers appointed under Section 5590 of this title, women warrant officers and enlisted women members of the Regular Navy and the Regular Marine Corps shall be trained and qualified for military duty. The Secretary may prescribe the kind of military duty to which such women members may be assigned and the military authority which they may exercise. However, women may not be assigned to duty in aircraft that are engaged in combat missions nor may they be assigned to duty on vessels of the Navy other than hospital ships and transports. Aug. 10, 1956, c. 1041, 70A, Stat. 375."

Since under current law women may not serve in combat ships and aircraft, they can therefore serve as pilots only in a limited capacity, as in fleet force support squadrons not engaged in combat missions or which do not land aboard ships. The standard practice has been to assign women in a manner so as to make the best use of their talents in line with the needs of the Navy. The physical requirements are the same for both male and female. The ability to do the job is the sole measure.

However, although the restrictions remain, the Walls of Jericho continue to tumble: In 1973, the Air Traffic Control Officer School at NAS Glynco admitted its first woman student, Ltjg. Shelly Robinson.

*Sue Mason, female candidate, went through same AOCs program as men*



Last year. Lt. Sharon McCue became the first woman to be designated an aviation maintenance duty officer (AMDO). It took her three years to get her 1100 surface officer designator changed to the 1520 AMDO. She began her naval officer career in 1970 and applied for the maintenance designator three times. Her first two applications were administratively rejected because the designator was in the restricted line category. When some of the restricted line specialties were opened up, including the maintenance designator, her application was finally approved.

When Janna Lambine, daughter of a retired naval commander and a geology graduate, was admitted to the previously all-male Coast Guard Officer Candidate School, Yorktown, VA., she had no idea that she would break still another tradition by becoming the Coast Guard's first female pilot. While at officers school, she applied for flight training, was accepted and on March 4, 1977, was designated a Naval Aviator at NAS Whiting Field. She flies helicopters for the Coast Guard.

In the Navy's enlisted ranks the number of women scheduled to be on active duty

### **Requirements same for men and women. . .ability to do the job is the sole measure**

in 1977 is 20,000, a three-fold increase from the 5,000-strength level in 1972. Twenty percent of these will be oriented in aviation fields. The 20 percent represents only 4 percent of the total enlisted force. (As of April, 1977, in the Navy overall, there were about 520,000 personnel, more than 63,000 of them officers. Total women were approximately 3,600 officers and just over 19,000 enlisted.)

When the all-volunteer force became a reality, the ability to recruit in an all-voluntary-force climate led the services to consider the largely untapped resource of women.

Since statutory restrictions prohibit female shipboard seagoing assignments, women are not assigned to squadrons which deploy for extended periods. All overseas shore duty counts as sea duty for women. Efforts are being made on a continuing basis to distribute women evenly throughout the Navy and to preclude the concentration of career women in shore duty billets.

There are 24 enlisted ratings available to women and they are limited to stateside shore activities and overseas shore duty (sea duty). Every rating has been analyzed by billet base to arrive at the number of women who can be accommodated without encroaching on the shore duty opportunities of their male counterparts. A new pattern of overseas duty has been designed for enlisted women to make



sea/shore rotation patterns for enlisted men and women more equitable.

The Navy has experienced a dramatic increase in the number of enlisted women in recent years and plans are being implemented to broaden their opportunities and job satisfaction.

The women who have what it takes to qualify for aviation training can choose from the many technical occupations in the Navy's enlisted aviation ratings programs. The Navy teaches them to perfect the needed skills. Following recruit training, the candidates who meet training qualifications when they enlist are assigned to technical schools to learn the special skills related to their occupational fields. All apprenticeship training is the same for both men and women.

There are women who have served in Naval Aviation long enough to be nearing veteran status. One already has. Master Chief Avionics Technician Italia F. Birkinsha, the senior enlisted woman on active duty, retired recently after more than 30 years of service. At one time during her career, she was an instructor in radar theory and repair at the AV "B" school. She was promoted to master chief in November 1966, which made her the senior enlisted woman at the time of her retirement. Master Chief Birkinsha retired in ceremonies at her last duty station, the Naval Weapons Center, China Lake.

Today, there are more than 100 women officers and 1,000 enlisted women serving in air components of naval reserve. Although each specialty and skill is open to women, the same limiting factors apply here. A mobilization billet for a particular rating must be in other than a combat-oriented or seagoing unit.

During the last fiscal year, while overall inactive duty naval reserve personnel

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### **Legislation being considered which would allow women to land on aircraft carriers**

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strength decreased, the number of women in the selected reserve increased from about 2,700 in June 1975 to more than 3,400 in June 1976. Currently, of the 11 programs in the nationwide naval reserve, aviation has more than one-third of the approximately 2,950 enlisted women and one-fifth of the 505 women officers. Because of the high reenlistment rate of women on active duty in the Navy (44.5 percent of the 1,313 eligible during FY 76) the number of post-active-duty females eligible for affiliation in the reserve was only 699.

"Flying is my first love," says Continental Airlines stewardess AZAN Cyndee Washburn, VF-301, who is the only woman on the naval air reserve flight line at Miramar. "At first there were a few men who thought I was out of place, but



**HM Mary Konikula aboard SAR CH-46D**



**Marine PFC Katie Dixon, jet mechanic.**



**PO3 Linda Knuth, aviation mechanic**



**AA Christine Ballard, Albatross maintenance.**



**AG2 Linda Stewart, Navy parachute team.**



**AN Roseann Roberts, helicopter captain.**



**ADJ2 Ann Laymon, plane captain, SN-3A**



**AG3 Sharon Gormillion checks weather.**



we are a team now, doing our job. Each member looks out for the others when we are around the aircraft. Not only is our safety important but the safety of the men who fly the planes." Washburn earned her flight crew wings at NAS Glenview.

Future travel into space will undoubtedly

### Judith Neuffer - first woman to be designated an aircraft/mission commander

include women. Among the first may be Dr. Mary H. Johnston of NASA's Marshall Space Flight Center, Huntsville, Ala. She, along with several other women scientists and engineers, has received special training which would qualify her for the space lab.

Navy pilot, Lt. Judith Neuffer, now assigned to VXN-8 at Patuxent River, has applied for admission to NASA's space shuttle program. She is the first woman to be designated an aircraft/mission commander in the RP-3 *Orion*.

Basic medical testing is going on at the Johnson Space Center in Houston, Texas. It is part of NASA's program to compile physiological information on women as baseline data for comparative studies on future women astronaut candidates. Clinical research in female physiology to develop selection criteria for women in the space shuttle mission began in 1973 at the Ames Research Center in California.

Legislation to amend Section 6015 of Title 10, U.S. Code is now being considered which, if passed, would permit Navy women for the first time to land aircraft on carriers, serve on temporary duty on any vessel not engaged in combat and on permanent duty on vessels similar to hospital ships and transports not expected to be assigned a combat mission. Such an amendment would provide the flexibility that would allow the Navy to take full advantage of the skilled women force available. It would also supply a

### Rosemary Conatser - "I want to succeed at what is the most demanding form of aviation."

broader training base and ensure that women would have the best career opportunities possible.

Naval Aviation is a demanding and challenging profession, not only for those who fly but for all the members of the team.

The woman officer shares the responsibility of all officers for keeping Navy Aviation an effective force. For the enlisted woman, becoming a professional in Naval Aviation is only the first step in an exciting and worthwhile experience. A high level of capability is demanded and

women are seeking to prove that they can do whatever is required in the many different environments in which Naval Aviation operates.

Ltjg. Rosemary Conatser speaks for many, if not most, Navy women as she expresses her own feelings.

"Why do I want to go to a tactical squadron, to fly off a boat, and perhaps be shot at?"

"My reasons are the same as those that have always attracted men to Naval Air. It is because I have experienced the satisfaction of the first-step — winning Gold Wings — and I want to continue to succeed at what is the most demanding form of aviation. I want to become a full professional in my chosen vocation.

"I began flying when I was 15 and the sense of joy is as much with me now as on my first solo. It has taken different forms as I mature. What was once a quest for fun has developed into a desire to be a professional naval officer, learning to handle responsibility, with command in mind."

"If I have learned anything in my few years as a female in a male world, it is that the two are far more alike than not. The basic human aspiration to be happy with one's life work takes as many forms as there are individuals."

### Above article reprinted from NAVAL AVIATION NEWS July, 1977

We wish to extend our appreciation to Helen Collins, author of "From Plane Captains to Pilots", and to the editors of *Naval Aviation NEWS* for allowing us to reprint this slightly condensed version of the article which appeared in their publication last July. We are also indebted to them for providing the photographs which accompany the text.

Also, for your information. The three Navy pilots mentioned in this article who are also Ninety-Nines are: Judith Neuffer, Rosemary Conatser and Sue Mason. Sue was in the first AOC class entering the Navy in October, 1976. An automobile accident late last summer set her flight schedule back a few weeks, but she will be receiving her wings on December 23rd, 1977.

