

# *the 99 news*

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

JUNE 1978



Canadian Snowbirds .....	16
Co-pilot Eisenmenger .....	14
Turning of the Screw .....	5



# New Horizons



## JANE ZEIBER KELLEY

One of Aloha Chapter's most active and enthusiastic members, Jane Kelley with her buoyant personality always contributed to and supported chapter projects. She provided visiting 99s with flight-seeing excursions and was active in aerobatic competition as a judge and participant. In fact, she became ill while judging an IAC event near Tucson, Arizona on March 1. In the Tucson hospital emergency room, Jane suffered cardiac arrest and became comatose. Death came on April 20, 1978.

Jane Kelley



A serious and modest pilot, Jane recently had earned her single-engine and multi-engine jet ATP ratings which were in addition to her CFI, instrument flight instructor and single-engine seaplane ratings as well as ground instructor certificates for basic, advanced and instrument. She was an accomplished aerobatic pilot.

Jane helped set up the Aloha Chapter's two annual awards for deserving members — Help (for furthering aviation skills or knowledge) and Recognition (for the member contributing most to the chapter).

Along these lines, her family has suggested that friends who want to remember Jane in some lasting way make a memorial contribution to the 99's Amelia Earhart Scholarship fund.

Aloha Chapter bids Aloha Nui Loa to its dear friend, Jane Kelley.

## KATHLEEN R. YOUNG

Kathy Young flew to New Horizons April 15 while on an instrument flight from Santa Monica to Van Nuys. The San Fernando Valley 99s will truly miss this special woman. She was one of their most active members, always ready to help. Most recently, she worked very hard on the Jim Hicklin Memorial Air Race.

Kathy became a student pilot in November of 1975, and before her student medical had expired she had obtained her private license, instrument, commercial, flight instructor, flight instructor instrument and multi-engine. Previously a computer programmer, she left that field to become a full-time flight instructor. Kathy was excited about the future of women in aviation and had been interviewed twice by United Air Lines for a Flight Engineer's position.

Most deservedly, Kathy was awarded the 1978 Woman Pilot of the Year, given to the outstanding pilot of the chapter. The San Fernando Valley Chapter feels a very deep sense of loss.



Kathy Young received her chapter's 1978 Pilot of the Year Award shortly before her death.

## A Glimpse of Resurrection

I am standing upon the grass beside the runway. Nearby a small single-engine plane starts up. She moves slowly at first down the taxiway to the end of the runway. After a brief instrument check and warmup she begins to roll briskly down the runway. She is an object of beauty, strength, and purring determination as she passes me.

Halfway down the runway her wheels leave the earth as she seems joyously to leap into the air. I stand and watch her climb eagerly into the sky, becoming smaller and smaller until she is just a little speck of white cloud rising over the distant hills. Then someone at my side says,

"There, she's gone."

Gone where? Gone from my sight, that is all. She is just as large with her brightly painted fuselage and gleaming wings as she was when she left my side. She is just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not in her, and just at the moment when someone at my side says, "There, she's gone," there are other eyes watching her coming and other voices ready to take up the glad shout,

"There she comes!!!"

and that is dying.

—Sara Longino Dickinson

*Sara Longino Dickinson, a prospective member of the North Georgia Chapter, died of cancer in March of 1978.*

## New Ratings

### New York—New Jersey

Ada Friedman — Hudson Valley — Glider

### North Central

Sandra Kaye Frank — Greater Detroit — BGI  
Doris Kilanski — Greater Detroit — AGI, IGI

### South Central

Ellen Boyle — Kansas — IFR

### Southwest

Carole Leigh — Phoenix — IFR  
Ruth Buirge — Santa Paula — IFR  
Betty M. Cuney — Santa Paula — IFR

### Street named for the 99s

The "Avenue of the 99s" is a new addition near Gillespie Field north of San Diego, Ca.



# the 99news

THE NINETY-NINES, INCORPORATED

Volume 5 Number 5 June 1978

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

Will Rogers World Airport  
Oklahoma City, Oklahoma 73159

Return form 3579 to above address

2nd Class Postage paid at Oklahoma City, Oklahoma  
and at additional mailing offices  
under 2nd class publication #390740.

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

## Regular Articles and Features

Aerobatics .....	11
All-Ohio Helps with Region X NIFA Meet .....	8
Angel Derby Results .....	12
A Close Encounter of the Snowbird Kind .....	16
Co-pilot Eisenmenger .....	14
Memory Lane: Forest of Friendship .....	6
A Time for Rebuilding .....	25
You get out of it what you put into it .....	34

## Regular Articles and Features

Aviation Law .....	10
Calendar .....	4
Chapter News ... begins .....	22
News Notes from the Sections .....	20
Safety Education .....	10
Turning of the Screw (Legislation Information) .....	5

## Advertising

Beech .....	4th Cover
Cessna .....	7, 19
Classified .....	35
99s History Book .....	35
Sporty's .....	7

## INTERNATIONAL OFFICERS

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

## BOARD OF DIRECTORS

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

## HEADQUARTERS HOSTESS

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

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

# LOOKING UP WITH LOIS



On October 9th, 1929, Fay Gillis Wells, Frances Harrell, Neva Paris and Margery Brown wrote a letter inviting all one hundred seventeen (117) licensed women pilots to join an organization, to be formed for and of women pilots. That letter started off, "Dear Licensed Pilot", which meant that every woman pilot was invited to join. Why, then, have we become so restrictive in our prospective membership requirements? Often we act like the Ninety-Nines is a college sorority, with attendance at "X" number of meetings required, and then "X" number of "blackballs" needed for rejection. Is this the type of organization our charter members envisioned? I think not! We should be eagerly and actively seeking new members.

The future growth of the Ninety-Nines depends on its new members. They bring new ideas, new enthusiasm and new dedication, while re-newing our enthusiasm and dedication. Webster's dictionary defines the verb "grow" as follows: To spring up and mature; to thrive; flourish; to increase in size by assimilation of new matter into the living organism; to increase in any way; to become larger, stronger, et cetera; to come to be by degrees; to become united by or as by growth. We must grow to survive in our ever increasing aviation world of regulations.

Several weeks ago, I was flying on a commuter airline, and the first officer was a lovely young woman whom I judged to be about twenty-five years old. After we had landed and were in the terminal, I made a point of talking to her. You can guess what my first words to her were. Are you a Ninety-Nine? When she replied "yes", I introduced myself. I could see her become flustered when she remarked, "Well, I'm not exactly a Ninety-Nine because with my erratic schedule, I cannot manage to attend three consecutive chapter meetings". It seems that she was able to attend two consecutive meetings, but not the third. Then several months later, she also attended two consecutive meetings, but, again, not the third. Why do some of our chapters have such restrictive regulations when others are thrilled with new members? Have we forgotten the intent of that original letter of invitation that started out "Dear Licensed Pilot"?

When that young lady said "I want to be a Ninety-Nine more than anything else, but I just wasn't able to attend the required meetings", I thought, "HOW SAD!!"

## Exam-O-Grams Updated

There were a considerable number of revisions made in 1977 to FAA's Exam-O-Grams, both IFR and VFR. There were 21 revisions to the VFR and 7 listed on the index sheet for IFR. Many of the changes have been dictated by changes in weather procedure, ATC procedures, mapping symbols, etc. If you have not checked them recently, perhaps you should before preparing yourself or your students for that next FAA test. Single copies may be obtained free from FAA Flight Standards Field Office, Examinations Branch, P.O. Box 25082, Oklahoma City, OK 73125.

## ON THE COVER

Canadian Snowbirds in Formation Flight. See story, p. 16.



# A Golden Anniversary

by Bobbie Herbert

Nancy Hopkins Tier was guest of honor at a surprise celebration to commemorate her 50th year of flying on April 9, 1978, at Middlebury Airport, Vermont. Hosted by her three children, Mary Anne, Ben and David, the celebration included a buffet luncheon and guest speakers, Ed Knapp, former Commissioner of Aviation in Vermont; Hank Kurt, a flying friend; and Bill Fox who served as Master of Ceremonies. A special blessing was given by Rev. Steve White of Middlebury. Entertainment included a skit by actor Tony Turner and the Middlebury College Octet singing many old favorites.

Guests at the event included Ninety-Nines President Lois Feigenbaum, New England Section Governor, Bobbie Herbert, Charter member Teddy Kenyon, plus many 99s, relatives and friends, the majority of whom had flown with Nancy in her Cessna 170.

Nancy's years in aviation, as chronicled by the speakers, included her "solo" on April 1928, in Washington, D.C., at a field that is now the Pentagon. She was the 8th woman in the U.S. to receive a commercial license. She flew a Waco and an Eagle Rock during these years. She flew a Jenny in the 6th Ford Reliability Air Tour in 1930, the only woman participant, and was the Connecticut Speed Champion that year. In 1931 she earned her transport license and went to work for what is now Lockheed Aviation. She sold and delivered airplanes, raced and repaired them. In 1941 she joined the CAP and rose through the ranks to become the first woman with the rank of full Colonel to serve as Wing Commander. She taught navigation and meteorology to the CAP and served for ten years on the National Command Advisory Staff for which she was awarded the Exceptional Service Medal.

A Charter Member of the Ninety-Nines, Nancy has always been active in all phases of the organization. She has flown many races sponsored by the New England Section and has many trophies to show for her skills. She has addressed numerous organizations and shared her interest in the Ninety-Nines, including a visit to the White House in preparation for the Bicentennial Celebration. She has been involved in air-marking, air tours, fund-raising events and the International Women's Air and Space Museum. Always in demand as a speaker, organizer and participant, Nancy promotes the spirit of safety and friendship that is the heart of the Ninety-Nines. Nancy sees in flying "beauty, wonder, freedom and challenge which lifts my sights and strengthens my faith."

For the hundred guests who paid tribute to Nancy, it was a special day set aside to honor a gracious lady who has been an inspiration to all.

## 99Calendar

### JUNE

- 1 June 99 Renewals Due  
Deadline-July/August issue of  
99 NEWS
- 2,3,4 New England Air Race  
300 Mile Proficiency, New  
England Section, Sponsor
- 4 Poker Run  
Alberta Chapter (RD-10th)
- 10 Mini-Derby, Hayward, CA  
Golden West Chapter,  
Sponsors
- 17 Great Navigators Air Rallye  
NY Capital District Chapter
- 18 Indiana Dunes Poker Run
- 24-27 Air Race Classic  
Las Vegas-Destin/Ft. Walton  
Beach, FL
- 24-26 Wis-Sky Run (Proficiency)  
Wisconsin 99s

21-23

**DOUBLE CELEBRATION**  
Atchison, KS. Honoring 15th  
Anniversary of 99s Historic  
Flyaway AND 5th Anniversary of  
groundbreaking for International  
Forest of Friendship.

**PALMS TO PINES**  
Santa Monica, CA to  
Independence, OR.

**EAA**  
Oshkosh, WI

29-5

### AUGUST

- 1 August 99 Renewals Due  
Deadline - September issue of  
99 NEWS
- 9-13 American Bonanza Society  
Annual Convention and  
Industry Exhibit  
Town & Country Hotel  
San Diego, CA.
- 16-21 INTERNATIONAL CONVEN-  
TION, Canberra,  
Australia
- 29 Density Altitude Clinic  
Wendover, Utah-Nevada,  
Utah 99s

1

9-13

16-21

29

### JULY

- 1 July 99 Renewals Due  
Items for Sale due for 99  
Catalog  
No deadline for 99 NEWS
- 1-4 PPD Association, San Antonio  
Del Rio
- 10-13 99 AEROSPACE EDUCA-  
TION WORKSHOP  
Norman, OK
- 15 Indiana Dunes First Annual  
Air Meet
- Buckeye Air Rally  
All-Ohio Chapter (RD-16)

### SEPTEMBER

- 1 September 99 Renewals Due  
Deadline - October issue  
99 NEWS
- 2-4 Cleveland National Air Show and  
LAKE ERIE PROFICIENCY  
AIR RACE. For Race  
information, write:  
Cleveland National Air Show - 99s,  
Burke Lakefront Airport, 1501  
Marginal Road, Cleveland, OH  
44114



Ninety-Nines attending the South Central Section Meeting in Ft. Worth were treated to a tour of General Dynamics and a glimpse of the production that goes into making an F-16 fighter. See related story on page 31.



## Turning of the Screw

Joan Kerwin

Under the title, "The Nitty Gritty" on this page is the latest Notice of Proposed Rule Making from the FAA — or rather, excerpts of the pertinent parts.

These fees are arrived at by totaling all costs to the FAA for issuance of any of the certificates. When I say all, I mean ALL. They include technical, clerical and administrative employees; travel expenses; transportation of things (don't you just love that word?); rent, communication and utilities; printing and reproduction; other services (I suppose this includes janitorial, et al); supplies and materials; equipment; claims; interest and depreciation. Go-o-o-ly! Seems they haven't forgotten a thing. (Funny, but you're not allowed to accept payment of more than the fuel and oil costs from a passenger who's riding in your airplane unless you're operating under Part 135. Who's paying our hangar rent, interest and depreciation?)

They were also provident enough to plan for a yearly revision of fees "to recover significant additional costs (e.g. a Federal salary increase) as these costs occur."

What a feeling of power! They're judge, jury and executioner all rolled up into one ball. They make the rules which require all of the paper work; then have to hire all of the people to process it; hire the personnel to enforce it; then charge the "regulatees" so the poor saps can comply with the rules. Of course, this is all done for our "safety".

If safety is their reason for being, then they are way out of line in their attempt to recover all costs. Rep. Barry Goldwater, Jr. (R-Calif.) commented on that aspect. "However, it is my view that such procedures (registration and certification) fall under the umbrella of safety; thus, there is a significant public benefit as opposed to the narrow interests of the certificate holder." He added, "It seems the bureaucrats won't rest until the aviation community is taxed right out of business. Aviation pays its way to an incredible extent, as witnessed by the almost \$2 billion surplus in the Aviation Trust Fund. To impose user fees, and in the amount suggested by the DOT, is punitive to aviation and ignores the great contribution that aviation makes to this nation's economy."

From the NPRM: Interested persons are invited to participate in

## NOTAM

### International Scrapbook Chairman Needs Help

The first two-year term of office (1976-1978) is rapidly drawing to a close. To complete my job as the International Scrapbook Chairman I need your cooperation. Please send me your news clippings ASAP.

We as 99s have an exciting summer to look forward to, one filled with races, conventions and many flying activities. Most events will reach local papers and other publications. It is your responsibility to make sure that I, Sandra Sullivan, Greater Seattle Chapter receive this information.

To refresh your memory here is an outline of the job and our responsibilities:

**My job** is to compile 2 scrapbooks. One is for the International President, Lois Feigenbaum. The second is for the 99 Headquarters. I need your support as sections, chapters and individual 99s.

**Your job** as an individual is to send *your* Section Scrapbook Chairman 3 legible copies of any data, feature articles or

## The Nitty Gritty

### 187.17 Fee Schedules

(a) The fee for each application under Part 47 of this chapter is as follows:

(1) Certificate of aircraft registration, \$6.75.

(2) Special identification number, \$24.75. (deleted)

(b) The fee for recording a conveyance under Part 49 of this chapter is \$10.00.

(c) The fees for certification and additional ratings issued under Part 61 of this chapter are as follows:

(1) Each written test, \$17.

(2) Each issuance of a student pilot certificate, \$10.00.

(3) Each practical test administered by the FAA for a private pilot certificate, or additional rating on that certificate, \$113.

(4) Each practical test administered by the FAA for a commercial pilot, airline transport, or flight instructor certificate, \$157.

(5) Each renewal of an unexpired flight instructor certificate under 61.197, \$60.50.

(6) Each practical test administered by a designated examiner, \$32.50.

(7) Each written test administered by the FAA to a military pilot or former military pilot in accordance with 67.73 (b), \$17.

(11)(c) The fee for the issuance of a medical certificate issued under part 67 of this chapter is \$7.80.

(f) The fee for a combined student pilot certificate and third-class medical certificate issued under Parts 61 and 67 of this chapter is \$17.80.

(g) The fee for each written test for a ground instructor certificate, or an additional rating on that certificate, issued under Part 143 of this chapter is \$17.

the making of the proposed rule by submitting such written data, views, or arguments as they may desire.

**ADDRESS:** Send comments on the proposal in **DUPLICATE** **TO:**

Federal Aviation Administration

Office of the Chief Counsel

Attn: Rules Docket (AGC-24,

Docket No. 17859)

800 Independence Avenue, S.W.

Washington, D.C. 20591

**Deadline:** Comments must be received on or before July 19, 1978

newspaper clippings. (If you have no Section Scrapbook Chairman, send me 2 legible copies.)

**Her job** as Section Scrapbook Chairman is to go through the material. She will cut or trim the articles if necessary; include on the article the newspaper name and date; identify all people in all pictures, add their chapter and section affiliation; **check** to make sure the woman is a 99 and make sure the article is 99 and/or aviation related. (A 99 driving on a vacation to visit non 99s is NOT relevant EVEN if it is on the society page.) She will then keep one copy for your section scrapbook and send me the other 2 legible copies.

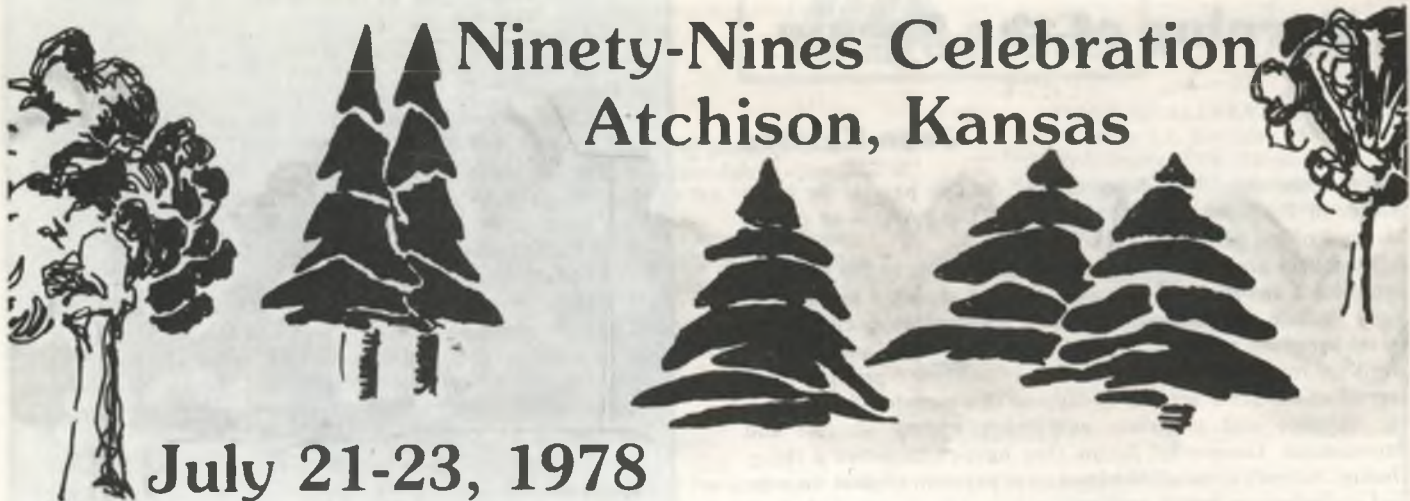
I have received many copies that are unreadable; some not remotely related to aviation, many about non-99s, and many pictures from magazines with no people identified. I need all 99 articles identified — pictures especially. I do not have time to check each article individually to be sure they are about 99s.

Our officers are elected for two years now, and this job has doubled in size. Please send me your news events as soon as they appear, and beat the year end rush! Thanks for your cooperation.

Go out and fly!

Sandy Sullivan  
2022 - 218th Pl. S.E.  
Maple Valley, WA 98038  
Greater Seattle Chapter





# Ninety-Nines Celebration

## Atchison, Kansas

July 21-23, 1978

### Memory Lane

by  
Fay Gillis Wells

What do President Dwight Eisenhower, Charles Lindbergh, Jerrie Cobb, Bob Hope, Senator Pat McCarran, General "Chappie" James and Lois Feigenbaum have in common?

Each is a thread woven into America's vast and colorful tapestry of aviation history. And all are on the list of more than fifty who will be honored in a Parade-of-the-Flags ceremony July 21-23, 1978, at the International Forest of Friendship in Atchison, Kansas.

**General Dwight "Ike" Eisenhower** was America's first and only pilot President — he got his pilot's license in 1936, while flying in the Phillipines. "**Lucky Lindy**" **Lindbergh** flew to glory with his epic solo flight to Paris in 1927. **Jerrie Cobb**, the first woman to qualify for space flight training, was awarded the coveted Harmon Trophy in 1972, for her humanitarian flights in the Amazon River Basin, where she still flies. **Bob Hope**, who has flown millions of miles in every type aircraft to entertain American soldiers around the world, has kept the spotlight on flying "as the only way to go". **Senator Pat McCarran**, of Nevada, introduced the legislation that updated the U.S. Air Corp to the U.S. Air Force and helped write the Civil Aeronautical Act. **Four-star "Chappie" James**, America's only negro General, flew in three wars and was our speaker at the groundbreaking banquet for the International Forest of Friendship in 1973. **Lois Feigenbaum** is the current President of the Ninety-Nines, an international organization of more than 5000 women pilots.

The International Forest of Friendship is a joint Bicentennial Horizon project of the City of Atchison and the Ninety-Nines. **Amelia Earhart**, first president of the

Ninety-Nines, was born in Atchison, July 24, 1897. The Forest, by the shores of Lake Warnock, is planted with trees from the 50 states and territories and the 33 countries around the world where there are 99s.

A feature of the International Forest is Memory Lane. Here, the great and small who have, and still are contributing to the advancement of all facets of aviation, are honored. The names of the Honorees are etched on 4-inch thick granite plaques, embedded in the concrete in Memory Lane. It wanders through the woods to a serene cul de sac which is trimmed with redwood benches. Sponsors wishing to honor someone identified with aviation in Memory Lane should send their checks for \$100.00, made out to "The International Forest of Friendship, Atchison, Kansas 66002. A biography and a picture should be included for the archives of Memory Lane.

Adding General Ike to Memory Lane brings together the world-famous "**A.E.'s of Kansas**" — **Atchison's Earhart** and **Abilene's Eisenhower** — focusing once again on the strength and vision that continues to radiate from the Heartland of America.

Several other aviation greats will be honored in Memory Lane this July including Senator Jennings Randolph, General James Doolittle and Wiley Post. **West Virginia's Senator Jennings Randolph**, a former Capitol Airlines executive, has been a member of Congress since 1932. While serving in the House of Representatives, Senator Randolph introduced legislation that finally resulted in the now world-famous Smithsonian's National Air and Space Museum. **General James "Jimmy" Doolittle**, a former racing pilot and three-time member of the Caterpillar Club, led the "Thirty Seconds over Tokyo" squadron and is now on the Board of Mutual of Omaha. Mutual is the company that originated fast, simple flight insurance policies' sales at airports. One-

eyed Wiley Post set two round-the-world speed records in his famous Lockheed, "Winnie Mae," and pioneered tests in high-altitude flying.

Among other new honorees, as of April, who will be saluted in the ceremonies in July, are five living charter members and eight living International Presidents of the Ninety-Nines.

At the ceremonies the morning of Sunday, July 23, the Moon tree will be unveiled. The root stock on which the Moon tree will be grafted was planted at the Dedication ceremonies in 1976, by **Astronaut Ron Evans** of Wichita, Kansas. The tree has been grown from one of the seeds taken to the moon by astronaut **Stuart Roosa**, a former parachutist with the Forest firefighting rangers. Roosa gave a seed to **Harold Gallaher**, a forester friend.

**Mr. Gallaher** of the Kansas State Forestry Extension Service in Manhattan, Kansas, is in overall charge of the International Forest of Friendship. **Jim Geisler**, also of the Kansas State University Forestry Extension Service, directs the plantings of the trees and the routine work at the Forest. **Earl Adam**, a TWA pilot with a forestry background who lives in Atchison, is the on-the-scene liason between the Forest and KSU.

For those planning on coming to Atchison for the festivities July 21-23, and who would like information on room reservations either in the motels or the dormitory at Benedictine College, please write to: The Ninety-Nines, P.O. Box A.E.99, Atchison, Kansas 66002.

#### QUIZ?????????

Green light is on the right wing tip. (T or F)  
How many revolutions to fire 4 cylinders?  
Mag on both, go to left, which is firing? Turn yoke right, which aileron goes up? When taking battery out of airplane, take lead to ground off first (T or F)?





## Hughes AirWest Air Race Classic

The world's longest race for women pilots has been renamed the Hughes AirWest Air Race Classic, with prize money totaling more than \$20,000.00.

Velda King Mapelli, president of ARC Ltd., in making the announcement, said, "The airline's interest and support ensures the success of the event."

Hughes AirWest, headquartered in San Mateo, California, is a scheduled airline serving 55 cities in nine western states, Canada and Mexico.

Mr. Russell V. Stephenson, president, said, "We are pleased to be a part of the world's most sophisticated test for woman pilots. Their courage and skill should be admired and respected by everyone with an interest in aviation."

In addition to the purse money for the top place finishers, some special awards await those flying Beech aircraft. Beech is offering \$1500 to the winner if she is flying one of their makes and models; otherwise, they will award \$1000 to the pilot of the Beech plane placing highest in the overall standings.

Many special prizes await those not coming in at the top, too. Aircraft Technical Publishers, the efficient communications system for general aviation publications on microfiche, is offering a week's lodging at the Hawaiiana Hotel on Waikiki Beach, car rental and airline tickets for two to the team scoring highest, neither member of which has placed in the top five of a major air race (Classic, Powder Puff or Angel Derby).

The Santa Rosa Chapter of the 99s have contributed \$99.00 to be awarded to the highest scoring team, not in the top ten, at least one member of which is a 99. The Sacramento 99s are also offering a special prize, and there will be many leg prizes as well.

Ninety-Nine chapters along the route are preparing to greet contestants along the way. We urge all who can to come out and join in the fun and excitement.

Remember: The dates: June 24 - 27. The route: Las Vegas, NV., Grand Junction, CO., Casper, WY., North Platte, NB., Olathe, KS., Burns Flat, OK., Hot Springs, AR., Gulfport, MS., with Terminus at Seascope Golf and Racquet Club, Destin, FL.

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

## We read you loud 'n clear.

You wouldn't be confused about avionics if you read the booklet we came out with last year. In plain language, it cleared up a lot of questions pilots have. Like which to choose from all the brands. Which equipment is needed to do what. Who should install it. And much more including clear-cut explanations of today's airspace system.

We gave away tens of thousands of these booklets. And we're also giving away this year's revised edition which includes new Cessna Avionics.

Whether you fly VFR or IFR, this booklet is must reading. It turns garbled into loud 'n clear.

"The Sky is not the limit. It's only the beginning with Cessna '78." For your free copy, see your Cessna Dealer. Or mail coupon below.



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

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Occupation \_\_\_\_\_

Are you a pilot? \_\_\_\_\_

Mail to: Cessna, Dept. N, Wichita, Kansas 67201 U.S.A.

### FREE CATALOG

From World's Largest Pilot Shop

Send to: Sporty's Pilot Shop  
Clermont County Airport  
Batavia, Ohio 45103

Phone: (513) 732-2411

**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS



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



# AWTAR

AWTAR ASSOCIATION  
GET-TO-GETHER  
San Antonio, TX  
July 1-4, 1978

The Powder Puff Derby Association will be having a get-to-gether at San Antonio's Hilton Palacio del Rio July 1-4. From here we can stroll along the river walk to tempting shops and restaurants; listen to the night noises from the Arneson theater, where tiered grass seats face across the river to a patio stage, and boats float by for a tour of the inner city.

Opposite the Palacio, the Tower of the Americas rises from the Hemisphere Plaza, showplace of Texan cultures and history. At the Tower, a glass-front elevator takes passengers up 600 feet to a revolving "spa" to sip and sup and watch the city and 100 miles of Texas countryside pass.

Within walking distance, too, is the Alamo, the Mexican Market, and the Governor's Palace which dates from 1749.

We are also arranging tours of Fort Sam, Randolph Pilot Training Center, and Brooks Aerospace Facility.

Meanwhile, back at Mr. Hilton's Palacio, there will be simulators, "Smart" sessions, and conflabs with fellow racers . . . AND a sneak preview of the 1977 Commemorative Flight movies taken by Orange County 99, Joyce Young. Joyce is a professional photographer who flew with the PPD last year.

Though few of them have raced the PPD, Chairman Alice Foeh's San Antonio 99s are rallying to grease the wheels of planning. We look forward to hearing accounts of the most recent race from contestants in the Air Race Classic.

Plan now to join us, as cut-off date for the hotel is June 10. If you have questions, contact me, Wanda Cummings, at P.O. Box 23203, San Diego, CA 92123.

I think there might be something to remember in addition to the Alamo. See you there!

## Quake Wake

Alaska Chapter Ruby Pappas and 49½er George hosted their annual "Quake Wake" on March 24 in memory of the "big one" in 1964. Would you believe 500 lbs. of Alaska king crab were boiled up in the hangar and consumed! We thought all the cats at Merrill Field would be around but a day's scrubbing with Pine Sol took care of that. Their daughter Cindy took her check ride and is now a full fledged pilot. Much to Ruby's dismay Cindy's first comment was "Let me know early in the week, Mom, if you want to fly the plane".

## All-Ohio Helps With Region X NIFA Meet

by Jeane Wolcott

The sun failed to show; the wind appeared with icy fingers proclaiming it was a definite April day when the NIFA Region X met at Kent State University for their SAFECON meeting. All-Ohio members plus Lake Erie Chapter's Ruth Sittler arrived early on Saturday morning the 8th of April.

The actual activities began the night before at the Student Union at Kent State University. At 6:30 all the judges met to receive the rules and a briefing. Ruth was to be the Power-on and Power-off Landing Judge and Jeane Wolcott, the Navigation Judge. At 7 p.m. the 63 pilots arrived and Bob Warner, the Chief Judge from AOPA, introduced everyone and started to brief the pilots. There were seven universities present: Ohio State, Ohio U., Bowling Green, Western Michigan, Kent State, University of Michigan, and Toledo. This particular meeting lasted until 9:30 at which time the pilots went to another room to take an Aircraft Recognition test.

The A/C recognition test consisted of five pages, each with three columns, and each column had three possible answers. The

pilots were shown an aircraft and had to choose make, model, and name. It was a really tough test with only a few seconds to view the aircraft and to circle the answers. Ambrose of Ohio State won 1st place with a total of 30 correct.

Another test was on Computer Accuracy and the winner was Buning of University of Michigan.

On Saturday, everyone met at the KSU Airport. The weather was really nippy. Ruth Sittler gathered every available body to head out for runway 01. There the Power-Off Landings began. The only major incident was a 150 which landed sans engine. The judges quickly moved it off the runway in order that the next plane on final could land. The 1st place went to Western Michigan's Sherrer.

In the meantime, members of the All-Ohio Chapter had arrived. Vi Blowers and Salley Berryhill from the Dayton area, Kathy and Dale Williams (Kathy is our NIFA Rep.) from Springfield, Arlene and John Norman from Urbana, Marilyn and Bob Miller and Art Pfalzer from Columbus.