### Another Barrier Broken

One other bridge came tumbling down with the AOC class that reported to Pensacola for training in October, 1977. Jane Morris, from Norman, Oklahoma, was the first married woman to enter the Navy for flight training.



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## 99s in the News



Ninety-Nines have really been in the limelight this fall and we'd like to share news of some of the fame and honor that has come to our members.

**Betty Gillies awarded 1977 Paul Tissandier Diploma.** The Federation Aeronautique Internationale council has selected **San Diego Chapter** member **Betty Gillies** as the recipient of the 1977 Paul Tissandier Diploma. Betty was chosen in recognition of her contribution to the cause of aviation, private and sport aviation in particular, and by her work, initiative and example. The award has been given annually by FAI since 1952. Only three candidates for consideration are allowed from the U.S. each year.

**Woman of the Year.** **San Joaquin Valley** member **Rosie Hijos** of Chowchilla, CA was named "Woman of the Year" at the California Flying Farmers' convention in San Diego, October 29-30. She also received for the third year in a row, the award for the woman bringing in the most new members.

Earlier this year Rosie was appointed to the board of directors of the organization. She's the first woman to hold a seat on the board. Since the death of her husband several years ago, Rosie, with the help of her son, Brian, has continued to operate the family dairy farm. Her Cessna Cardinal is a familiar sight at both 99 and Flying Farmer events.

**Ninety-Nine Joins Fraternity.** **Carolyn Columbo**, **Mid-Tennessee 99**, was the first of three women to be admitted to the Alpha Eta Rho Flying Fraternity at Middle Tennessee State University, the host chapter of the NIFA SAFECON for 1978.

**Headlining the Media.** **Rosemary Wright** of Lebanon, TN, was recently featured in a full page spread about aircraft owners in the Nashville Banner. She was the only woman pictured along with several men. On TV was **Martha Christy** from **Shreveport Chapter** who was interviewed to promote her coloring book for children. The coloring book depicts the story of the city of Shreveport.

**Serving Aviation Organizations.** New President of the DC Chapter of SASI is **Maryland** member **Carol Roberts**. SASI is part of an international organization dedicated to the advancement of Air Safety Investigation. **Santa Clara Valley's** upside down gal, **Madeleine Like** has been elected Secretary of the 12 IAC Chapter 42.

**Verene Truby**, **All-Ohio**, was one of the four members of the Air Taxi Committee of the National Transportation Commission who met recently in Washington to discuss the proposed rule changes to Part 135.

**Chapter Honors.** **Columbia Cascade Chapter** has the Sectional Achievement Award back under their "wing-pit" with **Peggie Blinco** having been presented with the honors and trophy at the sectional in Anchorage. Their past chairman, **Billie Dutcher**, was the proud possessor of it last year.

**Sacramento Chapter** carried home a plaque honoring their special achievement in Public Relations for the Southwest Section for the period 1975-77.

**Vi Blowers** won **All-Ohio's** Achievement Award Trophy for being the most active member and contributing the most throughout the year. **Dick Bethel**, well remembered for his work at the Angel Derby and Air Race Classic stops in Columbus, won the 49½er Award.

**National and Community Leaders.** **Mary "Bunny" Foley**, **Carolinas Chapter**, was a guest lecturer at Boston University, Sargent School of Allied Health Sciences and the School of Nursing. **Marilyn Copeland**, **Kansas**, has been reelected for a second term as District VI Vice-President of the Women's Auxiliary to the American Dental Auxiliary.

The mayor called personally to tell **Gene Nora Jessen**, **Idaho 99** and International Board Member, that she had been selected by the city-council to fill the vacancy on the airport commission.

**Public Relations Specialist.** **Eastern Pennsylvania's** versatile **Anne Shields** has had a busy fall. After attending the National Air Traffic Controllers Association meeting in Dallas, Anne has been steadily on the go with speaking engagements. She lectured on FSS facilities for a ground school, spoke on women in aviation to the NJ Flying Farmers Annual Banquet, and spoke to the Delaware County Aviation Association on weather. She was also the NATS representative at the FSS Eastern Region Seminar, Nov. 15-17 where the main concern was how to prevent the FAA from closing individual FSSs and consolidating them into Centers.

**Patron of Aero Club.** **Peg Kelman** (**Buderim, Queensland, Australia**) has accepted the position of Patron of the Maroochydore Aero Club. This is a tribute to Peg's continuous interest in aviation, her own flying, and her efforts to keep others interested in flying. A delightful story Peg tells against herself is of the day she had her first flight in a Pitts Special. The owner/pilot put the Pitts through its paces in polished fashion with an elated Peg enjoying every aerobatic manoeuvre. Stepping down after landing Peg overheard a voice in the crowd say, "Flying must be all right. Just look at that little grey-haired lady getting out of that aeroplane!"

**Rosemary Colman**, **Sydney, Australia**, has been elected to the Committee of the Royal Aero Club of New South Wales, becoming one of the few women to serve in this role.

**Alverna Williams Day.** November 7th was declared "Alverna Williams Day" by the City of Grand Prairie, Texas and a large reception and banquet were held in her honor. Alverna was recognized for her outstanding contributions to the field of aviation and her work with the handicapped. The Smithsonian Institution has hung her portrait in the new Air & Space Museum in Washington.

**New Accident Prevention Counselor.** The **Austin Chapter** was exceptionally proud when their chairman, **Jo Payne**, was named an Accident Prevention Counselor. Jo is the only woman presently holding that distinction in their area.

**Angel Appears.** Now that the 1977 Angel Derby is ancient history, the true story can be told. Unknown to race officials, one aircraft departed to Columbus with three souls on board. The three flew the entire race with no one being the wiser. In fact, the individual would not identify itself - not even to sex, male or female - even to the pilot and co-pilot. On November 11th the passenger made herself known. **Nancy Connell**, **All Ohio**, flying the Angel Derby with **Verene Truby**, gave birth to her third girl. Name? Could it be anything else but ANGEL?

**Joan Mace**, flight instructor at Ohio University, Athens, has a former student who is now number 2 man with the Blue Angels, the Navy's precision acrobat team. **Dan Keating**, from Westerville, OH was a student at OU in 1970 and went through OU's aviation program. Upon graduation he became a member of the US Marine Air Corps and later accepted a position as pilot with the Blue Angels.



## New Members

Many interesting new faces are cropping up at Ninety-Nines meetings this fall, and we'd like to take this opportunity to introduce you to just a few.

**The Caribbean Section** welcomes **Helen Veatch**. Out of a growing need to have ready access to the Out-Islands, Helen and her husband, both missionaries to the Bahamas, decided to learn to fly. She and her husband, Rev. Carol A. Veatch, have served in the Bahamas for 12 years.

**Claire Drenowatz** recently transferred to the **Alaska Chapter** from Marin County. She already has a job that has kept her busy seeding the fog which forms over International Airport during the winter months.

**Andree Pedneau**, new member of **Niagara Trillium Chapter**, flies as often as she can as she is working on her commercial rating. Because, like many of us, she has to work occasionally to support her flying habit, Andree is a physiotherapist at McMaster University.

**Clarice Baker**, new **Alberta** member, says "temporary insanity" prompted her to learn to fly. However, she has fully recovered and gone on to get her commercial/instrument and flies a Cessna 172. She recently transferred from the Winnipeg area. Clarice, a gynecologist, works with the Irving Clinici in Kamloops.

Aviation seems to form bonds between people from every walk of life. **Marg Dewar**, **Maple Leaf Chapter**, is an elementary school teacher, while **Angie Franklin**, new **Oklahoma** member, is a graphic/commercial artist. **Mary Feik**, a new **Maryland** member, has a fabulous background as a flight engineer during the war. **Phyllis Beardsley** is a full time flight instructor in Warton, Ontario while **Jeannine Sprague's** claim to fame is some of the "super" re-upholstery jobs she had done on aircraft - recently a Queen Air. Jeannine is a member of **Alberta Chapter**. ♡

## Seen in the Reader's Digest

A student pilot was receiving his first flying lesson in a two-seater whose number was N60 AFT. The little plane taxied along the runway, swinging from side to side, then finally turned a complete circle.

"Alpha, Foxtrot, Tango," called the control tower. "Do you require assistance or would you just like some music?"

## Our Gift To You

By Linda Haedge

The Anoka-Hennepin School District Number 11 and the Aviation Advisory Council invited the **Minnesota Chapter** to represent **WOMEN IN AVIATION** during the Midwest Aviation Symposium, October 21-23. We happily accepted the invitation for this was just another - and bigger - patch of Blue for the 99s. If we are to be promoters of Safety and Aerospace Education, we have to be believers; we have to practice what we preach. The key was involvement - and that's exactly what happened. We (99s) were involved at Anoka High with a booth and a slide presentation of the Red Cross Lifeguard Flights. The 99s, in turn, involved the "Right Seat Person" at the Safety Clinic in learning ground symbols and distances on their own Sectional Charts - and talking on the microphone.

The goals for the symposium were to gather the best and most enthusiastic experts available under one roof, to alert all educators, pilots and non-pilots in the Midwest to happenings in the world of aviation. Almost every subject in Aerospace and Aviation was covered, from the Space Shuttle to hang gliding to our own 99 booth. With **Eleanor Curry** as chairman, a very attractive display depicted some of our projects for visitors. Handout material was available on the **Minnesota Chapter**. The International Organization of the Ninety-Nines and Women in Aviation. And of course, **Jan Young**, **Peggy Johnstone**, **Jan Porter**, **Linda Haedge** and **Eleanor**, were more than happy to tell everyone about the 99s.

There were two classroom presentations of the Red Cross Lifeguard Flights by Linda Haedge. It is an entertaining and informative slide presentation, put together with the help of John De Haven, Public Relations for the Red Cross.

Because it was so well received, there have already been four invitations from schools and aviation groups to see and hear about this community service.

**Marilyn VanDerbur**, former Miss America, was the morning keynote speaker. While she is not actively involved in any form of aviation, she has been named "Outstanding Woman Speaker in America".

And of course, there was our own brand new 99, **Denise Wiederkehr**, along with her sister, Donna, and her dad, demonstrating Hot Air Ballooning.

The scene changes on Sunday to the Gateway North Airport for the Safety Education Clinic for pilots and non-pilots. **Joan Sommerfeld** made a Sectional come alive to all the "Right Seat People". What fun it was for them to discover they could be involved in navigation. Lest we forget, Gene (Joan's 49½er and a Northwest Airline Pilot) made the instruments for the part of the program on the basics of aerodynamics. Jan Nielsen, an Air Traffic Control Trainee, had some of the "Right Seat People" to the point of asking for a DF Steer! Dr. Franklin Sidell, Physician and pilot, speaking on the physiological effects of flying, suggested ways of contributing to the safety of a flight, at the same time, making it more fun for themselves - and the rest of the passengers. When the Clinic ended, one "Right Seat Person" said she "Would like to know the wonderful people (99s) better. You just radiate the feeling of closeness you have among your members." This statement caused us to examine, for a minute, just what "We" are - We are united through our organization in the advancement of many causes in the field of aviation - from charity to education - and This is our gift to the Aviation Community. ♡



99s at the "Right Seat Person" Clinic were (L-R) Eleanor Curry, Linda Haedge, Rita Orr, Peggy Johnstone, Mary Griffiths, and Joan Sommerfeld.



## Ninety-Nines

# Projects

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



### Australian

#### Wine-Tasting Fund-Raiser

Sydney-based 99s ran a fund-raising wine-tasting dinner at the Len Evans Cellars at the end of November. Fifty two people attended and voted the roast beef The Best Ever and totally enjoyed the wines, including port and cheeses. The room buzzed with animated flying talk from start, 1900 hours, to finish, 0000 hours, and could have lasted longer. Thanks go to **Glenda Philpott** for the idea and **Rosemary Colman** for the co-ordination of the event.

### East Canada

#### Aviation Seminars Planned

The Second Series of Aviation Seminars, planned to meet pilots' needs for continuing education, have been scheduled for Wednesday evenings at 20:00 hrs. from February 1st, 1978, through March 1st, inclusive at Buttonville Airport. Open to all members of the general aviation public, these popular seminars, which were held last year at DCIEM, Canadian Forces Base, Downsview, are sponsored by the **First Canadian Chapter** of The Ninety-Nines, Inc.

Topics for this year's seminars include a discussion on engine maintenance and fuel economy; communicating with air traffic controllers at two high density airports (one international, the other a busy general aviation airport); some legal aspects of aviation; aviation safety and accident prevention; pilot survival and facilities and procedures employed by Search and Rescue.

Lectures begin at 20:00 hrs. Registration desk opens at 19:30 hours. Cost for the full series is \$25.00 or \$5.00 per session. Pre-registration is requested and further information and registration forms are available by contacting "Aviation Seminars", Box 99, Toronto-Buttonville Airport, Markham, Ontario, L3P 3J9.

### Middle East

#### Steepest Roof They Ever Painted

Arrangements were made by **Helen Sheffer** for Central Pennsylvania 99s to

paint the roof at King Air, Inc., Williamsport. The letters were already there, but needed a coat of paint. She contacted all the local members and **Mary Hull**, **Shirley Weinhardt** and **Flo Shirey** came out to help. They said it was the steepest roof they ever had to paint. The task was done as a special favor to the Owner-Manager, **Emmett Jones**, for all the nice things he has done for our chapter.

#### How did you get the plane in?

A Cessna 150 belonging to Mercury Airways created a great deal of interest while on display for three days at Norfolk's largest shopping mall. **Hampton Roads 99 Gini Buck**, Vice President of Mercury Airways, and **Kendra Roth** assisted other members and students of the flight school in answering questions about flying. One of the most frequently asked questions was, "How did you get the plane in the mall?" (The wings were removed, then replaced.) An amazing lack of knowledge of small aircraft, the cost of learning to fly, and flight safety was revealed - and, hopefully, replaced with facts.

#### MD Speakers Bureau Active

Nov. 7th, **June Hanson** and **Doris Jacobson** of Maryland gave a lecture with slides at the Churchville Optimist Club. **Jo Eddleman** of Washington D.C. Chapter was asked to speak on Air Education, our pet project, at an EAA meeting in Wilmington, Delaware. She was so well received she asked to be put on our speakers list.

#### 99s in Fly-By

The Air Show at Chesapeake Appreciation Days, Oct. 29 and 30 with 10 Maryland 99s along with 37 aircraft of the Potomac Antique A/C Squadron participating was beautiful to see. This is a 13 year old annual event for old-time skipjack races, etc., on the Chesapeake Bay. It includes land activities where our 99s have a booth. One of our 4 aerobatic pilots was a woman. We'd like to have an all-women's show - sort of an all women's Air Ballet. Ninety-Nines from other chapters are invited to join and help us.

### WV 99s Airmark the State

West Virginia Mountaineer Chapter made arrangements through the Aeronautics Director of West Virginia and have a contract signed to have 93 aerial markings done in the state of West Virginia. As of September the girls, with the financial aid of the state, have finished well over 125 aerial markings.

### North Central

#### All-Ohio 99s Involved in Aerospace Education Activities

Ohio State University Controller **Connie Huffman** spoke to 35 students at Westerville High School on aviation and experiences as an Air Traffic Controller.

**All-Ohio 99 Martha Olson** designed a display board with a picture history of various 99 events. The display is being placed by FBOs to make the flying public and women pilots aware of the 99s.

The Senior Citizens of Columbus, Ohio were treated to a visit to Port Columbus tower and radar room. **Marilyn Miller** spoke to the group. Many of the group had never flown or if they had, wanted to know more about how it all works. Marilyn said they were a joy to behold and really enjoyed themselves.

#### Safety Seminar Attended

**Cape Girardeau** members **Lois Feigenbaum** and **Carlene Lawder** attended a Safety Seminar at the Williamson County Airport, Marion, IL on November 9th. A film on "Over Water Flying" was shown, an explanation of DF equipment was presented by the Cape FSS personnel, and an excellent presentation on Approach Control and their assistance to the pilot was given by Mr. Charles Jefferys.

#### PR Project Slated for Holidays

**Indiana Dunes** Christmas Project is strictly for public relations. All members are baking cookies to be boxed and delivered to local FAAs, FBOs, GADOs, and Tower personnel.

#### Career Day Presentation planned

A Career Day presentation at Hobart



Senior High School was made by **Indiana Dunes** members **Charlene Falkenberg** and **Carol Zander** in December.

### 80 Attend Aviation Clinic

**Chicago Area** held an Aviation Clinic November 12th at the Rockford Airport and had an excellent response. Over 80 participants enjoyed the talks and movies on new FARs, AIM, mountain flying, weather, mechanics for pilots and simulator demonstrations. Talks were held for nervous navigators and lunch was served all day to those who provided an airplane.

### Airport Guides - A Great Idea

A regular feature of the new **Lake Erie** newsletter, "The Ephemeris", will be the inclusion of one or more airport guides each month. The guides give some basic information about the field - pattern, elevation, location, etc. - and then go on to give you lots of information about hotels, restaurants, and things to do in the area. They're set up in size and format similar to NOS Instrument Approach Plates (you could file them in a spare binder), and are intended to aid in planning flying activities or would be useful if you get weathered in, etc.

They favor hotels that provide transportation, and try to list their special attractions like indoor pools. Restaurant favorites are either "classy", near airports or offer some special value. Special shopping and tourist attractions are also included. Hopefully, these will combine the type of information you find about airports in the AOPA Airport Guide with the kind of tourist information available in the Mobil Guide, but especially slanted to air travelers.