All-Ohio 99s at 8 April NIFA Meet. (L-R Standing) Marilyn Miller, Bob Miller, Jeane Wolcott. (Seated) Vi Blowers, Salley Berryhill and Arlene Norman.





NAV Judge Wolcott waits to brief NIFA pilots.

Phil Desenzo of Kent also helped out. The rules for the navigation contest were lengthy. Everyone was given a set and told to read them. We then went over them together before we were ready to go.

The Power-On Contest was now starting and time was beginning to run out on the day. The navigation contestants were briefed in small groups. The briefing included a weather report, the grids for each check point and introduction of their check-pilots. The pilots had 30 minutes to plot their course and then, pick up their Navigation Form and check-out with Judge Jeane.

Art Pfalzer was in the warmth of the administration building grading the Aircraft Recognition test.

It should be mentioned that the Navigation rules are extremely rigid. Missing one check point is grounds for disqualification, deviating more than 200 feet, the same, crossing over the checkpoint

at a heading of more than 20 degrees of deviation, disqualification. Realizing this is a navigation test of proficiency, we thought that points should be assessed against the pilot who passes over a checkpoint without seeing it. Recommendations of this nature will be forwarded to national NIFA headquarters for consideration.

A total of 11 pilots flew the Navigation contest which was won by Stermer of Western Michigan.

During the Navigation Contest, the Message Drop was taking place. Each school got to make two drops at a designated target. The winner of this event was Bowling Green's Shrock.

In the meantime, the Aircraft Recognition test and the Navigation paper were being graded. Two students were disqualified for missing their first check point, another started east to a fourth checkpoint when there were only three. Vi Blowers was with this young man and had to tell him he blew it. Another pilot elected not to fly at all and one school elected not to fly the problem at all.

By the time the last pilot found his way back to Kent, Marilyn Miller, Jeane Wolcott and Bob Warner were grading and placing the schools in the 1st to 7th place. Art Pfalzer was still with the Recognition test which he started prior to the Navigation Contest. The 99s who had travelled so far to assist had headed for home before the weather got bad and night settled in. It took until 8:30 p.m. to arrive at the final winners. We had missed the banquet and were beginning to drag, so Bob Warner took off for the University to inform the national representative, Harold Wood, of the winners. Western Michigan was first (they also won last year), Ohio University, second (All-Ohio Joan Mace is the Chief Instructor there!), and University of Michigan, third.

It was an interesting experience and we could have used more people to help Ruth. Hopefully, our comments on the organization, numbers of people, briefings, etc. made to Joan Mace for next year's event at Athens, Ohio will help make it a little better contest. And, of course, the All-Ohio Chapter will fall out in full force to give Joan every type of assistance.



Vi Blowers and Salley Berryhill discuss the NAV Route for the NIFA Meet.



"I KNOW how to work the calculator," says Chief Navigation Judge Jeane Wolcott to Check Pilot Marilyn Miller.

## NIFA

# End of a SAFECON Cycle

by Polly Gilkison

The competition is over, the 30th Tournament of Champions is history. Professor Harold Wood, NIFA Executive Director said "the 99s came through again!" The contributions have been steady and we have reached our goal! Donation gifts during April came from Lubbock Chapter, North Georgia, Golden Triangle, Colorado, Lake Michigan, Omaha Area, and Maryland Chapters, the Southeast and North Central Sections. This support helps to keep NIFA SAFECON costs to the collegiate aviators down to a minimum. The Ninety-Nines International donation goes into the NIFA Endowment Fund to back up the Women's Achievement Award and to insure the future of SAFECON.

In April at the Kent State University Regional Air Meet several All-Ohio Chapter members showed up with Chairman Vi Blowers to help this large air meet have a very good day. Marilyn Miller gave Professor Wood the new beautiful NIFA Top Woman Pilot Trophy, replacing the original Arlene Davis Trophy. The Arlene Davis Trophy will eventually go on display in the Women's Aviation Museum in Ohio.

Another trophy also has been replaced. Harold Wood has delivered the valuable prestigious Loening Trophy to the Smithsonian Institution for safe keeping. It is now beautifully displayed in the Aviation Museum. The Loening family has provided a new trophy to continue the Outstanding Team Award.

I sincerely thank Editor Jan Million and her 99 NEWS committee, Loretta Gragg, Executive Secretary and our President, Lois Feigenbaum for their help throughout the year. My thanks go to all the Ninety-Nines who have cooperated with me in the NIFA fund raising effort. It has been enjoyable to serve the Ninety-Nines in this way. And that's the way it is at the end of this year's final SAFECON.

## HISTORY OF THE 99s

Pre-publication price

**\$30**

See p. 35 to order



# Safety Education

by Barbara Goetz

## GOOD NEWS

A new Safety Education program is now available thanks to the hard work of the San Diego Chapter. The Flying Companion Seminar authored by Ava and Dave Carmichael, Betty Wharton and Diane Stocklin is complete with a textbook.

The text titled *"From White Knuckles To Cockpit Cool"* was written by Ava and Dave Carmichael especially for the "right seater". The entire project is available from the San Diego Chapter for \$25.00. This includes a complete set of SOP's and one text. Additional texts are available @ \$7.95 each (plus tax to California residents, \$8.43). You can send your order to Ava Carmichael, P.O. Box 615, La Jolla, Ca. 92038, or write me for an order blank.

This SOP is the result of four years of testing by the San Diego Chapter. It is very well received and they have a waiting list for attendees. And oh, I almost forgot; it also makes money.

## YEAR END REPORT

For those of you that are still pondering over your report, here are a few "rules" that might make it easier for you.

1. In the interest of saving paperwork, I will accept a list of members with BFR's or APT's that has been certified by either the Chapter Chairman or SE Chairman that she has personally inspected the member's logbook or other proof of completion.
2. BFRs will only be counted if they were taken in the year of the report, i.e. 6-1-77 to 5-31-78.
3. A chapter may not claim points because the Section Safety Education Chairman is in that chapter.
4. It is not necessary to send the entire chapter newsletter to verify a particular event. Just cut out the item and paste it on a piece of paper with the date written above it. You should be able to get lots of things on one piece of paper this way.
5. Any new rating qualifies a member for the PSMP. However, it is necessary to have the form signed by the CFI giving the rating.
6. I need copies of all new ratings.
7. Only one PSMP form per member per year will be counted. NOW GET BUSY — I'll be glad to answer any questions, just call or write.

# Aviation Law

By Sylvia Paoli

Continuing our series of articles concerning insurance policies, a 1975 case found that the terms "logged" and "flying time" as used by an insurance company in its policy were ambiguous.

On November 29, 1972 a Beechcraft twin-engine aircraft owned by Luthi Aviation and operated by one of its pilots, Ronald Bestland, crashed in St. Paul, causing property damage to the homes of two people, and killing the pilot and a passenger. Luthi's two insurance policies contained clauses providing the insured aircraft would be operated in flight only by Donald Luthi or any other person "holding a commercial license with a multi-engine and instrument rating who has logged 1,500 hours total flying time of which at least 500 hours having been in multi-engine aircraft and 50 hours in the model insured hereunder." The policies further excluded coverage while the aircraft was operated by any person other than one covered by the above clause.

Following the accident, Luthi Aviation advised its insurance company that pilot Bestland's flight record reflected a total flying time of 1,329.1 hours, with 425 hours of multi-engine time and more than 50 hours in the type plane being flown. Thereupon the insurance company suspended coverage and refused to pay.

At the trial, defendants maintained the term "total flying time" was susceptible to two interpretations. By practice in the air industry, two different methods for computing flying time are used. The "time in service" method records time from the moment the plane's wheels leave the ground until they touch down again. The "block to block" method measures time from the moment the plane's wheels first move until they finally stop, which measurement includes taxiing time. It was asserted that Bestland kept his log book time using the time-in-service method. If he had recorded his time using the block-to-block method, he would have had well in excess of 1,500 hours flying time.

There was a similar dispute as to the meaning of the term "logged". If it meant "written down in a log book" the pilot's total time was 1329 hours. If it meant "having flown or performed an act" Bestland had complied with policy requirements using the block-to-block method.

The trial court found both terms — "total flying time" and "logged" ambiguous, and ruled that since the contract was the product of the insurance company's own draftsmanship, any ambiguity would be

interpreted in favor of the insured and against the company.

Upon appeal, the court noted that the policy defined "in flight" time and "taxiing" in such ways as to make reasonable the interpretation that there was a distinction between the two, exactly the same as the distinction between block-to-block time and "time in service" measurements. Nevertheless, the appellate court explained, since the insurance company had these definitions in their policy, and didn't choose to use them in defining the coverage, the trial court was correct in holding the interpretation most favorable to the insured.

The insurance company, on appeal, sought to attach importance to the fact that Donald Luthi had reported Bestland's time as those figures found in Bestland's log book, and as such, had indicated by his conduct, his own understanding of the policy requirements. The court held, however, that the reporting of the hours of his pilots — both in this accident and previously as required by the company — was a pure ministerial act to which no importance could be attached.

The trial court also awarded the defendants \$2400 in attorneys' fees, which award was disputed by the insurance company on appeal. The applicable part of the policy provided that the Company would

"pay all expenses incurred by the Company for investigation, adjustment and defense, and reimburse the Insured for all reasonable expenses, other than loss of earnings, incurred at the Company's request."

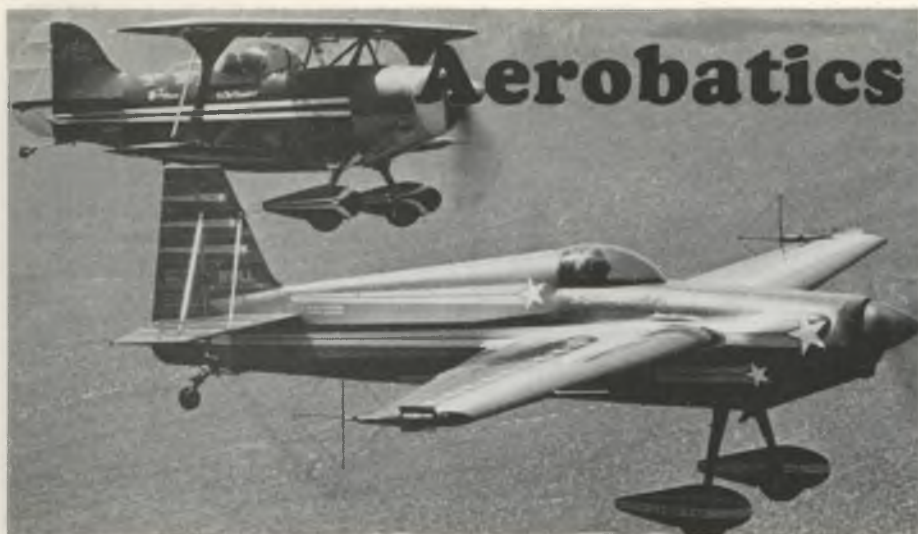
The lower Court reasoned that the defense of the declaratory action, in which the Company had asked for a legal interpretation of the policy provisions as to whether or not it was required to provide coverage, was an action "at the Company's request". To deny an insured the legal fees incurred in establishing coverage that obligated the company to defend — and thus bear those fees — would work a substantial hardship in many instances. The insured would be compelled to bear litigation costs in situations where he contracted in order to avoid just such an expense. Thus all parts of the trial court's decision were affirmed on appeal.

## First Black Woman to fly for Major Airline . . .

Jill E. Brown, who started flying as a teen-ager, became the first black woman to qualify as a pilot for a major U.S. airline on April 19th when she received her wings from Texas International Airlines.

Miss Brown, 27, was previously a pilot for a North Carolina commuter airline. She joined five other women who became active co-pilots for Texas International.





Three-times U.S. National Aerobatic Champion, Leo Loudenslager, in his Laser 200 competition monoplane - and teammate Bob Carmichael, in his modified Pitts Special - fly in tight formation.

## This is Competition Aerobatics

We are dealing with a sport of microscopic errors.

For the 1972 Men's World Championships, American Charlie Hillard edged Russian Alexi Pimenov by a mere 17,632 points to 17,609 points. The difference between the best in the world, and the second-best, is a few degrees off here, a little bobble there, and a loop that isn't quite round.

All the maneuvers are flown in the "aerobatic box", which is an invisible zone in the sky: 1,000 meters long, and 1,000 meters wide, with a floor 100 meters above the ground, and a ceiling at 1,000 meters.

Flying beyond the boundaries earns penalty points, while severe violations of the minimum altitude, or of the safety line protecting the spectators, will result in disqualification. The careful enforcement of these and other safety measures has kept World Championship competition free of injury.

The first "Free" program is composed of a maximum of 25 individual maneuvers with the total difficulty coefficient not to exceed 700 K-factor. The second and third flights may consist of 15-to-30 figures or combinations of figures taken from the official catalog of thousands of maneuvers and combinations, composed in 1964 by Spanish Count Jose Aresti. Each maneuver carries a symbol and a coefficient of difficulty ranging from fewer than 10 for simple maneuvers to as much as 40 for the most difficult.

Each judge gives a grade from 0 to 10 for each maneuver. After the two highest and two lowest of the ten judges' scores, and those of the national judge of the competitor's own team, have been deleted to reduce bias, the remaining five are

multiplied by the K-factors, grades are given for the positioning and rhythm of the flight, points are deducted for boundary violations, and the total is computed by means of two separate computers as a crosscheck.

The thousands of maneuvers are divided into "families", with examples of the following being seen in every flight in a World Championships:

Family 1 — lines plus angles.

Family 4 — spins, both upright and inverted.

Family 5 — hammerhead stalls (or whip stalls).

Family 6 — tail slides (or whip stalls).

Family 7 — loops and horizontal figure-8's.

Family 8 — slow rolls, hesitation rolls, snap rolls and rolling circles.

Family 9 — combinations of half loops and half rolls.

## Preparing for the World Championships

The longest any pilot will fly in the 1978 World Aerobatics Championships will be about 30 minutes, split into four flights. To prepare for this high-pressure half hour, any serious competitor will put in at least 100 hours of practice at home, in regional meets, in national contests and in intensive practice aimed directly at the World Championships.

For the men of the U. S. Team, it all began years ago, when flying for business or pleasure branched out into competitive aerobatic flying. For most, the road toward the top ran from simple Sportsman events, through Intermediate and Advanced contests on the way to the Unlimited category. Each step demanded a better airplane, better flying and more practice.

As the Team selection contest approached, the practice became more intense, because the goal was so much more visible. Many spent as much as two weeks prior to that contest doing little but practicing competitive sequences.

Once the team had been chosen, practice began at home on the sequences of maneuvers to be flown at Ceske Budejovice. The "Known Compulsory" flight was announced in January, 1978, and quickly took precedence. The two "Free-Style" flights, being the creation of the individual pilot, could be practiced at will. And while the "Unknown Compulsory" flight could not be practiced, the conditions were simulated as much as possible.

Through it all, careful observation and critiquing by expert observers is vital if the practice is to be meaningful. Once the pilots, crews and support persons are in Europe, they will have an intensive practice session at Peine Edessee, West Germany for the final sharpening of skills, and also to give everyone time to adjust to the changes in time zones and surroundings. Early U. S. Teams suffered noticeably from physical and psychological problems attributed to their last-minute arrivals after long and tiring journeys across the Atlantic.

Finally, on the scene of the World Championships in Ceske Budejovice, Czechoslovakia, each pilot will be permitted a single 20 minute practice over the contest field, and another over some area away from the airport. But once the contest has begun, there will be no more practice.