It would be great if other chapters would follow suit for their state or part of the country so we could come up with a combined set covering everywhere we might want to go.

### Santa's Helpers in Quad City

Ninety-Nines from **Quad City Area Chapter** have been holding workshops after meetings and getting together when they can to work on their latest money-making project, painting ceramic Christmas decorations.

### Northwest

#### "Be Nice to Me - I Gave Blood Today"

The Red Cross has awarded a "Certificate of Appreciation" to members who have made blood pick-ups for them during the past months. To produce platelets from the blood, used mainly in the treatment of leukemia, it is necessary to process the blood within four or five hours from donation, so flying it from cities around Oregon and southern Washington to the Red Cross Center in Portland is very vital to their program. This promises to be a very fulfilling activity for our chapter in the future.



**EL CAMPO METRO** was airmarked by 99s from 3 chapters: **Houston, Coastal Bend and Space City**. Pictured are **Linda Able, Paula Faught, Mary Ellen Conrado, Shirley West, Eve Yumlin, Vel Morgan**, (Standing) **Eulalia Nichols, Mary Ann Basham, and Katherine Caraway**.



Lining up for their ride in the **North American AT-6** following airmarking are: **Shirley West, Paula Faught, Lenelle Easley, Mary Ellen Conrado, Eulalia Nichols, Vel Morgan, Mary Ann Basham, Linda Able and Helen Jackson**.

### Section Newsletter Started

Northwest Section Governor, **Lou Wicks** has asked **Columbia Cascade "Tail-spinner"** editors, **Pegge Blinco** and **Mary Wohlgemuth**, to publish a Northwest Sectional Newsletter. The first quarterly issue of "Fancy Props" was sent out in November to chapter chairmen and officers. As time progresses "Fancy Props" may be sent to each 99 in the section if funding can be figured out. Publishing and mailing a newsletter is not inexpensive.

### South Central

#### Back to Work for Austin Chapter

With cooling weather and the capable assistance of 49½er members **Bill Payne, Wally Burkett** and **Rick Pariseau**, the chapter went back to work in November. Runways 34-16 at Lakeway and 35-17 at

**Georgetown, Texas** were airmarked. Neither runway had ever been painted previously, and both generate a surprising amount of air traffic around Austin. Special thanks go to Chairman **Jo Payne**, members **Rose Marie Burkett, Nancy Troike, Irene Glass, Eileen Pariseau, Marty Thompson, Diane Hadley, June Gough, Chris Howard**, and yours truly, **Kathy Griffis**, for their energy, patience and enthusiasm while working to provide this valuable service to all pilots.

### El Campo Airmarked by 3 Chapters

The **Coastal Bend 99s**, in conjunction with the **Houston and Space City chapters**, airmarked the **El Campo Metro Airport** hangar. It was great fun and we received rides in one of the old Air Force aircraft.

Continued on P. 24



## Projects

continued

### Congressman Milford speaker at Safety Meeting

**Golden Triangle** co-sponsored a safety meeting in November with the Arlington Pilots Association at the University of Texas. Our key speaker was Congressman Dale Milford who stressed the need for all of us to constantly "sell" aviation to everyone thus enhancing its continued growth and development from top government levels down through the local FBO.

### Mineral Wells Airmarking Rained Out

We sure needed the rain, but it was a big disappointment for all of the **Golden Triangle** members when their first fall airmarking at Mineral Wells was totally rained out. They picked another day and remarked two runways. On their second trip out they will lay out and paint the name and elevation for them.

### El Paso 99s Put On IFR Seminar

The **El Paso Chapter** held an Instrument Seminar on November 2nd at the El Paso International Airport. It was the first of its kind conducted solely by 99s and was well attended. Requests were for an IFR seminar to be held every six months.

### "Accident Prevention through Family Awareness"

The **Houston Ninety-Nines** co-sponsored the FAA Safety Clinic "Accident Prevention Through Family Awareness". It was a very educational event with Jim Harriss, Chief of the FAA Aero Medical Branch in Oklahoma City, as guest speaker.

### Airmarkings and Seminars Kick off the Fall in Kansas

**Kansas 99s** came out in force for two airmarkings, taking advantage of the fall weather. Airport names were painted in 30 foot tall letters. Kingman had their newspaper reporter out for the event and the subsequent article and photos were given front page coverage.

Two safety seminars in recent months have been held in Wichita. The **Kansas Chapter** co-sponsored a seminar with the FAA attended by 250 persons, and Copeland Aviation (Dr. John and Marilyn's airport) hosted another seminar under the auspices of AOPA which had an attendance of over 300.

### Southeast

#### Florida Goldcoast take AOPAers for a Ride

The chapter project for October was helping transportation at Opa-Locka Airport for participants of the big AOPA Plantation Party. We drove the arrivals and departures from their aircraft to awaiting buses which took them from airport to hotels and back. Our chapter provided drivers for a period of seven days, twelve hours per day, to ensure that no one was stranded with baggage on foot. In return, our chapter is to receive a check from AOPA to enrich our treasury.

#### SAFECON Preparations Made

The **Mid-Tennessee Chapter** is devoting most of its time to preparing for the NIFA SAFECON to be held at Smyrna Airport May 18-20th and the Nashville stop of the Angel Derby May 6, 7 and 8. That is a lot for us to coordinate for both events.

#### Tullahoma Happening

**Middle Tennessee** members Charlotte Parish, Edna Broyles and Pat Garner have again successfully participated in the "Tullahoma Happening". It is an annual

fly-in for antique, classic and experimental aircraft. In spite of the bad weather they still had 500 people for the chili dinner in the hangar.

### Georgia Working on Angel Derby

The **North Georgia Ninety-Nines** will sponsor the Athens stop of the Angel Derby next May. This will be the first time the chapter has sponsored a stop and we're looking forward to making this a memorable welcome for the participants during their overnight stay in Georgia.

### Southwest

#### Preventive Maintenance Seminar

**Pat Forbes'** 49½er Dave was the featured speaker at the Preventive Maintenance workshop sponsored by **Golden West Chapter** November 29th.

#### DFR Flights

Due to marginal weather down at Santa Barbara, **Marty Graham** was the only one from **Mt. Diablo Chapter** able to make the flight down. She took 600 lbs. in her Sky-master. When she taxied up at Santa Barbara, there was the truck with DFR on it and Marty wondered how they knew she was coming. Turned out there were three other planes that had flown in with supplies from the **Salinas Chapter 99s**.

#### More Pinch Hitters Produced

With the support of her chapter, **Mary Kochanek**, CFI and Section Safety Chairman, presented **Far West's** first Pinch Hitter course. Fourteen somewhat reluctant right seat passengers graduated with confidence in their ability to handle an emergency and many expressed an interest in learning to fly themselves.

#### Scholarship Established

The **San Diego Chapter** has established an annual \$400 scholarship for members of that chapter. The Betty Lambert Memorial Scholarship Award will be given annually to the San Diego 99 who has both given the most to aid the chapter and has the most valid use for the money for "individual growth in aviation related areas." Money for the award is raised through that chapter's Flying Companion Seminars and published course material.

#### Weather Talks Given

**Carol Clarke**, Utah, is keeping busy. She gave talks to St. George and in Price at FAA Safety Seminars. There were slide presentations to help pilots recognize local hazardous flying weather.



Mary Ann Basham hands literature to participant in Houston's Accident Prevention Seminar while Chairman Paula Faught, FAA's Carl Edmonson and Eulalia Nichols look on.

## NOTAM

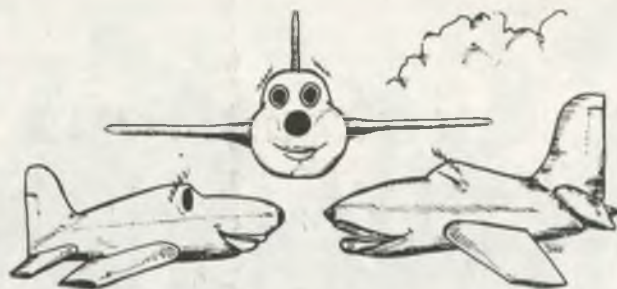
### AIRMARKING CHAIRMEN

The FAA no longer requires the submission of Air Marking Report Form FAA 1340(4-61). In fact, they not only don't require, them, they don't want them.



99s getting together

# Meetings



## South Central Africa

### Section Meets at Johannesburg

The Section Meeting at the Johannesburg Hotel on October 9th welcomed 2 new faces - Elaine Oates and visitor Alyson Malloch - and regretted some old ones missing.

The South African Air Force 114 Squadron based at Lanseria includes a majority of 99s and we still hope Rhodesia may choose to follow South Africa and allow Lady Pilots to help in her unique situation. More pilots are being trained every day as the skies are safer than roads haunted by the threat of land mines.

Business was condensed so that the Rhodesians could still enjoy the remainder of their brief visit to Johannesburg. Governor Penny Dixon closed the meeting with an appreciation of all the hard work done by Carol Hartnett in organizing the charter of the Boeing.

## East Canada

### IFR/VFR Facilities Toured

Eastern Ontario members congregated at the Ottawa Terminal for a tour of the IFR and VFR facilities in November. This was arranged by our keen new executive (see picture).

Terry Moore, an Ottawa Terminal Controller, showed slides and discussed the layout and procedures of the terminal area at length before we went to the IFR room and saw the actual equipment and controllers on the job. Tower supervisor

Bliss Buchanan then divided us into small groups for the tower visit. We can now appreciate traffic control from the controller's point of view much better and can fully appreciate the plea to communicate: **Who** you are, **where** you are and **what** you want!

### Onus Portamus

Onus portamus (we carry the load) is an apt motto for Squadron 436, which has operated as a transport unit since its formation in India in 1944 as the Royal Canadian Air Force's 33rd Squadron. Now stationed at Canadian Forces Base, Trenton, the squadron played host to 46 people (members and guests of **First Canadian Chapter**) on November 4, 1977. During the tour of Base facilities, 99s and their guests witnessed the initiation of Search and Rescue procedures for a light aircraft missing on a flight from Marathon (Northern Ontario) to Maple (near Toronto). The possible development of a satellite program, at an estimated cost of \$15 million, to assist in Search and Rescue was mentioned by the Search Master in his discussion.

In his welcome, Lt. Col. Don Davis, Commander of 436 Force, explained the three part function of the force, 1) Search and Rescue, 2) Transport, and 3) Tactical Airlift. Included in the tour were a brief examination and explanation of the famous JT3D engine used in Boeing's 707; packing systems used for safe paradrops of

men and equipment (even fresh eggs were dropped without breakage).

Despite low ceilings and marginal visibility, five aircraft flew in. **First Canadian Chapter** added another first to its list — the first business meeting conducted under the wing of a Hercules. Co-ordinated by Capt. Bruce McKay, Officer in Charge of Protocol for CFB Trenton, and First Canadian Chairman **Shirley Allen** and **Adele Fogle**, the event concluded with a "T.G.I.F. Happy Hour" in the Officers Mess for the less bold pilots who drove.

### Joint Chapter Meeting Held

Twenty-four members and prospectives met for the joint chapter meeting of the **First Canadian** and **Maple Leaf Chapter** 99s held at the Kitchener, Ontario Airport on November 15th. Our group thoroughly enjoyed the interaction with the 99s from the Toronto area.

The results of our recent election of officers for the up-coming year voted **Peggy Smith** as our new Chairman, **Helen Wilson**, Vice-Chairman, **Gloria McRae**, Secretary and **Doris McKenzie**, Treasurer.

### Section Meets at Gray Rocks

One of the highlights of the fall meeting at Gray Rocks, St. Jovite, was the naming of the recipient of the Canadian 99s Award. This year the Canadian Soaring Team was selected and the funds are to go towards their expenses when they compete in France in 1978.

A 2½ hour Pilot-Aid Course was given



New Eastern Ontario Executives are (Front, L-R) Carolyn Thomas, Secretary; Beverly Smith, Treasurer; (Back) Suzanna Frogley, V. Chairman and Virginia Cunningham, Chairman.



Capt. Petyok, member of Search and Rescue Team, answers questions by First Canadian 99s during their tour of Canadian Forces Base, Trenton, Ontario.





Members of the East Canada Section attending the Fall Sectional in St. Jovite, Quebec. (Front, L-R) Sandy Frank, Irma Selig, Betty Issenman, Joanne McEachern, Morilou Cummerford, Mary Warner-Smith. (Back) Mary McMillan, Peggy Bauman, Beryl Scudellari, Shirley MacDougal, Betty Jane Schermerhorn, Joan Mitchell, Lorna De Bliques, Esme Williams, Anita Nunns.

by Montreal members Betty Issenman and Joan Mitchell during the afternoon to over 40 non-fliers.

## Middle East

### Wilmington Hosts Fall Sectional

Approximately 100 members attended the fall section meeting in Wilmington, Delaware with all chapters well represented.

Louise Sacchi was the featured speaker at the evening banquet. She reviewed some of the events that had happened in her life which ultimately led her to being the Owner and Chief Pilot of Sacchi Air Ferry Enterprises (SAFE). She concluded her portion of the program by taking us on a ferry flight from the USA to South Africa via a slide presentation.

The following morning a tour of the 166th Tactical Airlift Group, Delaware Air National Guard was arranged for the 99s.

The Middle East Section will hold its Spring Sectional Meeting April 15th and 16, 1978 at the Holiday Inn, Charleston, West Virginia. The West Virginia Mountaineer Chapter will be the hostesses.

### Aircraft Identification

Chairman Sharon Paulson's husband, John, gave Hampton Roads Chapter a fine, unique program recently. Using numerous slides he has taken over the years, he pointed out ways of identifying various makes and models of general aviation aircraft. At the end of the program he gave a 10-slide quiz, with prizes for the highest and lowest scores! We learned a lot and had a ball, too! He promises us similar programs on antique aircraft and military aircraft.

## New York-New Jersey

### Madame Anna Chennault Speaks at NY-NJ Section Meeting

A Wine and Cheese Party, Round-Table Discussions and A Safety Program for 49½ers during the 99s business meeting were highlights of the NY-NJ Fall Section Meeting hosted by the Palisades Chapter.

The section meeting's fascinating guest speaker was Madame Anna Chennault, a native of Peiping, China, a U.S. citizen and world-renowned author, lecturer and aviation consultant. Speaking of today's campaigners for women's rights, Mrs. Chennault said women are "calmer, better educated, more experienced and highly professional." Her vision of the women's movement included the assistance and co-operation of men, but she cautioned "during the campaign for early opportunity, we should try to be our own self. There is nothing more distasteful than women acting like men!"

The widow of the late founder of the World War II "Flying Tigers", U.S. Air Force General Claire-Lee Chennault, serves as President of the Tiger Aviation Corporation (TAC) in Washington, D.C. However, her life-long professional career does not diminish her pride in being identified as a housewife and mother.

As a memento of the auspicious occasion, Section Meeting Chairman Clarice Bellino presented Mrs. Chennault with a Certificate of Appreciation from the Ninety-Nines, Inc. An engraved Amelia Earhart Medal was also sent to Mrs. Chennault by the Palisades Chapter as a lasting symbolic bond among great women.

## EFAS Buffalo FSS Topic

Meeting at Shettlers in November, Western New York members heard a very interesting talk by Bob Bell from the Buffalo Flight Service Station on what is being done by FSS and the Enroute Flight Advisory Service (EFAS) to increase pilot safety. An enlightening film on stalls was also shown.

## North Central

### Stormscope Operation

The Ryan Stormscope was the subject of the All-Ohio Chapter meeting held at OSU Airport in November. Bill Freeman, an executive with the company, presented interesting slides and talk on the operation and use of the Stormscope. One member who is lucky enough to own a Stormscope commented on its ability to paint storms when many times Center can not. The Stormscopes' main office is located in Columbus.

### Getting IFR Current

Although Baer Field reported it was IFR and you had to do an instrument approach or take a special VFR, 21 members and guests still attended the Indiana Dunes November meeting at Fort Wayne, IN.

### "Winter Flying" Appropriate Topic

A small group of hardy Iowa souls flew into Fairfield for the November 29 meeting. A brisk wind and cool temperature put us in the proper frame of mind for the program on winter flying presented by Bill Palmer, Fairfield FBO.

How nice to have Kitty and Cliff Hach in Iowa on a 99 meeting Sunday. Since they are opening a new factory in Loveland, Colorado, they do a great deal of commuting between Loveland and Ames. Kitty flies the round trip weekly in their Cessna 210.



MADAME ANNA CHENNAULT is presented with a Certificate of Appreciation by NY-NJ Section Governor, Doris Miller; Chapter Chairman, Judy Roth and Section Meeting Chairman, Clarice Bellino.



## Primping for the 50th Anniversary

While they're still all dressed up for their Christmas dinner-theatre party, **Quad City 99s** will be crowding together to get their picture taken for the 50th Anniversary History Book.

Has your chapter had yours taken?

## Northwest

### Experimental Aircraft Tour

Following a dinner meeting, **Alaska 99s** adjourned to the home of John Cooley who is building a Thorp experimental aircraft. We discovered he will have to remove a basement wall to get the finished product outside. (These Alaskans do get "cabin fever".) Mr. Cooley also shared his Oskosh '76 slides with us.