Obviously, the hard work must be done in advance. The team that arrives in Czechoslovakia fully prepared and confident will stand the best chance of performing up to its full capabilities. This was the major cause of poor American standings prior to 1970, and of the American victories in 1970 and 1972. Notwithstanding our defeat in the U.S.S.R. in 1976, due, in part, to political manipulations, the U. S. Team's positive attitude for the 1978 World Championships must incorporate a continuing maximum practice effort.

### Donations Needed

The U.S. Aerobatic Team needs to raise \$80,000 by August to continue to participate in world events. If you would like to help, make donations payable to "ACA, Division of NAA" and send to the Aerobatic Club of America, 1401 N.E. 10th St., Pompano Beach, FL 33060.

The ACA is a tax-deductible organization.





Waiting for Dallas to go VFR.



The 8th pre-takeoff weather briefing in Dallas.



And more waiting. . .



In the spirit of Freeport, some Angels backed up their estimate of our eventual take-off time with a small bet. Hazel Jones collects the bets and times are posted on the board.



"How can I go to the Casino in Freeport when I don't know how to gamble?" Problem was solved by another "briefing" in Dallas.

# 1978 Angel Derby

The overwhelming factor in the 1978 Angel Derby was the weather. And it was BAD! Scheduled to start on Saturday, May 6th, 41 planes finally took off about 3 pm. Sunday for our first stop, Hot Springs, Arkansas. Hazel Jones of the Start Committee, changed her tune from Friday night's "You Shalt Go Tomorrow" to wearing her chicken Tee shirt with the yellow streak down the back on Saturday and saying, "You Wilt Not Go until it is good VFR in hilly Hot Springs." We did a lot of lounging around the airport at Love Field, had innumerable weather briefings (one time the Briefer told us it was "Very IFR" outside), and finally got up a pool and bet on when we would finally take off.

Enroute there were many choice moments. At the Memphis stop, which was outstanding in every way, the briefer expertly and patiently kept us up to date on the very latest weather two stops away in Athens, Georgia, which remained solidly IFR. The FBO was filled to the brim with crews, each waiting for the weather and/or a move from another team to set the pace. Finally, one pilot announced to her co-pilot, "I'm tired of sitting around here. Let's go!!" Within five minutes, about ten other teams trucked out to their planes and were gone. Shortly thereafter, Pauline Mallary and Betty Jo Hammer came quietly back in the FBO after their walk around the hangar.

On the day we were due into Ft. Myers, Florida the slower planes were eager to get into the air to be sure they could cover the route by the 7 pm deadline. The first plane to taxi out at Nashville when Athens, Ga. finally went VFR around 10 am found they had to come back and shut down and wait a

while longer - there were no timers in the tower to time them off!

At Athens, the folks were super nice after we were two days late getting there, and the Weather Service let us look at their radar summaries as they came off the machine to watch the big cells moving between Athens and our next stop, Lake City. This was a tough leg, with much deviation from course due to weather, strong headwinds, and the ever present scramble to make Ft. Myers by 7 pm. Some early planes ran into the big storm system and had to turn back; some just withdrew; and several waited too long for the optimum weather conditions and just missed making the deadline at Ft. Myers. One plane ran out of gas going into Lake City and dropped in to visit a nearby penitentiary with an airfield. But most turned up at Ft. Myers - on time or otherwise - in time to make the last leg over the water to the beautiful Bahamas.

An aside, it's always interesting to compare calls to the homefront to see how the family is coping with things while you're gone. Racers hear everything from "Mommy, when are you coming home?" to "How do you cook a cake in the new microwave oven?" Turned out the cake was a Sara Lee and shouldn't have been in the oven at all.

We were welcomed by live music and free punch at Freeport, and the accommodations at the Xanadu Princess were lovely and convenient to the beach. No one lost a bundle at the Casino, and the most vocalized regret was that we spent so long enroute waiting for the weather that we missed two days in the sun in the beautiful Bahamas.





Judy Wagner and her Bonanza led the field with a final score almost 35 mph above her handicap.



The rewards of Freeport included a special party for Angels and friends on the beach.

# Winners Announced

1978 ANGEL DERBY      Dallas, TX to Freeport, G.B.I.

Place	Name	Plane	Score
1	Judy Wagner	E-33C Bonanza	34.84
2	Marion Jayne, Pat Keefer	Twin Comanche	27.91
3	Pat Judges	Cessna 310F	27.06
4	Velda Mapelli	Comanche 260B	23.79
5	Pauline Mallary Betty Jo Hammer	Beech C23 Musketeer	23.25
6	Bonnie Quenzler Shirley Zillig	Cherokee Lance	23.20
7	Helen Wilke Kathy Long	Bonanza	21.67
8	Ali Sharp Berni Stevenson	177-B Cardinal	21.52
9	Elva Ruberg	Cessna 182	20.72
10	Carolyn Pilaar Gary Wheeler	Decathalon	20.72
11	Beth Fuhrman Sue Fuhrman	PA-28 Cherokee	20.02
12	Mary Ann Hamilton Jean Wilson	PA-24 260C Comanche	19.33
13	Gary Bower Alice Bubeck	177 Cardinal	15.24
14	Ellie McCullough Ordorico	Cherokee 140	14.95
15	Jan Million Nancy Smith	Cessna 182	14.16



Accepting 1st place honors from Freeport official is Judy Wagner (top). Other solo entries placing in the top four were Pat Judges, third (L), and Velda Mapelli, fourth (R). Not shown are 2nd place winners, the mother/daughter team of Marion Jayne and Pat Keefer.



75 year old Edna Gardner Whyte was trying for her fifth win in the Angel Derby.





Co-pilot Sandy Eisenmenger (center) with Flight Attendant and Captain Miller of North Central Airlines.

Planes were backed up on the takeoff ramps at O'Hare Airport in Chicago like cars on a California freeway at rush hour. Radio headsets crackled with the constant chatter between tower and cockpits.

Among all the pilots' voices, one stood out clearly — the voice of S. E. Eisenmenger. After all, it's not often a woman's voice is heard over the radio from the cockpit of a passenger airliner.

At 33, Sandra Eisenmenger keeps company with a very select group of women. She's one of just five women in the country and just 12 in the world who qualify as a captain or co-pilot on a scheduled passenger airline.

In a 48-passenger North Central Airlines Convair 580 prop-jet, she flies the upper Midwest and southern Canada between such places as Manitowoc, Wis., and Mankato, Minn.; Menominee, Mich., and Muskegon, Mich.; South Bend, Ind., and Traverse City, Mich., or Detroit and Chicago.

She began flying full-time for the Minneapolis-based airline in May.

Since she accepted an invitation from her father six years ago to take a plane ride "just to try it out," Mrs. Eisenmenger has logged more than 4,000 hours in the air.

When she joined North Central last spring, she advanced one more step into a career that she never planned, or even dreamed of, but which now has become an "obsession."

"I never started out with any thought of becoming a pilot or starting a career," she said last week in her home on Preble County Line Rd.

With a husband, two children, a house and 14 acres of land to take care of, she said, she really didn't need the extra work.

"But all it really took was that one ride," she laughed, recalling how the "flying bug"

bit her. "After that, it gradually became an obsession. I got my private pilot's license, then the instructor's license, then a commercial pilot's rating, and finally an air transport rating that allowed me to fly the commercial airlines.

"I never stopped to think out the next step; it just kind of happened."

Before applying for North Central's pilot training program, she had "happened" into jobs as a flying instructor, air show performer and then charter pilot.

"I had been flying charters and mail runs for Hamilton Aviation for four years and I was pretty dissatisfied," Mrs. Eisenmenger recalled. "I was just looking into other possibilities. I never expected North Central to give me the job."

If there has ever been a challenge in her life, Mrs. Eisenmenger said, working for North Central is it.

When she was flying mail runs and charters, she said, her life was hectic, but routine.

"I'd miss an occasional PTA meeting and maybe a birthday, but at least I was home more often than I am now," she said.

Like all North Central pilots, Mrs. Eisenmenger flies 75 hours a month. She commutes from her home, which is not far from Germantown, to Detroit.

She is in Detroit about half of each month for three to four days at a time. There she shares an apartment near the airport with several North Central stewardesses.

"With two households now and the flying back and forth, my expenses are quite a bit more than they used to be. When I was flying for Hamilton, I could afford a housekeeper, but now that's impractical. On my salary, it's hard to make ends meet," she explained.

As a first-year probationary pilot, she makes a flat \$850 a month, which works out to \$10,200 a year. She's looking forward to

## Co-pilot Eisenmenger

**One of a few in a select group — and she loves it!**

by Daisey Harris

her second year, when her salary will jump to almost \$22,000 a year. If she stays with North Central for 12 years, she could be earning between \$44,000 and \$67,000 a year, depending on the kind of plane she flies.

Her first-year status also means she has no say over her work schedule and usually draws the shorter runs for longer periods of time more often than a co-pilot who has more seniority.

It means a lot of trips like the one *The Dayton Daily News* took with her recently, riding in the cockpit with special Federal Aviation Administration clearance. It was a commuter flight from Detroit to Chicago with stops in Kalamazoo and South Bend, beginning at 6:30 a.m. and ending at 11:40 a.m. back in Detroit.

She arrived in Detroit Thursday evening and made a short night of it. At 5:30 Friday morning, she walked through the airport in uniform, and headed for North Central's flight operations center.

Her uniform is that of all North Central pilots: a blue-black suit, light blue shirt and black tie. She wears a black overcoat, but no hat because, she said, she was told that she would not need one.

In that uniform, Mrs. Eisenmenger said, she has been taken for stewardess, skycap, ticket agent, security guard — everything but a pilot.

"Some people just find it hard to believe that a woman can fly a jet," she laughed.

In the flight center, she scanned the dozen or so large briefcases scattered on the operations' center floor, grabbed the one with her initials and began another not so pleasant aspect of her job — the pre-flight paperwork.

"All co-pilots have to do the same thing," she commented ruefully as she bent over a flight plan. "We get in early, do all the paperwork and check out the plane before the captain ever shows up."



At that point, Capt. Roger Miller, an 11-year veteran with North Central, walked into the center. While Mrs. Eisenmenger updated their flight manual, Miller drank a cup of coffee, smoked a cigarette and checked the weather reports.

Miller, who has flown with Mrs. Eisenmenger weekly since the first of December, remembers looking forward to his first trip with her.

"There were no preconceived notions about her or her ability, but I had never flown with a woman before and I just looked forward to doing so," he said.

Does he do anything different when flying with her? "I don't swear as much as I would if a man were setting in the next seat. She is a lady."

Miller said that many times while passengers are boarding, he will make comments about the women passengers, "but in fairness, I always point out the good looking guys to her."

Mrs. Eisenmenger said she is often "tested" by pilots flying with her for the first time.

"They'll ask some blatantly sexist question or make a remark just to see my reaction. In a lot of cases, I just shrug the remarks off," she said. "They know then that I'm OK."

She described the North Central pilots as "one of the best group of people I've ever worked with," but it hasn't always been so.

"There are still a lot of people who can't accept any woman in any position other than wife and mother, and I've known quite a few of them. They were never very polite about letting me know how they felt about my being in a plane," she said.

Of more than 33,000 pilots flying on scheduled U.S. airlines today, only 24 are women. Frontier Airlines, based in Denver, boasts the only woman flying as a full captain on a scheduled carrier — and keeps careful track of worldwide statistics on female airline pilots.

Mrs. Eisenmenger is one of two female co-pilots — they call them first officers — flying for North Central. There are only two other female co-pilots in the country. The other women pilots on scheduled U.S. airlines are listed as second officers, or flight engineers, which usually puts them number three in the cockpit pecking order, not at the controls of the plane.

Of the 80,000 passenger airline pilots in the world, only 35 are women. Outside the U.S., there are three women qualified as captains, four as first officers and four as second officers.

Once aboard the plane on that Detroit-Chicago run, Mrs. Eisenmenger set up the material needed through the flight. When Miller boarded, the two began preflight checks which continued until the plane was off the ground and at cruising altitude.

Mrs. Eisenmenger and Miller share the flying duties; she takes one leg of the trip, he the other.

Conversation between the two is comfortable and easy, with most of the talk centered on the hectic schedules for the last



Sandy with husband Carl, daughter, Nicole, age 10 and son, Ryan, age 7.

few days of the month.

On the two intermediate stops, the crew stayed aboard. In Chicago, Mrs. Eisenmenger again took care of the paperwork, then grabbed breakfast and relaxed for a few minutes in the crew lounge, which was filled with pilots and stewardesses coming and going.

"The airlines have a rule about the pilot and copilot eating together," Mrs. Eisenmenger said between bites of a cheese omelet at O'Hare. "We can eat in the same place, but we can't eat the same food because of the danger of food poisoning."

The trip into O'Hare was easy. The flight out was not. The runways were jammed.

During the stop-and-go taxiing, Mrs. Eisenmenger and Miller bantered about the traffic, all the while listening carefully to instructions from the control tower. Finally, North Central's Flight 460 to South Bend, Jackson, Mich., and Detroit was airborne — 40 minutes late.

At 11:40, the plane touched down in Detroit. Both pilots would be back in the air Saturday morning, repeating that Friday's run.

Her husband, Carl, is a sales representative with Sorg Paper in Middletown and is often on the road himself.

"Sometimes we're like ships passing in the night," he said. "When I'm here, she's gone and when she's here, I'm gone. It can be rough."

Daughter Nicole, 10, a fifth grader at Germantown Elementary School, said she was pleased about her mother's job, "but it isn't nice when she misses holidays and things like that."

Seven-year-old Ryan, a first grader, also likes the idea of Mom being a pilot. He used to make regular trips with her when she was flying mail runs.

But neither child is much interested in following Mrs. Eisenmenger into flying, although she wants both to take flying lessons.

Eisenmenger said he is proud of his wife, but one pilot in the family is enough.

"I took lessons once because she kept after me," he laughed. "I even reached the point of soloing, but after that I gave it up."

While he still worries about his wife when she's away, Eisenmenger said he feels better about her flying for North Central than some of the private companies she has worked for.

"The equipment is safer and there are

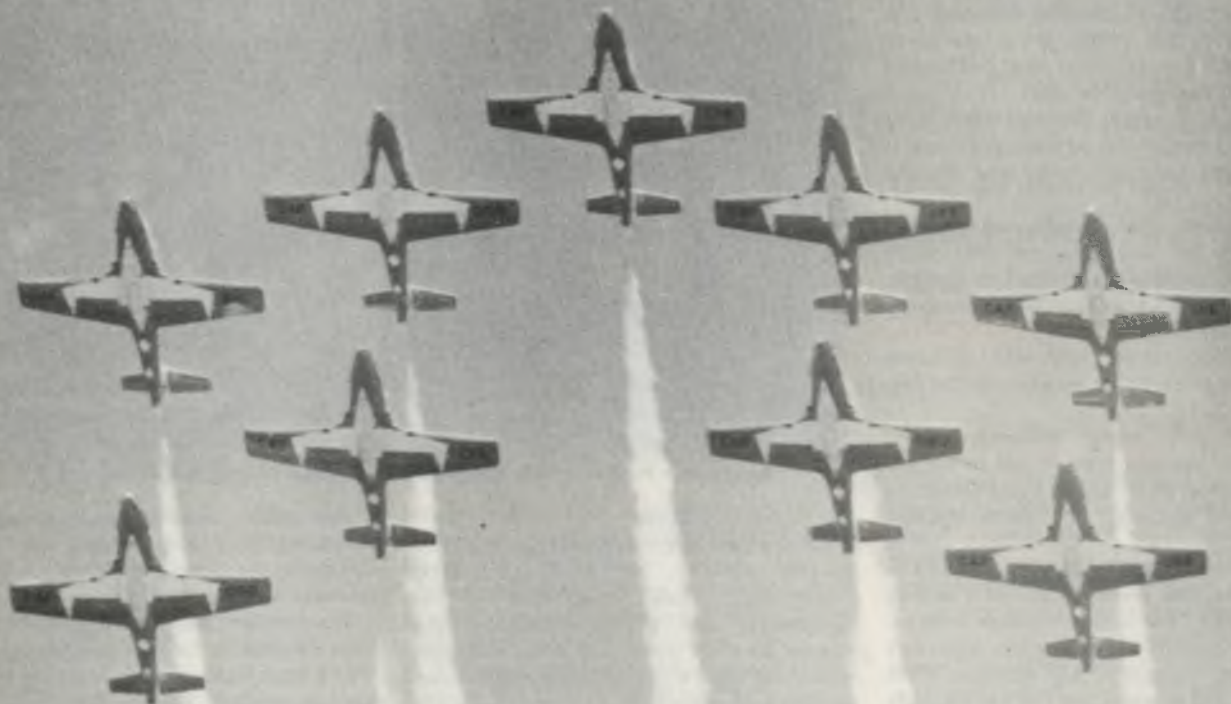
*Continued on P. 27*



Co-pilot Eisenmenger goes thru pre-flight check.



# A Close Encounter



## of the Snowbird Kind

The June day was sunny and warm with a few puffs of cotton-like clouds dotting the deep blue sky. The wind was brisk, but it was a beautiful day for a flight. A fellow 99, Mary Rich, and I were flying from a small airstrip near Buffalo to Hamilton, Ontario for the Hamilton International Air Show. As we neared the airport the anticipation of a spectacular day was growing. The controller barked landing instructions to arriving aircraft; the parked planes stood neatly in their rows. It was the first time I had ever flown in to an airshow.

After a brief bus ride across the airfield, we made our way through the entrance gate and onto the large ramp area. Over the heads of thousands of aviation buffs we could see some of the planes. There were the Canadian War Birds, The Canadian Reds Aerobatic Duo with their spiffy little biplanes, two aerobatic helicopters, and a sailplane. At the far east end of the ramp silently stood the monarchs of airshow spectaculars — the U.S. Navy Blue Angels and the Canadian Forces Air Demonstration Team, the Snowbirds. Little did I know that within the year, two members of the Snowbirds would be guest speakers at one of our Ninety-Nines functions.

On the ground, the most obvious difference between the two groups was the comparative size of the aircraft flown. The Navy fighters, larger and sitting high on gear designed for carrier landings, contrasted sharply with the more compact Tudor Trainer

used by the Snowbirds. In flight, both teams fly similar routines. Each team uses part of the group for formations with two members flying lead and opposing solo.

The unique and breathtaking difference in their programs, however, is the tight formation flying of the nine Snowbirds together. That's right, I said *nine*! The Snowbirds have several formations formed by the entire team flying a four foot wing overlap. The concentration and precision of flight needed to accomplish their aerial ballet truly commands the respect and admiration of anyone who flies. Their flight plan takes them through loops, rolls and high speed overhead passes, all flown with a grace and beauty achieved only by the finest artist.

Following their performance, I had the opportunity to briefly talk with Captain Eric Fast, the lead solo pilot. Photography is one of my hobbies, and I wanted to find out if the team would autograph one of my photos when they were developed. He said they would be happy to and gave me the team's address. Since the group maintains a scrapbook of their airshows, he hoped I might send them one of the photos for their collection. Thus began a series of letters and phone calls that eventually brought Captain Jacques Girard, the Executive Officer, and Captain "Speedy" Fast to Niagara Falls, New York, some 1700 miles from their base in Moose Jaw, Saskatchewan.

The Snowbirds are busy from April through October flying



airshows throughout Canada and the U.S. Although the team is active with daily practices from February to April, a February date was set for their presentation. As it happened, both Captain Girard and Captain Fast would be attending the Canadian Forces Staff School in Toronto, and permission was granted for them both to do the presentation for us.

Our chapter, the Western New York 99s, decided that such a golden opportunity should be shared with the general aviation community. After all, how many times do you actually get to meet and talk with pilots of this stature. We watch them perform and poof! — they are off to the next airshow. The event was publicized throughout the entire Western New York area and Eastern Ontario. And what a fine turnout we had! One hundred sixteen pilots and friends from the entire area, including Ontario, attended.

Following dinner at the Parkway Ramada Inn in Niagara Falls, each of the pilots spoke to the group. The highlight of the evening was a Snowbirds film showing the preparations involved in executing an airshow. It has to be one of the finest films of its kind. The aerial photography is superb and one wants to watch it again and again.

Anyone having seen a precision flight team knows the thrill and exhilaration of the precisely executed maneuvers. But what we often forget are the hours of practice and planning that go into that performance.

For the Snowbirds, the planning starts in January with auditions for new team members. The duty is voluntary and the pilots are selected on a competitive basis in formal tryouts. The requirements include several thousand hours of jet time. There is great pride in being selected for the team, but as is often the case, the pay stays the same as for regular duty. The Snowbirds rely on a very small budget compared with the U.S. teams, and often have to offset costs themselves. Nevertheless, a great team spirit exists which contributes to their growing popularity.

The pilots serve only two years as Snowbirds. The reason, according to Captain Fast, is that during the first year the new members are busy learning. The second year, the pilots know the

maneuvers and routine and are more confident. Beyond a second year, one may tend to become overconfident and that leads to problems. In this business there is no room for less than razor sharp alertness at all times.

Following three months of daily practices, the team is finally ready for their "approval" show. Canadian military and government officials watch the team's first performance of the year, and upon approval by this group the team begins its airshow season.

When the team arrives at an airshow site, usually the day before the show, the team checks out the airport and plans the direction of their routine in relation to the runways and viewing area. Prior to the actual performance, the Snowbirds go through a series of warm-up maneuvers away from the airshow area. Just as a musician or athlete must become limber and in tune with the task at hand, so must the aerobatic pilot. During the airshow, the pilots strive for perfection in every aspect of their routine. The entire show is video-taped and any imperfections are immediately discussed in the debriefing/viewing session directly following the performance. Whether a pilot is a few inches out of line in a formation or timing is off on a smoke cue, all details are reviewed in a never ending desire to achieve perfection.

The Snowbirds, organized in 1971, include nine pilots, an executive officer, two team co-ordinators, and a ground crew of ten. This year the team was granted squadron status by Queen Elizabeth, therefore guaranteeing that the Snowbirds will remain a permanent unit with the Canadian Forces. In the past, the Snowbirds have appeared at numerous airshows throughout Canada and the United States including Abbotsford, Reno, Reading, and Oshkosh. This season they will appear in Reno; Colorado Springs; Duluth; McCord, Washington; Providence, Rhode Island; and Dayton, Ohio to name a few.

Although the Snowbirds have flown several performances in the U.S., the trip to Niagara Falls last February was only their third appearance as guest speakers in the U.S. The Western New York 99s are indeed proud to have had the opportunity to meet two of the Snowbirds and to have united the aviation community for such an event.



**SNOWBIRDS ADDRESS 99s** - Two members of the Snowbirds were recent guest speakers at a dinner sponsored by the Western New York Chapter. Checking the program are Captain Jacques Girard; Miss Lois Shriver, Dinner Chairman; and Captain Eric Fast. Photo courtesy of the Niagara Gazette, Niagara Falls, NY.



# Lifeguard Flight

In the middle of February, Eleanor Sankey, a member of the Blue Ridge Chapter, accompanied a critically ill three-month old baby girl and her parents on a "Lifeguard Flight" from Greenville, South Carolina to Washington, D.C. The baby was being taken to Children's Hospital in Washington for emergency surgery to correct a birth defect.

Eleanor's husband was flying co-pilot in the company owned Beech Kingair. The baby's father is also employed by the company. Eleanor was asked to go along not only because she was a pilot and familiar with this airplane, but also to help and reassure the baby's mother who had never flown before and was quite apprehensive about the flight as well as about the baby.

Cruising at Flight Level 230, the flight lasted only one and one half hours. The parents and the baby were met and immediately driven to the hospital by a waiting taxi.

Even though the parents were given less than a 10% chance of success with the corrective surgery, the baby came through it all, and is continuing to hold its own.

Eleanor says, "It truly gives a person a good feeling to know you have done your best to help in every way possible and to contribute to the saving of even one small life."

An additional reward came in the form of flying time on the return trip. Leaving DCA, they flew on to Chillicothe, Ohio and then back to Greenville. Eleanor was at the controls during these two legs and now has 3 hours of dual, including 1.4 hours of hood time, duly signed off in her log book.

## Personal

Charter member **Vera Dawn Walker and Phoenix Chapter member**, wishes to thank the many friends who contacted her following recent publication of the fact that she is suffering from leukemia. She reports that she is much improved and lives an active life, driving her own car. Blood transfusions have not been required for several weeks and there is no indication that more will be needed in the near future.

Vera Dawn first learned that she has leukemia last October, and she reached a low point near Christmas 1977. However, in January, she began to improve and is feeling better each day.

Although she no longer flies, this aviation pioneer maintains an interest in aviation and her flying friends. The cards, letters, and phone calls from people with whom she had lost contact have given her encouragement and pleasure and she is eager to renew old acquaintances. Her address is P. O. Box 9025, Phoenix, Arizona 85068.

# To Save an Airport

by  
Mardo Crane

As builders and developers look with a greedy eye toward land not now studded with houses, the wide open spaces of our airports become their target for today. People who can stand the horrendous noise of rock music (which doctors report actually makes our kids deaf), who allow their dogs to bark night and day, who seem to thrive on the grinding, screeching racket of a hopped-up car or motorcycle, or who allow their youngsters to run all over the neighborhood screaming their little lungs out — these same good folks buy practically on the airport runway, and then protest in righteous anger over the whirr of aircraft taking off or landing. And it does not mean just airliners, jets, and multi-engine light planes. It is just the 'idea' that planes make more noise than their pet noisemakers. Asked why they purchased a home there in the first place, the standard answer is that some salesman-promoter assured them that the airport could be phased out — with their help.

This 'unreal' antagonism continues to plague our best and most needed airports. Sometimes they succeed — sometimes they fail. When the latter is true, it is usually because airport operators, owners of light planes, and the **Ninety-Nines** get together with a **plan**. Nothing haphazard, or frivolous. A solid, person-to-person, one-on-one approach to this threat to our needed airports.

You may remember my article in the December/January issue of the 99 NEWS Magazine for 1976. At that time I described the many problems that were faced — and conquered — by the Reid-Hillview Airport in San Jose, California. Later, I was able to give the vital details as to how the Oxnard Airport was saved for general aviation by the pilots and 99s in the area. (see the 99 NEWS Magazine for Jan. 1977)

To continue our series, we heard of the plight of the San Luis Obispo, California Airport, and I can give you a sort of preview of the flight there, now — later to wrap up their success story.

Much of my information comes from one of our prominent 99s, Wanda Strassburg, who is associated with the Swift Aire Lines at that location. (You may remember Wanda from a PPD during which she made

an unbelievable landing on a postage-stamp field with a dead engine.)

For many years the 99s, all the FBOs, and Swift Aire at San Luis Obispo have been battling a well-organized group of anti-airport persons. Gradually, and as Wanda put it, "with integrity", they have exposed the lies of these airport "haters". This has taken much of the steam out of the anti-airport group, as a methodical expose of each lie and exaggeration made the group lose face with the public. Every blast against the airport was countered with the truth. The 99s, FBOs and Swift Aire did it by talking to organizations; printing and distributing bumper stickers; putting out handbills counteracting those put out by the opposition; having airport users of all types — pilots, transients, and passengers — write letters to the Board of Supervisors.

While the fight still goes on, one incident gave it quite a boost. It seems that Swift Aire was weathered out of a return flight to San Luis Obispo because the airport has not been allowed to install approach aids. All passengers, **including** two anti-airport supervisors, had to be bussed in from Santa Maria. It was reported that the luckless supervisors really were told off by their fellow passengers. A similar incident at another time, when passengers were bussed in from Paso Robles (where the town is proud of its airport), served to emphasize the need for drastic improvements at San Luis Obispo, California.

In a later article I hope, also, to discuss the plight of the Hamilton Air Force Base in Marin County, California. The interesting side — or perhaps ominous — is that the one person responsible for holding up the Oxnard Air Base transfer to general aviation, is apparently off and running against the Hamilton Field development... I shall investigate and report.

If you can in any way help an endangered airport — there is no more important duty. As a group, the 99s should be heard and their influence felt. There is more to aviation programs in which we must be involved than there is time to participate — but we cannot afford to ignore the endangered airport problem. Otherwise, we may endanger our own flying, at least as we now know it!



# *The Limited Edition* **Cardinal Classic.**

John & Helen Brown

## **Flying An Airplane**

**Says You're Going Somewhere. Flying  
A Classic Says You've Arrived.**

A classic tribute to the things that exude an air of exclusivity. Of elegance and individuality. Cessna's Cardinal Classic makes such a statement.

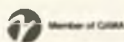
The Classic embraces the unique combination of everything a pilot wants in a package of personalized elegance. An airplane that is so personal we engrave the owner's name on a brushed metal medallion, set in a distinctive royal cherry wood laminate panel that highlights an array of avionics and instrumentation to satisfy the most discriminating pilot.

The finishing touch to the Classic's commitment to exclusivity is the special silver control wheel made of space-age Nylafil. It warms to the touch in winter, yet remains cool in the heat of summer.

No detail has been overlooked; from a handsome slide-out

writing desk to a special thermos in a caddy to match the Classic's interior. And, of course, seats that cradle you and your friends in a quiet world of all-wool Sundance fabrics and rich top-grain leather.

Cessna's Cardinal Classic is tomorrow's airplane. A special experience for the privileged few. In a word... a Classic.



**Cessna**  
AIRCRAFT COMPANY/WICHITA, KANSAS

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

Cessna Aircraft Company  
Dept. N, P.O. Box 1521  
Wichita, Kansas 67201, U.S.A.





## Murphy's Law Revisited

Most everyone has heard of Murphy's first law — "If anything can go wrong, invariably it will." Did you ever wonder who Murphy was?

The search for Murphy's notebooks led to a garage in Toledo, and an inventor's junk loft in Aliquippa, PA. It was learned that Murphy had no first name, he never could hold a job and his writings were returned by the post office for insufficient stamps.

Additional Murphy's Laws are:

- Every activity takes more time than you have.
- It's easier to make a commitment or to get involved in something than to get out of it.
- If you improve or tinker with something long enough, eventually it will break.
- By making something absolutely clear, somebody will be confused.
- Nothing is ever as simple as it first seems.
- You can fool some of the people all of the time and all of the people some of the time and that's sufficient.

## Reading Air Show to Feature Panel on Women in Aviation

The National Maintenance and Operations Meeting at The Reading Show will present a number of seminars covering a wide range of aviation subjects during this year's 29th annual meeting June 6-9, 1978, at Municipal Airport, Reading, PA.

Wednesday, June 7th, will aid the individual pilot with topics such as "The Aircraft Replacement Decision" and "Update" on general aviation development. Also on the schedule are two programs by the AOPA Air Safety Foundation.

Thursday, June 8th has been designated "Corporate Pilot Day" and will feature hangar flying at it's best as notable corporate pilots tell "How It Used To Be".

Scheduled for Friday, June 9th, a panel of women from different fields of aviation, chaired by Janice K. Barden, will discuss and report on "Women in Aviation". This vital issue is not just important to women, but to employers, fathers and men in general.