### Get Acquainted Tea

The **Alaska 99s** held a get acquainted tea for lady pilots at the home of **Nita Wood**. Each of the 50 pilots and student pilots attending gave a brief resumé of her flying experience. They represented many walks of life including air traffic controller, nurse, lawyer, computer operator, etc., and many filled out applications to become 99s. The last guest to arrive announced she had just soloed half an hour earlier. As proof she displayed the panties her instructor snipped a chunk out of to hang on his wall. (She wasn't wearing them!!!!)

### Learning About Engines

**Greater Seattle Chapter** met at Collins Aviation on Boeing Field in November where Mr. Collins presented an excellent program on engines. He also answered any "questions you always wanted to know but were afraid to ask".

### Chapter Donates Library

The **Intermountain Chapter** met at the Spokane, WA Public Library in November at which time members donated a series biography film, "Amelia Earhart", to the library for future public use. The book, "Hawk" was also given to the library.

### Ranch Tour

**Mabel Blakely** and **Elizabeth Grieve** greeted **Wyoming 99s** as they arrived at the Lander Airport on November 12. Meanwhile back at the ranch — The Willow Creek Ranch — a delicious dinner was waiting to be sampled after the meeting. The calendar of events of the first five months of 1978 was developed. Members signed letters to the Wyoming Representative and Senators opposing FSS closures and urging that the FAA hold public hearings and reevaluate their decision to reduce hours of operation and to consolidate and close FSSs which provide vital services to pilots.

## South Central

### 99s Fly F-4 Link Trainer

The summer and fall have been fun and challenging for the **Austin Chapter**. In June, the chapter visited Bergstrom Air Force Base to experience the challenge of

trying to fly an F-4 Link Trainer. The simulator was exhilarating, especially when the turbulence of a sudden tornado and violent thunderstorm were added to the already complicated maneuvers of the completely computer controlled training system. For July, **Rose Marie Burkett** and her 49½'er, Wally, hosted the chapter, prospective members and several guests for a picnic dinner at their home. The evening fellowship was especially enjoyable, and through the courtesy of the Texas Aeronautical Commission, the group shared a viewing of the 16 mm. production of "To Fly," the film which is shown on the big screen at the Air and Space Museum of the Smithsonian Institution in Washington, D.C.

The chapter went into the air traffic control tower at Austin's Robert Mueller Airport in October for a review of ATC procedures. Our increasingly busy municipal traffic makes this a changing challenge for any conscientious pilot.

### Breaking-even Cheers Coastal Bend

**Coastal Bend** members met at the Feed Lot Restaurant in Victoria recently and reported on the payment of all bills from the South Central Section Meeting they hosted in Galveston. The chapter says a big "Thank You" to everyone who participated and made the event such a great success.

The chapter is now working to bring the prospective members in the area together and plan a joint meeting with their sponsoring chapter, **San Antonio**, for November.

### Joint Chapter Meetings

A popular way to renew old friendships is to have joint chapter meetings. Such an event was planned by the **El Paso** and **Santa Fe** chapters for November.

## Fort Worth Celebrates 20th Anniversary

The **Fort Worth Chapter** celebrated their 20th Anniversary, Friday evening the 18th of November at the Ridglea Country Club, honoring the charter members who could be contacted.

**Dr. Dora Strother** one of the first members of the organization was a delightfully informative speaker for the event. She learned to fly in Civil Pilot Training Program in 1940 at Northwestern University and holds an ATP certificate. Today, she is chief of Human Factors at Bell Helicopter in Hurst, Texas.

**Verna Burns Stubbs** was known as Miss Fort Worth in the aviation world for many years. She has logged well over 3000 hours and has instructed at a number of airports in and around Fort Worth. She has ferried planes and was a captain in the Civil Air Patrol. She inaugurated CAP flying programs. Many times she has participated in Search and Rescue missions. Verna and Johnny's ranch with its own airstrip in

Fort Worth are a part of Texas history.

**Broneta Davis Evans** is a past 99 International President living in Mangum, Oklahoma who flew her Arrow to Fort Worth for the occasion. She was the guest of Verna Stubbs and her colorful reminiscence was fascinating to all of us.

**Edna Gardner Whyte**, the indomitable wonder of all time, entertained the group with anecdotes of the past also. The latest addition to her achievements was the presentation of the Kolp Award at the Fall Sectional in Galveston. Still wonders never cease for her - she has been commissioned to fly the F105 from Carswell Air Force Base. Her physical was stringent, but this invincible Edna, at 75, passed it with flying colors.

**Tony Page**, one of the most colorful personalities from this group, is the Editor and Publisher of the Cross Country News, a publication gifted to her by her husband on her birthday in 1952. She holds the Amelia Earhart Medal for her activities in promoting aviation and is the only writer to receive, 4 times, the Sherman Fairchild International Safety Award.

### Overwater Flying Procedures

For their October meeting, the **Houston 99s** enjoyed a lecture and slides on "Overwater Flying Procedures". The guest speaker was Mike Orrson who described a survival kit you can put together economically.



"Overwater Flying Procedures" is demonstrated by Mike Orrson to Houston 99s, Adelle Baker and Betty Fritts.

### Okies Learn Preventive Maintenance

After a brown bag lunch at Gibson Aviation in El Reno, James Gibson gave some classroom instruction of the "how-tos" of Air Safety and Preventive Maintenance for the woman pilot. Following a brisk question and answer session, we retired to the hangar for some more on the spot preflighting on the Gibson's 182.

## Southeast

### Aerospace Education is Topic

Speaking at the November **Alabama Chapter** meeting was Dr. Elizabeth Martin, Professor and Director of Aerospace Education in the College of Education at the University of South Alabama. Dr. Martin, who spoke on Aerospace Education, was introduced by **Wisconsin** member **Peggy Mayo** who is temporarily living in Mobile.



# Meetings

continued

## Fun Fly-In Spot Discovered

October featured a fun fly-in meeting for **Florida Goldcoast** members to Placid Lakes, - just south of Sebring - Florida. The field is a paved strip, with Unicom, and the FBO's Jean and Bud Rittman provide southern hospitality that is hard to beat. They provided transportation to the Placid Lakes Country Club where we had a delicious lunch. This is a 'must return soon' spot to be sure!

## Great Way to Learn Radio Procedure

The **Florida Panhandle Chapter** thinks it has found the best way yet to learn radio procedure. The members of this chapter live and do their flying in between and among MOAs, restricted areas, warning areas, military bases, and civilian airfields; the radio is a very necessary adjunct in their lives.

Two professional controllers, Lt. **Carolyn Fisher**, USAF, (Chairman, Fla. Panhandle Chapter,) who is in Radar Approach at Eglin AFB, and Harry McNines, RAPCON, Tyndall AFB, taped controller-pilot encounters between each member of the chapter and one of the controllers.

After the voice encounter had been taped, the pilot listened to her delivery and style (and was doubtless unhappy at the way one's voice usually comes over the air) — and was then given a critique by the controller.

The two controllers gave everybody down-to-earth (or up-in-the-air!) tips on how to handle that bugaboo, the microphone, and proper procedures for getting one's message over briefly, clearly, and without excess verbiage.

The program was extremely illuminating and informative.

We recommend the exercise for developing radio expertise. It keeps controllers happy, too.

## Hot Air Ballooning Demonstrated

The **Florida Spaceport Chapter** meeting in November was held at Maguire Field, west of Orlando, Florida. A hot air balloon demonstration was given by Al Simonson. Our chapter chairman, **Bonnie Quenzler** and other members helped Al to inflate the balloon and get it off the ground. Al gave us a very interesting talk on how to fly the balloon as well as the proper way of taking care of it.

## Southwest

### New Member "Cocktail Party"

A "New Member" cocktail party will usher in the New Year for the **Golden**



Some of the Southwest Section Board Members at the Board Meeting at Bakersfield in November were (L-R) Pat Rowe, Santa Clara; Nina Rookaird, Redwood Empire; June McCormack, San Diego; Carol Clarke, Utah; Betty Wharton, San Diego; Sandy Peterson, Santa Rosa, and Verna West, Governor.

**West Chapter** on January 14. Hosted by **Jeanne Abramson**, the affair will give prospective 99s a chance to socialize over hors d'oeuvres and discuss flying interests.

## 30th Anniversary Celebrated

**Sacramento Valley** celebrated their 30th anniversary in November with a luncheon at Rancho Murieta Country Club (with its own airport). There were 116 in attendance, including lots of members from neighboring chapters who made it a fly-in plus some former chapter members who returned to help us celebrate.

## Winner Announced

**Leah Liersch**, San Diego FSS Specialist and **El Cajon Valley 99**, proved she has other talents by winning her category in **Imperial So-Lo's** pumpkin carving contest on Halloween. Other **San Diego** area

members joining the FUN party were **Vi Chambers** and **Betty Wharton**, as well as **Lynn Coulthard**, **Evelyn Wing**, **Boo Bergman** along with 49½er **Claud Wharton**.