## A Letter from Rhodesia . . . .

*Peggy Beniston, Flame Lily Chapter member from Rhodesia responded to a request by one of our 99 Board Members, Charlene Falkenberg, for information about her country. Charlene found Peggy's narrative to be so interesting that she wanted to share it with all of us. We agree and hope you will all enjoy reading about Rhodesia and flying in South Central Africa as much as we did. The Editor.*

Peggy Beniston  
Rhodesian Flame Lily Chapter  
18th March, 1978

Dear Charlene,

Rhodesia is quite small and has a very mild climate. Our summer starts about September and goes on to May. The temperature ranges between 20° — 30°C depending on the rain. This year of course we have had more rain than ever before. The winter months, June to August can be -40 — +20°C. We don't wear very heavy clothes during the winter because during the day it can be very warm.

August to October can be very hazy and you can get yourself lost, as I found out two weeks after getting my license. A very nasty experience. I like to know where I am at all times. During the rainy season, November to March I don't like to fly very much. Storms can come up very suddenly, and I don't like lightning. I also have a great respect for the wind.

If you have looked in the Directory you have seen that we do not have very many members in our chapter. Flying is, however, becoming more and more popular here simply because we are not allowed to take very much foreign currency out of the country when we go on leave, so people are turning to other things, such as flying. In just about every family in the whole of Rhodesia there is a pilot and an artist.

Painting scenery in this country is a very popular pastime. We live in the northeast of Rhodesia and have some fabulous views. The sunsets in this country are something that have to be seen to be believed. At night when there is a full moon it is so beautiful. The moon starts rising a very dark orange and as it goes up it becomes smaller and more and more silver. The sky is a dark navy blue scattered with thousands of diamonds. It is really beautiful.

We have some very good game parks, with all the African animals. In the north at an enormous man-made lake called Kariba the

animals abound. In the little village on top of one of the hills overlooking the lake, the elephants just wander about as if they own everything. We have a little cottage up there. The local residents dare not grow any fruit or vegetables because the elephants and baboons just walk in and help themselves. It is also not a very good idea to keep dogs because the leopards just love to eat dog. The one thing that I am petrified of coming across is a mother elephant and calf. They are very dangerous.

Now as to flying I have been told that our prices are 10 dollars more than the Canadian prices. A Cessna 172 is 21.00 Rhodesian dollars an hour, a Cessna 182 — 27.00. So perhaps from that you might be able to see if we are also more than U.S.

We grow about 200 acres tobacco, 50 acres maize and we run a few cattle. The maize is virtually just to feed the labour. We have 100 male adults working for us and every now and then the wives are called in to help pull the tobacco seedlings or to pull the suckers off the tobacco plants when they are bigger. They also help to untie the tobacco from the clips that are hung in the barns to dry the leaves.

We grow most of our fruit and vegetables on the farm and I also buy day old chicks, feed them up and then kill them either at four weeks or six weeks, and deep freeze them.

We have had, as I said before, quite a bit of rain. At the moment it stands at 43 inches. Normally we have between 24 - 30 inches a year. Of course when the rains start everything turns green. By September the bush looks very dry and brown and yellow.

Each year in June the Southern Sun Air Rally is held. I just have not had the courage to enter into anything like that. After getting lost it sort of puts one off. In October, 1976 I went with Zee Witham to Wankie Park Hotel. It was a super weekend with all the 99s, husbands and boyfriends. April last year we went down to the Air Force Base in Gwelo. Zee again was pilot. We went down in a 210. October last year the 99s chartered a Boeing and flew down to Johannesburg in South Africa for the Aviation Africa Air Show. We enjoyed it very much. The only thing that marred the weekend was a Trislander crashing. Fortunately the pilot only had a bang on the head and his passenger had a cracked vertebra. The plane didn't burst into flame. It really shakes all the pilots up because each and everyone of them were doing the maneuvers just that little bit higher. I did enjoy the flight in the Boeing; I had never been in one before. Well, I have now run out of space and news. If you would like to know anything else please just ask away and if I don't know I shall make it my business to find out for you.

Fair Skies,  
Peggy



# FROM THE SECTIONS



Simona Yammine - winning the battle against masculine prejudice.

## Lebanon's First Lady Commercial Pilot

A lady commercial pilot — from Lebanon? That bastion of male chauvinism? Where women are seldom seen and never heard? Well, it is true.

When she was 18, Simona Yammine, staggered the recruiting officer at Middle East Airways by showing up in response to an advertisement for trainee pilots. She's very pretty, incidentally, and dressed in a miniskirt and long socks, she was told to go away, get married or something, but get lost ... or words to that effect in Arabic.

When after four long years and at vast personal expense, she met the highly conservative Moslem gentleman again, in all seriousness, he stated, "I would like to cut off the hand of the man who authorized the license."

Of the seven candidates who took the commercial pilot's license examination in 1972, Simona, the only girl, was the only candidate to pass, and "with instrument rating."

Although she faced and still faces, a long battle against masculine prejudice, one man encouraged her continually and has been totally supportive of all her efforts. This man, her father, Joseph Yammine, is a businessman and an aviation enthusiast. Resigning himself to his daughter's unusual interests, he financed her pilot training and later when she was still being rebuffed by the aviation industry, assisted her in forming her own company, "Simona Aviation Company."

Her first solo flight after she enrolled at Lebanese Aero Club is etched indelibly in her memory because of the enormous, open-mouthed audience it drew. They honestly couldn't believe that a woman was actually going to take an aircraft up alone, by herself, single-handedly. They were everywhere, all over the tarmac, on the tower. Later, after

acquiring some 400 hours in Cessnas and Pipers, she left Lebanon for Britain to spend 18 months at Rogers Aviation, Ltd., a flying school in Bedford, where she picked up 200 more hours in Cessna 150s, 172s and 175s, a Piper Cherokee 140 and the multi-engine rating for Cessna 310s and 402s.

Even in England, she faced disbelief that a Lebanese woman could possibly have accomplished all this. They chose to believe she was French, instead. Along with the male pilots at Rogers Aviation, she went in for all the aviation acrobatics, spinning, etc.

In her last month at Bedford she even acted as flight instructor teaching English men how to fly — in English.

"But it wasn't as spectacular as it sounds," she said. "Flying has a language all its own. I didn't have to perform any linguistic acrobatics."

Upon returning to Lebanon, she realized the prejudice against her sex in the aviation industry would still be very strong, so with her father's blessings, she opened her own charter service. She acts as an aviation consultant, selling and servicing aircraft and helicopters, and represents her old flying school in her area. All this from a Lebanese lady at the ripe old age of 27!!!

She now has a second company, "Air Finance Company" based in Beirut with branches in London, the Gulf Area and in the Middle East. She has added the Cessna Citation rating to her already long string of ratings and finds now that being the first female commercial pilot has aided in expanding her business. For a girl of such a tender age, Simona has already done more than most women achieve in a lifetime. She's infiltrated a male sanctum, proved herself as good or maybe better; but more than that, she's done something difficult and done it well.

We are proud to claim her as a member of our British Section.

Simona Yammine operates her own charter service.





# Gone Flying . . . . Gone Flying . . . . Gone

In August of last year, I had the distinct honor and privilege of flying to Colombia, South America with my dear friend, Jerrie Cobb. Little did I dream that Jerrie would permit me to fly "the Bird" practically the entire trip enroute. It was the most exciting flying experience of my life. To think that I actually flew the Caribbean and the Andes Mountains — it all seems like a beautiful dream.

Having supported the Jerrie Cobb Foundation for several years, I was glad to have the opportunity to witness the great humanitarian work that Jerrie is doing.

## Flight with Jerrie

by Bonnie Miller

One of our stops enroute was La Ceiba, Honduras. After clearing customs, we flew out to the small "Isla of Roatan". The Mayor's daughter and a woman doctor met us and subsequently took us to inspect the "Coxen Pen Clinic", which was in dire circumstances. Although the building was sturdy and adequate, there were absolutely no medical supplies or equipment with which to work — not even a pair of scissors. Much needed supplies were vaccines, antibiotics, the usual first aid items and a microscope, which is a necessity in that area because of the constant threat of tropical diseases. The doctor related the tragic story of a young man who had severely lacerated his leg with a machete and consequently bled to death because they had nothing with which to suture the wound. I'm sure many others have died needlessly.

Jerrie made a list of the supplies needed and promised to drop them off on a future trip. The doctor's face was luminous with the ray of hope Jerrie had given her. This is just one example of the goodwill and hope that Jerrie spreads, not only in the vast jungle of Amazonia, but all along the way — wherever help is needed.

After leaving Honduras, our flight plan took us to the tiny Isla of San Andres, Colombia; Cartagena, then across the Andes to Villavicencio and finally to our destination, Lomolinda.

Lomolinda, which means "pretty hills" is a lovely area in the jungle and one of the more civilized missionary bases. Jerrie took over the controls and gave us a thrilling bird's eye view. It was breathtaking!

We stayed with a missionary family at the "Finka Bonaire". What a rewarding experience it was to meet and live with these dedicated people. They all sacrifice a lot to help these Indian people. My visit with them was much too short. After I returned home via airline, Jerrie flew on down into Brazil and Peru. She was carrying with her vaccines, medicine for malaria and snakebite anti-venom kits. Here in this remote

jungle area, she will administer to "her people", all along the Amazon River.

This skillful and courageous woman pilot is without a doubt the most dedicated and compassionate person I have ever known. Her heart is as big as the jungle itself. I am proud to call her my friend.

Also, I would be remiss if I did not mention how overwhelmed Jerrie is by all the love and support the Ninety-Nines have given her. She is so appreciative of any help, no matter how large or small, so that she may continue to care for these primitive and isolated people of Amazonas. As she has stated many times "What a joy it is to serve God and His Creation".



## Cross-Country Flight

This is the story of a cross-country flight from Greenville, S. C. to the Bay Area of California and return, made by Eleanor Sankey, member and current treasurer of the Blue Ridge Chapter, and her 49 1/2 husband, friend, lover and companion of 34 years in their 1971 Piper Cherokee 140. This was a combination business-vacation trip for Donald and me, and a fantastic experience for both of us, our first time for such a trip in a light aircraft, and a never-to-be-forgotten adventure.

We planned three stop-overs: Denver, where Don was to attend a company seminar; Bay Area, California, where our son and his family live, and also where our

eldest daughter lives; and the third was to be Oklahoma City, primarily to visit the new 99s Headquarters.

We began studying several books on mountain flying, and we studied books on various types of survival gear for the many different types of terrain and weather conditions we expected to encounter, then set about gathering all the things which should go into a really effective "all-purpose" survival kit. We split things up into two bags, each having shoulder harness and hand straps, which would allow them to be carried or dragged by either one or both of us, if necessary. A list of the contents of each bag was placed on top of the inside and a duplicate list was carried in a pocket by each of us.

Many more hours together were spent mapping out our courses, fuel stops, and RONs between stop-overs, so both of us were entirely familiar with the entire route in both directions, a northerly route out and a more southerly route for the return.

We also spent many weekends and evenings working on our airplane. We added some equipment, patched, cleaned, repainted, and did quite a bit of work on the engine.

When the day came to leave, we both felt confident that everything was in apple-pie order and all our persistent work, study, and preparation paid off nicely. We had a completely trouble-free flight and no need for the survival kits, (but both of us felt very reassured, knowing we had them with us and knowing we both knew how to use everything in them).

Some of the more interesting places we visited on our way west were the Eisenhower Museum, Library and Homestead in Abilene; the U.S. Mint in Denver, Coors Brewery nearby; the Air Force Academy in Colorado Springs and the Mormon Tabernacle in Salt Lake City.

We spent a delightful 10 days in the Bay Area with our children, did a lot of flying all around. Our son, David, is an Air Traffic Controller at Palo Alto Tower and Sheri is a Computer Operator in Oakland Center, therefore, we also got to visit the Tower Cab and Radar Room in San Francisco's International Airport, truly awe-inspiring, especially at night. We also flew down over Monterey Bay and the Pacific Ocean.

On our return via the southern route, we flew over Bakersfield, Needles VOR, and eventually on to OKC. Some of the interesting sights were the London Bridge at Lake Havasu City; the Meteor Crater; the Petrified Forest, the Painted Desert, and the lower portion of the Grand Canyon. It was amazing how very different these places look from the air, after having visited all of them by car.

We arrived in OKC about mid-morning and visited the FAA Academy. After lunch, we drove over to the other side of Will Rogers Field to the 99s Headquarters



# ying . . . . Gone Flying . . . . Gone Flying

Building, which was our real reason for making this stop-over. We were lucky to find both Nancy Smith and Jan Million there and spent a most delightful afternoon with them, looking at the memorabilia in the showcases, on the shelves and walls, and sitting on the plush carpet in the back room (they had not yet acquired the stools), looking through some of the scrapbooks, the bulletin boards, the beautiful Powder Puff Derby quilt, and chatting with Jan and Nancy. These two delightful girls are chock full of enthusiasm, energy, and information and did so much to make this visit one of the most memorable days of my life, and they also made Don feel so very welcome.

The following day, we flew on into Greenville, arriving late in the afternoon, thanks to very good weather, and strangely enough, encountered the only even moderate turbulence on the entire trip just east of Harris VOR in Georgia. We hit a patch of severe up and down "jolts" which lasted about 20 minutes, then calm returned.

Although we were happy to be back home, we were still not quite content, and being the adventuresome types we are, decided to do a bit more flying. After a day of rest, we started out to John's Island (Charleston, S. C.), then on up to Georgetown for re-fueling, up to Myrtle Beach and back to Greenville. Since on Tuesday of the week before, we had flown over the Pacific Ocean, we now had also flown over the Atlantic Ocean in less than a week. Now, while this is certainly no record, and could easily have been done in far less time, we just thought it was an excellent way to conclude our fabulous cross-country trip.

As a final note, the most useful piece of luggage we had with us was my Snoopy Bag, which along with a small zippered case, was all we ever need to take with us for RONS. Our total flying time for the entire trip was 54 hours; we covered 20 states and two oceans in 7 full days and four partial days of flying; and had flying adventures we shall always remember.

## The Scoop on the Scope

by Harriet Fuller

Eastern New England 99s Chris Seaver and Harriet Fuller flew into Chatham Airport where they were met by Pat Thrasher and Marie Lepore. The foursome went to Pat's home on Morris Island. While frolicking (?) on the beach near what is commonly referred to as "Chatham Radar" they noticed that the compass rose on the pavement was labeled with reciprocals, and being inquisitive types, they mounted a frontal assault on the establishment. Inside they found the sole defender, Bill Lockhart. "Why," they asked, "is the compass rose

Pandora's box was open.

What ensued was a very interesting scientific and educational visit. This is officially the Chatham National Weather Bureau Reporting Station and the National Weather Service Meteorological Observatory. It is a division of NOAA, National Oceanic and Atmospheric Administration, Department of Commerce.

Bill explained and demonstrated the radar scope that picks up an area of 250 nautical miles, including the area of southwestern Nova Scotia, northern Maine, the southern part of Quebec, Lake Champlain, Utica, N.Y., Bethlehem, Penn., and Atlantic City, N.J., continuing out to sea in a radius of 250



Chris Seaver, Harriet Fuller, Bill Lockhart and Marie Lepore in front of the Theodolite at Chatham, which has something to do with measuring the drift of balloons, which has something to do with the Insideout Compass Rose which is something to do with the fact that winds are named for the direction from whence they come not whence they go . . . . Actually, we never did get the answer.

NM. The scope can be set to various radii in 25 mile segments. The gals actually tracked a ship leaving a nearby harbor.

They also saw the WSR 57, Weather Surveillance Radar, the Radiosonde for upper air and surface observations, plus the WBRR equipment used for television transmission of radar scope readout. On this machine Bill wrote "No Echoes" beside the outline of New England and it was automatically transmitted to weather stations in the area. And last, but not least, was the theodolite which is used for balloon testing.

The gentlemen on duty here are most pleasant and willing to explain and demonstrate all their equipment to anyone who drops in. When in the area this is a place that you shouldn't miss visiting.

## Forced Landing in Forest

Have you ever landed at Forest, Mississippi? Austin Chapter member, Chris Howard, did during a recent cross country trip and found a deserted old airstrip. On her way from Austin, via Longview, Texas and Meridian, Mississippi, to Charleston, South Carolina, Chris was flying the longest solo cross country of her two years experience as a pilot. Traveling through Mississippi, a line of thunderstorms forced her untimely landing at the little-used field in Forest.

Upon landing, Chris decided to wait for the weather to pass. In the process of trying to secure her Cessna 140 (vintage 1946) and inquire about gasoline, she found a sign which provided a telephone number to call for assistance. Unfortunately, as an indication of the abandoned nature of the airport, the telephone had long since been removed. Chris then walked some distance to a trailer home where she was able to use a telephone, only to find that the one hangar on the field was owned by the town mayor and sadly, could not be used to protect either Chris or her airplane, as the hangar was being used to its limit for the storage of soybeans!

Coming to the conclusion that she should stay near the plane for the duration of the storm, Chris returned to the field, climbed into the cockpit of the plane, and exhausted from her adventure, drifted off to sleep. Suddenly the unsettling feeling that she was being watched awakened our napping pilot. Sure enough, a photographer, a reporter, and a crowd of several shocked townspeople surrounded the plane. Instantly, Chris was the town celebrity. It seems that no one had landed there for many months, and in the small town of Forest, the unexpected landing of an aircraft (especially one with a lady pilot!) was an occasion of some unusual interest. Following Chris's departure, the town paper carried a feature story with two photographs explaining the happening.

As a conclusion to the story, Chris made it safely to Charleston and back to Austin again to share this wonderfully heart-warming story about her visit with the kind people of Forest, Mississippi. In answer to the question of whether she might return to Forest some day, Chris replies probably not the same way that she did this past summer, for you see, the faithful little bird which ferried her so safely across Mississippi and into Forest, was posted for sale in November. The airplane may go, but the experiences and adventures will remain to treasure for a lifetime.



# NPA/AGS Partnership Formed

Officials of the National Pilots Association, Washington, D.C. and Accelerated Ground Schools, Atlanta, Georgia, announced in April that they would join together in a partnership agreement. AGS will provide pilot training for NPA members. AGS staff will act as field representatives for NPA.

AGS offers total immersion courses for pilot training including private pilot, instrument rating, air transport pilot and commercial pilot. AGS also offers a CFI revalidation program.

The National Pilots Association is a large member-controlled non-profit pilot organization and the official U.S. pilot representative of the Federation Aeronautique Internationale. Ninety-Nines Vice President Thon Griffith and former President Kay Brick have both served as members of the NPA Board of Directors in the past. NPA maintains a Washington staff to represent individual and affiliate members for general aviation in Congress, before the FAA and elsewhere in the aviation community.

## Winners Announced

The winners of the 1979 Convention (50th Anniversary) raffle, held by the NY-NJ Section and drawn at the May 13 Section Meeting in Kingston, New York are:

Item	Winner
99 Watch	Madeline La Carrubba Long Island Chapter
Waterford Crystal Rose Bowl	Barbara Flich Finger Lakes Chapter
Flight Case	G. Howawietz Rome, NY
Nylon Flannel- Lined Jacket	C.H. Downer Kingston, NY
Waterford Crystal Cream & Sugar	Frederica Roach Finger Lakes Chapter

The solicitors of the winning tickets of Prizes #s 2 and 4 are:

Waterford vase	Terri Barr Finger Lakes Chapter
Nylon lined Jacket	Ruth Dobrescu Long Island

While the Finger Lakes Chapter girls cleaned up on the Waterford crystal prizes, I would like to mention that the chapter bought \$100 worth of chances.

I thank each and all for their support of our Golden Jubilee International Convention.

Ruth Dobrescu, Finance Chairman

## FEDERAL AVIATION ADMINISTRATION NOTICE

The FAA Flight Standards Division has established a developmental program for qualified candidates to fill General Aviation Operations Inspector positions. These positions offer a unique opportunity for individuals to advance to professional level careers in aviation. As the FAA is an Equal Opportunity Employer, applications are being sought from all segments of our society, including qualified women and minority candidates.

Grade levels for initial appointment will vary depending on individual qualifications. It is expected that recruitment will generally be directed to hiring at the following grades:

GS-5 (Trainee Level). Performs standardized tasks to acquire training and on-the-job experience in applicable FAA methods, procedures and techniques.

GS-7 (Developmental Level). Performs routine tasks as an assistant to a higher grade inspector.

### QUALIFICATIONS

Persons selected under the developmental program will be required to meet the applicable qualification standards prescribed by the Civil Service Commission. The CSC qualification standards for General Aviation Operations Inspector, GS-1825-5/7 positions are summarized below:

For GS-5 positions: Three years of general work experience in the field of aviation. For GS-7 positions: Three years of general experience plus an additional year of specialized experience as a pilot, co-pilot, flight instructor or aviation operations inspector. Both positions require the following certificates and ratings: Commercial Pilot Certificate with single and multi-engine land and instrument ratings and valid Flight Instructor Certificate with airplane and instrument ratings.

### TRAINING

Each person selected under the developmental program will be given appropriate training, including both formal and on-the-job training. The training will be tailored to meet the individual's needs considering his/her experience and qualifications at the time of selection. It will be designed to provide the necessary developmental experience to equip the employee with skills required to progress to the full performance level.

### PROGRESSION

Persons selected for the developmental program will be eligible for non-competitive promotions to the journeyman level, subject to meeting basic qualifications and time in-grade requirements, successful completion of required training, and satisfactory job performance.

Persons who fail to progress satisfactorily in the training program may be subject to being reassigned to another position, downgraded to another position, or separated from the service.

Interested candidates should forward name, address, date of active military service (if any) and whether you have had former federal civilian employment to:

DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration  
181 South Franklin Avenue  
Valley Stream, New York 11581  
ATTENTION: EEO Liaison Officer



*Flying weather is rotten?! So how come it was great when my husband called 5 minutes ago?*





President Dick Knoth examines the smoldering ruins of the International Aerospace Hall of Fame, accompanied by San Diego Battalion Chief John Arbaugh, after the fire had destroyed the world renowned aerospace Center.

The San Diego area 99s are spearheading an effort to rebuild the Women in Aviation exhibit for the San Diego Aerospace Museum, tragically burned in an arson-set fire February 22. We are being assisted by the Zontians and stewardesses as well, who join us in the commitment to collect and prepare an excellent exhibit for the opening of the new museum in December. We seek to compile a historical and informational exhibit, and we are looking for material such as photographs, artifacts, and memorabilia, to be augmented with research material such as news and magazine articles, books and magazines.

The subject categories we have established are: The Ninety-Nines (history, airmarking, aviation education, PPD, local air-races, medical assistance projects, etc.); women in the FAA; WAFs and WASPs; Soaring; Whirly-Girls; Airline Personnel; Military Personnel; Astronauts; Aviation Writers; Parachuting; Ballooning; Aerobatics; Corporate Pilots and Executives; Test Pilots; Weather Research; Agriculture & Forestry; Mechanics; Legislative (influences of aviation programs and the PPD); Forest of Friendship; and Amelia Earhart.

Among the interesting items we seek are: **photographs** relating to any of the above categories; a set of first day covers sold to benefit the Amelia Earhart Memorial Scholarship Fund; PPD jewelry; sponsors for current magazine subscriptions; books by and about women in aviation (there are many out-of-print books such as **High, Wide and Frightened**, by Louise Thaden; Amelia Earhart's books; Elly Beinhorn's **Flying Girl**; Nancy Bird Walton's books; Hanna Reitsch's **Flying is My Life**; and many others; all books by 99s are especially requested; collection of 99 NEWS magazines; news and magazine articles. We will be starting a

library collection to augment the exhibit and provide research, reference, and primary source material to support the rotating exhibits, and to help start the new library at the museum.

We are conducting a fund-raising effort to support the collection, preparation, and maintenance of this exhibit. All funds collected are being managed by the San Diego 99s in the interim for preparation and construction of the exhibit, and in December, when the museum opens, the funds collected for this exhibit will be turned over to the museum for the specific purpose of maintaining the exhibit. Make checks payable to the San Diego 99s, and note on the check: For Women In Aviation Exhibit. Contributions are tax deductible! We will appreciate any help individuals or chapters can give. Our support is growing with the help of 99s chapters, individual, and Zontians working together to re-build a valuable aviation resource.

We would be delighted with any material or contacts you can share with us. Interim loan gifts are most welcome and designations for a loan period for this museum can be arranged. Our intent is to collect a general informational exhibit containing reproducible and duplicate items, and is not to undermine the efforts of other museums. We are working to collect as much pertinent information as possible to bring recorded dignity to this exciting aspect of history, and of our lives. We call on the talents and resources of the 99s to help us get the San Diego Aerospace Museum flying again.

The co-chairmen of this project are: Sandie Clary, 3967 Acacia Avenue, Bonita, CA 92002; Eva McHenry, 4285 Altamirano Way, San Diego, CA 92103; and Connie Davis, 663 S. Sunshine Avenue, El Cajon, CA 92020.



99s spreading their wings . . .

# Flying Activities



## Western Canadian

**Poker Run Held** — Pilots flew to five Alberta airports late last month to pick up cards for **Alberta Chapter's** first Poker Run and met at the Red Deer Airport terminus to distribute awards. **Alberta 99s** are grateful for the guidance given to them by the **Maple Leaf Chapter** on their first attempt at sponsoring this kind of event.

## East Africa

**The Rift Valley Romp Held in South Africa** — The only conditions for entry

**Nani Croze at Njoro.**



were that there should be a lady pilot or navigator (or both), and that the planes should be single engined. In all, 16 planes entered, and they all finished the course (although the 30 year-old Luscombe and Auster were both allowed to miss out a couple of control points in order to finish in half a day). The object was to fly low over ten control points on a zig-zag course from Wilson Airport in Nairobi to the country club at Njoro, high up on the western side of the Rift Valley. The clues to the control points were handed out just before take-off, and included directions like "No. 5: The only National Park within 40 NMs of No. 4", or "No. 6: 10 NMs S.E. of Mount Suswa, of use to farmers" (these turned out to be a prehistoric site, and a cattle dip, respectively). Not every control point had a controller, but the competitors had to fill in answers to questions on each control to prove that they had in fact found them (e.g. "How many round huts are there in the Police Station compound?" or "Where is the wind-sock positioned?").

Each aircraft was also given a handicap speed, which meant flying as fast as possible as all the speeds given were high, and there was a spot landing contest at the Njoro landing strip. The event was therefore a good test of flying and navigational skills, and we all felt quite tired when we finally sat down to a late lunch at the Njoro Club.

## North Central

**Buckeye Air Rally Attracts Sponsors** —

In and around the State of Ohio different business men and women are contributing money to the Buckeye Air Rally which will be held on the 14th, 15th and 16th of July at Don Scott Field, Columbus, OH. Eleven members of the **All-Ohio Chapter** and friends have contributed toward the specific trophies for the Youngest Crew, Oldest Airplane, Tail End Charlie, etc. There are

**East Africa Section Governor, Denise Morchand Holz (center) with 49½er Bill, and Marilyn Newman, with onlookers at Njoro.**



The winners, Kes Hillman and Ted Gugis, receiving prizes from Gay Stephenson (center).





still a few race kits left for those who wish one. Send \$3.00 to Buckeye Air Rally, 4656 Burbank Dr., Columbus, OH 43220.

**First Chapter Airmeet Planned —**

**Indiana Dunes** is planning an airmeet to be held at Greater Kankakee Airport, Illinois, on July 22, 1978. **Carol Zander** and **Charlene Falkenberg** are co-chairmen. Plans are to incorporate the fun of a treasure hunt, the proficiency of estimating time and fuel, the know-how of regulations and other pertinent questions as would appear on a written exam, and to culminate with a spot landing contest. This is a first for this chapter and they are aiming at having 100% participation for the chapter, either as participants in the event or as workers on the ground.

**Kiss the Hershey Factory Tour Goodbye —** Four planes piloted by **Kathy Eisner**, **Bill Ford**, **Marie Eaves** and **Cindi Federici** took advantage of the 100% blue skies and carried **Lake Erie Ninety-Nines** and friends to Hershey, Pennsylvania in April. **Phyllis Thompson**, a student pilot who had just soloed in her own Bonanza, came along in another plane and was introduced to that rarefied pleasure practiced only by pilots — flying three hundred miles for a cup of coffee and a Hershey bar.

In June, Hershey's world-famous rose gardens are in bloom; however, our tearless leader, **Kathy Eisner**, has allergies and planned this trip in dormant April — besides all the group wanted to focus on the chocolate bar! It was, however, this expectation which was the most disastrous, for not only was there only a snappy three-minute animated "factory" tour, but there were also NO free samples.

The luncheon at Hotel Hershey was a success, and the group enjoyed the early Americana museum even more. All swore to return in the summer — either for the roses, the amusement park, the championship golf courses, or the museum — but they would buy their Hershey bars in Cleveland!!

**South Central**

**Angel Derby Stops at Hot Springs —**

The **Arkansas Ninety-Nines** had a great time working and hosting the Angel Derby stop in Hot Springs. We sincerely hope you all enjoyed the race and will fly in again someday. After working the stop, **Charlene Poe**, **Camille Smith** and their **Nervous Navigators** flew on to the terminus in the Bahamas. **Pat Hyde** and **Edna G. Whyte** were the Arkansas Chapter entrants in this year's Derby.

**Texans Go BFR —**

**Biennial Flight Reviews** have been the order of business for **Golden Triangle** members this month. **Dottie Hughes** ended hers with a check-out in a Cessna 172 (she owns a 150). **Glenda Galey** took hers in a Cherokee 180, and **Pat Moore** checked out in a Cardinal (she owns a 172).

**Okies Man ARC Stop —** The **Oklahoma Chapter** is manning the Air Race Classic

stop at old Clinton-Sherman AFB, near Burns Flat, Oklahoma this June. **Broneta Evans** is the Stop Chairman and Chief Timer.

**Southeast**

**Memphis Collects Money for Angel Derby Stop —**

**Janice Moore**, Angel Derby Stop Chairman, collected \$655 as well as several cash donations for advertisements. Memphis awarded a leg prize of \$300 to the pilot with the best score on the leg from Hot Springs to Memphis.

**Southwest**

**Jim Hicklin Memorial Air Race —**

The 5th Annual Jim Hicklin Memorial Air Race, held in Bullhead City, AZ., and sponsored by the **San Fernando Chapter** was a huge success. Last year there were 20 entries. This year there were 53 entries, with 48 planes actually flying the race. About 250 people attended the Awards Banquet Saturday night. Due to weather, the racers flew the second leg of the race twice and did not fly the first leg at all. It was very exciting for the spectators. Barely had the last plane taken off when the first plane was coming in for its first fly-by. There was never a dull moment.

Here are the results:

- |           |   |
|-----------|---|
| 1st place | Chuck Smith, pilot<br>Pat Schiffman, co-pilot   |
| 2nd place | Roger Newton, pilot<br>Norman Morong, co-pilot  |
| 3rd place | Jerry Johnson, pilot<br>Donald Walter, co-pilot |
| 4th place | Ray Schutte, pilot<br>Carl Schutte, co-pilot    |
| 5th place | Bob Vreeland, pilot<br>Henry Richter, co-pilot  |

The proceeds derived from the air race go to the education fund for little Jimmy Hicklin. Jimmy is six years old now and he was on hand with the starter's flag Saturday morning.