## Hams Help with Search & Rescue

**Golden West Chapter** member **Jane Postlethwaite** and 49½er **Hart** spoke to the **Santa Clara Valley Chapter** in November on techniques of search and rescue combining the skills of ham radio operators and search planes equipped with direction finders. According to Janie, such teams have often confounded the FAA with "finds" of flying time plus two minutes. Janie and Hart are proposing an improved ELT monitoring system of re-moted transmitters in isolated areas, under the watchful eyes (ears?) of radio hams. ♡

## Fanni Flap, CFI



Well Bob . . . uh . . . uh . . . you're still coming in a little too fast.



99s spreading their wings . . .

# Flying Activities



## Australia

### Women Attend Jacaranda Festival

The Jacaranda Festival held at Grafton (North Coast, New South Wales) attracted 19 women pilots in a line-up of aircraft which included three Tiger Moths, 2 Australian-built Victas, one helicopter, Grumman's Tiger and Traveller, and healthy representation from the Piper, Beech and Cessna range. The main event was a Fly-Over with nine fixed-wing aircraft and the helicopter all piloted by women, flying line astern and carrying the Mayor of Grafton and the Jacaranda Queen and Princess among the passengers. It was voted a fun day by all attending. Distances flown by these enthusiastic women were from 50 to 300 nms.

### Ladies Oaks Air Race

The Melbourne Cup is perhaps the most famous of all the events on the Spring Racing Calendar in Victoria - for horses that is. Yet there is growing popularity among Australian women pilots to compete in the Ladies Oaks Air Race which is organized by the Royal Victorian Aero Club. With all-women crews, the aircraft are flagged out at All Up Weight to cover a course 245 nms (282 sms, 454 kms) at 75% power. This event is open to all women pilots in Australia whether they are members of an Aero Club, Australian Women Pilots Assn., Ninety-Nines or

Winners trophies are awarded at the presentation luncheon immediately following the event.

## North Central

### Chicago Area Has Fly-Ins

Chicago Area planned a fly-in on December 3rd to Morris Airport on the Illinois River for lunch and a spot landing contest. Their last chapter contest had 26 entries so they were expecting a good turnout.

Despite fog and IFR weather, Chicago Area still had another successful fly-in to Greater Rockford Airport in October for brunch at the Clocktower Inn. Seven airplanes with 29 people arrived for another grand day.

### Michigan SMALL Race Cancelled

The Michigan SMALL Race scheduled to run the weekend of October 8th in

Grand Rapids, Michigan had to be cancelled due to weather. That was the first cancellation in the 21 year history of the race. Despite weather briefings of rain and visibilities of 00 along the route, the contestants' spirits were not dampened. Many new friends were made and the Kent County Airport Management and FBO's extended help beyond the call of duty to make the contestants comfortable while waiting out the weather.

### Buckeye Air Rally Plans Announced

16 July 1978 has been designated the date for the next All-Ohio Chapter Buckeye Air Rally. Connie Huffman will chair the event with Jeane Wolcott as co-chair-woman. The speed race will be approximately 250 miles with trophies and prize money for the winners. Additional trophies will be awarded to the oldest pilots, highest time pilots, pilots who have journeyed the farthest distance plus many others.

## Northwest

### Pancakes Burn While Cooks Fly

Columbia Cascade's annual fly-in pancake breakfast at Dietz Airpark, Canby, was a huge success with 257 breakfasts served and the first load of hungry flyers arriving at 8 a.m. from Independence, Oregon. A variety of aircraft appeared, including a helicopter,

several antiques from Evergreen Airport, Vancouver, Washington and a Breezy from Salem. The pilots were very co-operative in giving the 99 gals rides in their aircraft and many a pancake was burned while the "cook" was up flying around the "wild blue".

## South Central

### Fly-In Turns Into Drive-In

Our fly-in activity for this month turned out to be a "drive-in" because of very low ceilings. Majors Field in Greenville, Texas had a large sign up at the plane parking ramp for us - "Welcome Golden Triangle Chapter 99s" which we did get to drive by to see. Helen Hill with the Ft. Worth GADO office cleared the way for us to tour the E-Systems at this field. They were working on one of the Presidential planes which we were unable to go through because of security reasons but did get to watch some of the work on the engines.

### Houston 99s in GAPA Derby

Twenty planes participated in the Annual GAPA Proficiency Derby on Saturday, October 29th. Those representing the Houston 99s were Mary Able and Pat James in a new Cessna 172 and Eulalia Nichols and Mary Ann Basham flying her Cherokee 140. Mary Ann and Eulalia



Four plane-loads of Houston 99s and 491/20rs plowed through the IFR weather and landed at Will Rogers World Airport in Oklahoma City to visit our 99 Headquarters in November.



## Flying Activities

### continued

placed seventh and Mary Ann received a trophy for the best 99, and one for the pilot with the fewest hours.

### Fairview Derby Attracts 99s from Two Chapters

Ten members of the **Oklahoma Chapter** and two from **Kansas** recently flew in the Fairview (Oklahoma) Fly Lady Derby. The weather was as its best again - CAVU. **Norma Vandergriff**, Oklahoma, and 49½er **Charles** won 2nd place and **Ruth Johnson**, Kansas, placed fourth. Leg prizes were won by **Dana** and **Lelah Gibson**, Oklahoma, and **Kay Alley**, Kansas.

No use passing up the opportunity. . . Oklahoma also sold I'd Rather Be Flying license tags and coloring books to the fly-in crowd.

## Southeast

### Nancy Lynam wins Poker Run

The **Florida Goldcoast Chapter** sponsored a Poker Run Nov. 13, 1977 with much success. Ft. Lauderdale Executive Airport was base for the operation, and first cash prize was presented to **Nancy Lynam** of Daytona Beach, for gathering the best poker hand at LaBelle, Clewiston, Pahokee, and Boca Raton airports.

## Southwest

### C-5 Tour Scheduled

A tour of the C-5 at Travis Air Force Base near Sacramento will highlight the **Golden West Fly-In** January 21. Members will fly to the Nut Tree Restaurant where they will be transported to the base for the tour, a mission briefing and lunch.

### Chapters Join for Fly-In

November's Fly-In for the **Santa Clara Valley Chapter** was to Rancho Murieta, where 18 members joined the **Sacramento Valley Chapter** at a luncheon celebrating Sacramento's 30th Anniversary. **Andrea Nassimbene**, who is working on her instrument rating with **Sandy LeDrew**, made the trip do double duty by flying under the hood on the trip up - missing some of the most beautiful weather of the year.

### "Know Your Country"

**Willy Gardner** and **Evelyn Lundstrom**, **Santa Clara Valley 99s**, each flew several trips with members of Gavilan College's "Know Your Country" class as passengers. The flight covering San Benito County includes an overview of the spectacular Pinnacles National Monument. " "

## Bread & Butter Aviation

**Gwen Dewey**, **Santa Paula Chapter** Chairman, works part time for her son, **Mike Dewey** in his new aircraft sales office, "The Screamin' Eagle" at Santa Paula Airport. **Mike**, long an aerobatic instructor, performed in "Super Stunts" on national TV November 17th, flying "Ragwing", the famous little plane built by 49½er **Jim Dewey** for the Disney film, "The Sky's The Limit". **Mike** has a contract with MacDonald's Hamburgers, and has been filming for them recently. Ninety-Nines visiting Santa Paula Airport will find "Ragwing" painted red, yellow and blue for commercials now, but **Mike** will look a bit different out of his **Ronald MacDonald** costume.

**El Paso's Sandra Stienmier** is the new manager of the Ramstein Air Base Aero Club in Germany. She and her husband are stationed near a glider base but the weather has not been favorable to participate. She reports back that she has made contact with a German 99 and has attended a fly-in.

On the co-pilot list and working full time for Kal-Aero at Kalamazoo (Michigan) Airport is **Laura Blevins**. **Laura** is also attending Western Michigan University.

**Carolinas** members are on the instructing scene in force. "Bunny" White is giving primary instruction at South Carolina Helicopters in Saluda, while in North Carolina **Elva Ruberg** is instructing at Greensboro and **Nancy Jones** is doing the same combined with charter flying at Rutherfordton.

**Wanda Hooper**, **Mid-Tennessee's** flyingest member, is currently instructing at Berry Field in Nashville. Since the chapter was chartered a year ago July, **Wanda** has received her Instrument, Commercial, In Line, Multi-Engine and Instructor ratings.

**Sandy Sparks** and husband **Larry** have acquired the Piper dealership in the **Mid-Tennessee** area and have an office at Berry Field in Nashville in addition to the Mooney dealership located at their FBO in Murfreesboro. **Jenny** and **Bill Morgan** have the Bellanca and Taylorcraft dealership.

Congratulations to **Chicago Area's Barbara Silagi** who is now checked out in Douglas C47s and Beech 18s. **Barbara** is now flying first officer on these into Canada and eastern & southern United States. " "



**CANADIAN & JAPANESE 99s MEET.** **Betty Issenman**, **Montreal Chapter**, had a most enjoyable meeting at the Tokyo Imperial Hotel with **Yae Nozoki**, Governor of the Japanese Section, and **Tamie Aoyama** while **Betty** was in Japan with her husband.

**Betty** found these ladies to be most charming and very accomplished. **Yae** works full time as head of the Japan Branch, Women's International Association of Aeronautics. She has her commercial license and was the recipient of a government award and was presented to the Emperor for her contribution to the development of transportation. **Tamie**, a qualified Link instrument instructor, works in the office of Japan Air Lines.

There are some 72 women pilots in Japan including an 80 year old dress designer. For the 25th anniversary of their Women's Aeronautical Association in July 1976, fifteen women flew five aircraft in a "round-robin" over Japan's four islands covering 5200 miles in 8 days.



**Kazuo Kobayashi**, interpreter with **Yae Nozoki**, Japanese Governor, **Betty Issenman**, **Montreal 99s** and **Tamie Aoyama**.

99 History Book  
Deadline - February 1st



**INSUFFICIENT ROOM.** The combined Civil Aviation Medical Association and Flying Physicians meeting was held in London, England this year. All-Ohio's Charlotte Kuhns and 49½er John W. were in attendance. No, they didn't fly the 150 - insufficient room for all those presents.

**WHAT ARE YOU DOING FOR THE NEXT SIX DAYS?** Melbourne-based Bronwen Searle has a very good answer: Co-pilot on a Lear Jet to Singapore and return. Bronwen's Senior Commercial License and Class I IFR Rating qualifications were the magic which made this interesting flight possible.

**TEA FOR TWO,** and two for tea, a buck for you and a buck for me. That's the tune Ohio's Arlene Norman and 49½er John are singing after a trip to Wyoming where each bagged an antelope buck.

**TALES OF UFO VISITATIONS.** The Santa Paula Chapter's fly-in to Giant Rock, planned by flying activities chairmen, Norma Williams and Pam Potter, was a GIANT success. Although a cold day on the California desert, a barbecue and bonfire among sheltering boulders was lots of fun. Giant Rock is interesting to visit. Believing strongly in UFO visitations, the group running the airport hold yearly conventions, and tell of personal experiences with visitors from outer space.

**A LOT OF 'FIRSTS'.** June Perry of Sydney, Australia chalked up a few 'firsts' on her recent trip to Lindeman Island on the Barrier Reef when she attended the Australian AOPA Conference; her first time in the cockpit of a Douglas DC9 during a beautiful short field landing; travelling by Britten Norman Islander to Lindeman; and hour's sight-seeing to the outer Reef in a Lake Buccaneer; and navigator in a Mooney in the Aerial Treasure Hunt. Nice compensation for leaving her Grumman Traveller at home base on Bankstown Airport.



Shirley Zillig with MAX waiting to board his flight to Florida.

**SEPTEGENARIAN PASSENGERS.** San Joaquin Valley member Rene Nealon's passengers for a luncheon flight to Monterey were two relatives of her husband's from Oslo, Norway. The two septegenarians last flew in a light plane in 1927 in the south of France.

**P-51 IN FORMATION.** Jere Snyder, Florida Spaceport Chapter, attended the Reno Air Race, Confederate Air Force Show at Harlingen, TX and worked the Golden Wings over Richmond (VA) Show. Jere flew formation in a P-51 with five other aircraft during the show.

**NIFA COMPETITORS.** Fran Sargent and her students from Miami Dade Community College flew to Mobile, AL to compete in the NIFA Regional meet. Due to bad weather enroute and at Mobile, some of the aircraft were unable to arrive. Hope this 99's team makes it to the National SAFECON next spring.

**FLYING & BACKPACKING.** If anyone is interested in flying and/or backpacking into Colorado and Idaho, check with Marty Thompson and her 49½er, Bill from Austin Chapter. They spent a three week vacation this past July at small airports and national parks in the Northwest, and they are most eager to share their experiences.

**ON THE GO. . .** Merle Starer, Eastern Pennsylvania, took her two daughters with her on a recent trip to Florida in her Cessna 401. She also had a non-flying couple along. Merle, who is nursing her three-month old, was quite busy when the autopilot went out!!!

**AN UNUSUAL PASSENGER,** to say the least, accompanied Shirley and Bob Zillig from Lockport, NY to Ft. Lauderdale, FL in their new Cherokee Lance. After a bit of a struggle being loaded, the passenger "Max" - a light weight, 7 ft. replica of a suit of armor - made the trip without any complaints and is now standing guard in the Zillig's Ft. Lauderdale foyer.

99

# 99CLASSIFIED

*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

### MIMEOGRAPH

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

### 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".

*Miriam Burcham (L) and Mary Ann McClave (R), Sacramento Valley Chapter with plaque for special achievement in Public Relations for the Southwest Section, 1975-1977.*

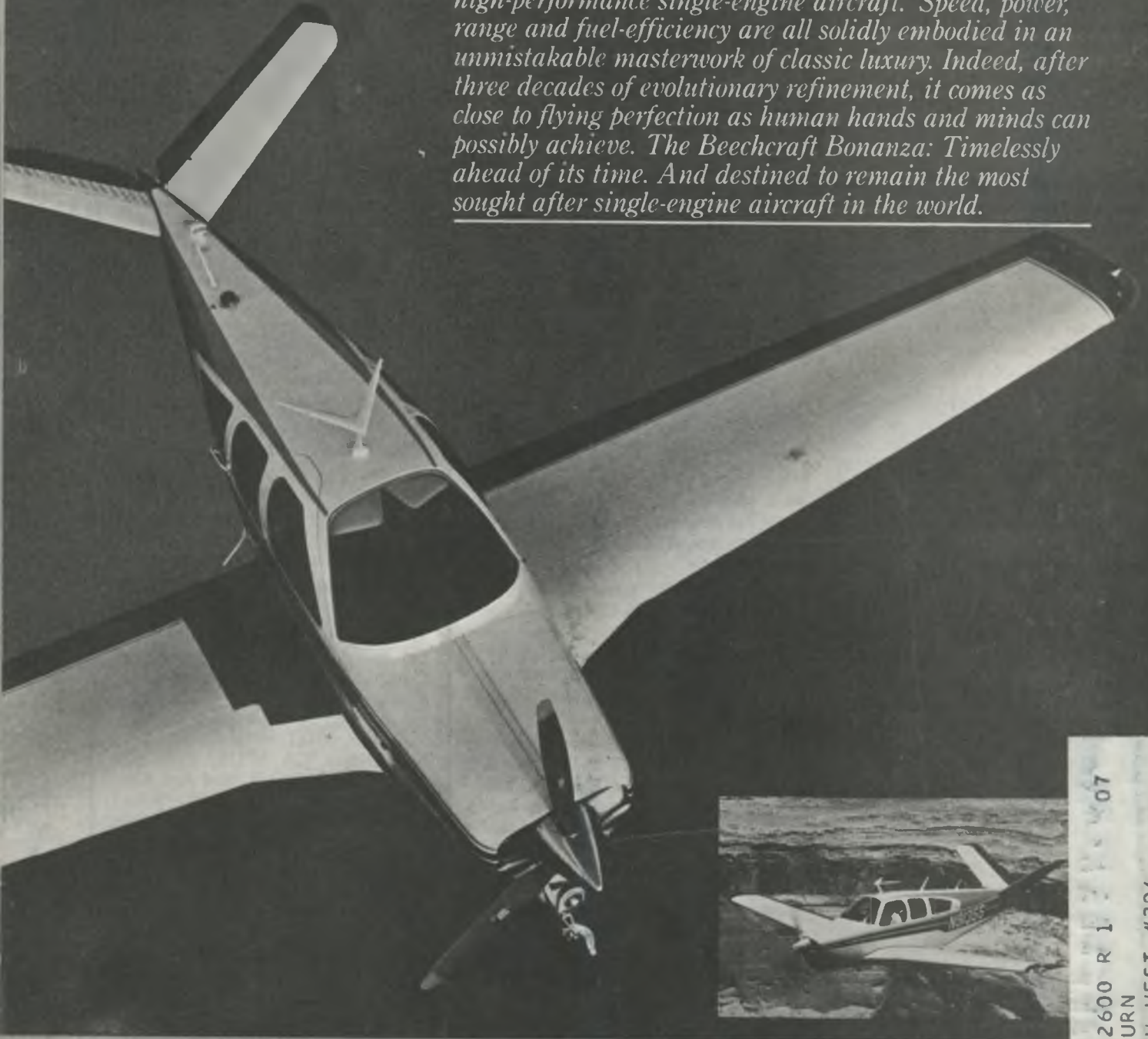


## THIS IS NO BULL

A recent notice of a landing area in the "C-A-Vues" published by the Kansas DOT mentions "Linder's Cow-Chip Airport, Miami County, (Kansas). This is no bull - really that's the official name."



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