**Sagebrush Air Derby —**

In spite of the weather — which would have been better for skiing in the nearby Sierras than for flying — the **Reno Area Chapter** recently held a successful Proficiency Race. The Sagebrush Air Derby started at Stead Air Base, Nevada, with contestants flying to Herlong, California; Lovelock, Nevada; and back to Stead. Thirteen airplanes entered, and three of the entries were our Reno Area members: **Jan Bishop**, **Connie Malone** and **Susie Koppel**.

**Shirts and Skirts Race —**

**Tucson Chapter's Wyn Hayward** and her 49½er, Jason, captured the honors at this year's Shirts and Skirts Air Race. The race was sponsored by **Fullerton Chapter** and started at Fullerton, California, and went round-trip through Hi-Desert, Lake Riverside, Rancho and Deimer.

"It's a speed race," Wyn said, "and the idea is to beat your established par speed. We flew our Citabria and she ran very well... I was so pleased!" First place pilot and co-pilot receive trophies and a \$200 cash prize.

Wyn and Jason also received plaques recognizing them as the first place "Shirt and Skirt" mixed team.

Wyn is a Commercial rated pilot and has been a 99 since 1972. She has also flown in the Salinas His and Hers, Kachina Doll Derby, Pacific Air Race, Tucson Treasure Hunt and the Powder Puff Derby. She and Jason plan to team up again May 5 for this year's Tucson Treasure Hunt. The Haywards used to race boats together and get along very well in this type of event. "I learn something in every race," Wyn explained, "and this time I asked Jason for a critique on my flying. When we finished the race, he gave me a great big kiss! I guess I did all right!"

Other top honors went to:

- |                   |  |
|-------------------|--|
| 2nd place         | Richard Greenblatt, pilot<br>Donald Walter, co-pilot |
| 3rd place         | Dick Williams, pilot<br>Donna Williams, co-pilot     |
| Best Shirts Team: | Greenblatt, pilot<br>Walter, co-pilot                |
| Best Skirts Team  | Tookie Hensley, pilot<br>Janice Hoffman, co-pilot    |

**Co-pilot Eisenmenger**

*Continued from p. 15*

built-in checks to make sure both plane and pilot are in top condition," he said.

"You can't believe how I used to feel when she'd come home after one of those mail runs or charters and tell me very casually that the wheels didn't come down or the engine had caught fire!"

Both said her job and career had changed their lives, and the entire family is still trying to get used to it.

"She used to be a super housekeeper and a gourmet cook," Eisenmenger said. "Now that's all different. The kids take care of the house and feed themselves most of the time."

When the Eisenmengers both find themselves away from home, Katherine Ellis, Mrs. Eisenmenger's mother, pinch hits.

"If it weren't for her holding all this together, I don't know what we'd do," Eisenmenger said.

Mrs. Eisenmenger, in a reflective moment, talked about how the job had changed her personally.

"I'm a woman in a male-dominated area and it's difficult to make that adjustment from a pilot to a wife and mother and back again," she said. "Pilots have this macho image and it often conflicts with my own femininity, which I value."

"I've tried to separate what I do in that cockpit from my home life. It's been hard at times, but it seems to have worked."

She said she still feels an occasional twinge of guilt when she misses things the kids consider important.

"In this situation, it would be too easy for them to rebel," she said. "I've been carefully watching for signs of that and so far haven't found any, thank God."

When she is home, she said, she tries to

*Continued on p. 34*



## Ninety-Nines

# Projects

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



**Merrie and Dick Slater at Caribbean Flying Companion Barbeque.**



**Flying Companion Classroom.**



**Esme Williams hands out Flying Companion Certificates.**



**Caribbean Section members (Front) Sandy Dunn, Esme Williams and Carol Chambers. (Back) Yvonne Smith, Lola Price, Helen Veatch, Leona Sweeting and Fran Davis.**

### Caribbean Projects

#### "White Knuckles" Seminar

The Caribbean Section held a well-attended and successful "White Knuckles to Cockpit Cool" seminar on April 7-8, at the Freeport Flying Club at the International Airport. Responses from the students, mostly women, indicated a need for seminars of this kind. The reward received far exceeded the section's expectations!



**Jill Yager conducts session.**

### Western Canadian Projects

#### Hypoxia and Disorientation

Although the winter flying weather has not been encouraging, the Saskatchewan 99s have been busy with interesting meetings. They sponsored a presentation for all pilots in the area on the subjects of "Hypoxia and Disorientation". A local 99, Dr. June Mills, showed pertinent slides and led a discussion. Another 99, Tony Cooper presented slides and led a discussion of Saskatchewan Emergency Measure Air Division which was well received.

#### Speaking Out on the Ninety-Nines

Saskatchewan 99, Nadine Cooper was guest speaker at the Annual Meeting of the Experimental Aircraft Association Chapter #514. She spoke on the activities of the 99s.

### Middle East Projects

#### "Celebration Coming"

When you hear the names Fay Gillis Wells and Irene Wirtschafter, Washington, D.C. Chapter, your next thought should be "Forest of Friendship" because they have given many hours toward this Project. And



**Saskatchewan member Nadine Cooper, was speaker at EAA Meeting.**

they're working hard on the big Celebration coming up July 21-23, 1978 in Atchison, Kansas where several "Aviation Anniversaries" will be celebrated along with a salute to the more than 50 new honorees in Memory Lane.

### New York-New Jersey Projects

#### "Tower"-ing Problems

Patty Barone, Hudson Valley Chapter is actively fighting a cablevision antenna tower 200' from the base leg and 2½ degrees from the instrument approach at her Wurtsboro-Sullivan Co. Airport.

### North Central Projects

#### Mercy Mission Volunteers Wanted

The Aviation Safety Institute located in Columbus, Ohio recently sent letters to all aircraft owners in the state to solicit volunteers to fly mercy missions during



floods or any type of disasters. When the **All-Ohio Chapter** was briefed on this information in April, it was discovered that a number of aircraft owners had not received the request. Twenty-five members submitted their names as volunteers and this adds to the 110 that A.S.I. had received earlier. So, bring on the snow, tornadoes, etc., we're ready!

### Detroit Supports Jerrie

The Jerrie Cobb Foundation is receiving continued support from the **Greater Detroit Area Chapter**. Joyce Odom spoke March 18th at the Bad Axe Flying Club annual banquet, Abby Country Club to raise funds for the flying missionary. Members of the chapter have also donated spark plugs and money to support her work.

### Successful Clinic

A very successful Aviation Clinic was sponsored and held by the **Indiana Dunes Chapter** at Fort Wayne, Indiana on April 8th. Many BFRs were given with instructors donating their time. Christina Davis, Sheila Dick, hubby, Ron Dick, and Beverly Distelhorst from the Dunes Chapter, along with Margaret Ringenberg of the **Indiana Chapter** graciously donated their time and talents.

### "So You Want To Learn To Fly"

May 8th found Charlene Falkenberg, **Indiana Dunes Chapter**, at the controls of a program presented by the Central Library of Merrillville, Indiana. Her topic was, "So You Want to Learn to Fly".

### Mini Work-Shop Conducted

Chris Winzer, coordinator for FAA's Aviation Education Program, conducted a Mini-Workshop for Aviation Education Facilitators on Wednesday, March 29 at Kent County Airport at Grand Rapids. The workshop was attended by 28 facilitators, including Thea Fleming and Janet Russell, members of the **Lake Michigan Chapter**.

The purpose of the workshop is to train people to work as resource persons, assisting researchers in aviation education units and courses and to make presentations to civic groups to inform the general public of aviation's role and benefits to communities.

With a growing emphasis on career education in our schools through programs for students in K-12 designed to create career awareness, it is important to inform educators of the many career opportunities in aviation. There is excellent material available for this purpose.

## Northwest Section Projects

### Alaska Pinch Hits

**Alaska Chapter** held an AOPA Pinch Hitter Course during April with 40 girls taking the course. Our own 99 members Claire Drenowitz and Kathy Christiansen were instructors. Forty-nine and a half John Rogers taught the Refresher Course with 18 participants.

## South Central Section Projects

### Painting the Town

**Arkansas Ninety-Nines** gathered in force and airmarked Stuttgart Airport.

### Plane Wash Makes Money for Chapter

The only scheduled activity this month for **Golden Triangle Chapter** was a plane wash at Arlington Municipal Airport as a start on their money-making activities toward the 1979 Spring Sectional. Another plane wash will soon take place at Mangum Airport in Ft. Worth.

### Tree Honors Member

The **El Paso Chapter** has placed a tree in the honor of **Ruth Deerman** in the Amelia Earhart International Forest of Friendship. Ruth is a past international president of the Ninety-Nines as well as a member of the chapter.

### 99s Descend on Chanute

Eight plane loads of **Kansas 99s** descended on Chanute airport for an airmarking. Mike Conlin, formerly of Wichita, flew in from Dallas with her husband just for the event! That's dedication!



Sondra Ridgeway presents award.

### Pilot Proficiency Award Program

Sondra Ridgeway, **Topeka Chapter**, recently presented Jack Koehlar with a miniature airplane as a token of his achievement in the new Pilot Proficiency Award Program. Jack, a big supporter of the **Topeka 99s**, was the first flight instructor to complete all three phases of this new program sponsored by the Central Region of the FAA. CFIs become eligible for the various phases of the award based on the number of pilots under their supervision completing the training program. General Aviation pilots become eligible for Phase I and II awards by attending a certain number of safety seminars or by completing dual instructional flights. The program is being operated on a trial basis in the Central Region only, and if successful, may be spread throughout the U.S. by the FAA in the future.

## Southwest Projects

### Fullerton Buys Amelia's Books

The **Fullerton Chapter** has purchased

three books from Amelia Earhart's personal book collection. These will soon be sent to the headquarter's library in Oklahoma City. *Twenty Hours Forty Minutes* by A.E., 1st edition 1928 is autographed by the author. The other two are: *Aircraft and the Law* by Harold Lincoln Brown, 1933 1st Edition; and *Wings of Tomorrow* by Juan De La Cierva and Don Rose, 1931. These books were found at an estate sale and purchased by our chapter.

### When a Flight Control Fails

"What to Do When a Flight Control Fails" was the topic of a joint **Golden West — Santa Clara Valley** safety seminar on May 31st. The enthusiastic speaker was Calvin Pitts, a veteran pilot and a seasoned flight instructor. He is a project officer at NASA's Ames Research Center.

### Pinch Hitter Course

**Far West Chapter** conducted its second Pinch Hitter course under the instruction of Mary Kochanek, CFI. Practice with the Pacer Simulator on loan for the course gave each participant the experience of being at the controls.

### Food Booth Success

The **Monterey Bay Chapter's** major fund raiser of the year, the food booth at the annual Monterey Aviation Expo, was a big success. At one time there were so many aircraft on the Monterey Peninsula Airport, the tower had to close the field for lack of space to park them. The Western Bonanza Society held their spring meeting simultaneously and the sight was incomparable . . . all those lovely Bonanzas lined up in neat rows on the ramp. The weather couldn't have been better, from 10,000 feet you could see forever!

### Full Classroom

The **San Diego Chapter** filled its classroom for its second Flying Companion Seminar of the year on May 19-20. These 62 students, the waiting list from last month's class, outdid themselves in classroom, simulator, and pre-flight performance. Thanks to Chairman Pat Frye, 62 pilots had better watch out — their flying companions know what they're talking about!

### Flight Grants Finalized

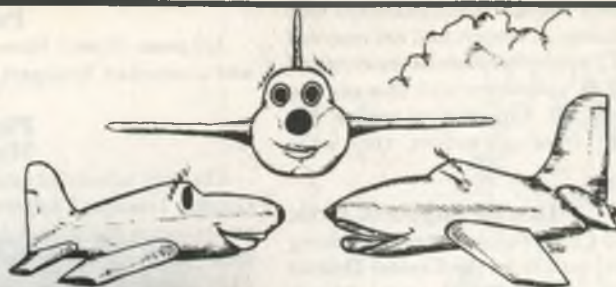
At the regular meeting of the **San Luis Obispo County Chapter 99s** plans for their annual flight training grant were finalized. This year three grants will be given. First place winner will receive ten hours of flight instruction at any approved flight school in the county, the medical examination necessary for a Private Pilots certificate, and the supplies needed for planning cross-country flights. The total value is \$400.00. Two runner-up awards will be given with a value of \$150.00 each.

**The Golden Rule:** "Whoever has the gold makes the rules . . ."



99s getting together

# Meetings



Three charter members of the original Lethbridge Chapter were special guests of Alberta Chapter's 10th Anniversary. (L-R) Margaret Warren, Marion Riech Woodward, and Bobbie Harris Loumis.

## Western Canadian

The Alberta Chapter celebrated its tenth anniversary with a special meeting and banquet in Calgary, Alberta on April 10th. Special guests included three charter members of the original Lethbridge Chapter which was formed many years ago and then folded, to be replaced by the present chapter in 1968. The three charter members had many stories to tell about the "early days". They were **Bobbie Harris Loumis**, **Marion Riech Woodward** and **Margaret Warren**. We are pleased to say that Margaret is back flying, owns a Cessna 172 and had decided to re-activate her 99 membership! Guest speaker for the evening was Neil Armstrong, Vice-President of Canadian Owners and

Pilots Association, who spoke about bilingualism in air traffic control, ELT legislation and the government's policy on "user pay" facilities for general aviation. **Eleanor Bailey**, a charter member of the Alberta chapter presented an interesting display of scrapbooks and photos which highlighted the history of our chapter and the start of the 1971 Powder Puff Derby which the chapter sponsored in Calgary that year.

## Caribbean

The Spring Meeting of the Caribbean Section was held in the home of **Yvonne Smith**. A ballot was prepared for the election of officers. Our present Governor, **Esme Williams**, was presented a gift and

many thanks for a job well done. She has been our only Governor. The Caribbean 99s are now 2 years old.

Our seminar "From White Knuckles to Cockpit Cool" was discussed. Since everyone seemed to have enjoyed it and learned something from it, including our hard working 99s, it was decided we would have another one soon.

## Middle East

The Washington, D.C. Chapter of the 99s has been busy this past year. In November, they had "99s Day in Physiological Training" at Andrews Air Force Base. They experienced going into the High Altitude Chamber and finding out their reactions at 25,000 feet without oxygen or to be at 18,000 feet and suddenly lose pressure. In February, they toured the Silver Hill Museum and saw old and famous planes, some in the process of being restored. In April, the girls took the nine hour course in Principles of Air Traffic Control known as "Operation Raincheck" conducted at the Washington Air Route Traffic Control Center, Leesburg, Va. Their plans are to try their luck soon at Air Marking and then hopefully some summer fun making up for all those "weathered-out fly-ins".



(Above) Shown Chatting with 99 Alverna Williams at the opening of the new General Aviation Gallery at the National Air and Space Museum is Bernie Geler, FAA Flight Standards Chief for General Aviation. Seated is Marianne Smith, wife of author Frank Kingston Smith and (standing) Ruth Benedict, Assoc. Ed., FAA General Aviation News, and Mrs. Geler.

(Right) Alverna Williams and Marion Hart, both notable women pilots, are pictured below the display board in the new Gallery on which their picture is displayed.







Hudson Valley 99s at their Headquarters

## New England

The spring meeting of the New England Section was held on April 8th at Hartness House, Springfield, VT. President Lois Feigenbaum brought news of international scope. Robert Buck, noted aviation writer, spoke at the luncheon meeting. He emphasized the importance of good decisions for safety in flying, and complimented the members who had decided to drive to the meeting in view of the Sigmet in effect that day!

## New York—New Jersey

Hudson Valley's guest speaker for the April meeting was Lt. Col. Dorothy Missetich. Lt. Col. Missetich was with the 71st Evacuation Hospital in Vietnam. She has 100 hours flying time in the right seat in Vietnam, and also has a Bronze Star and 9 battle stars.

„

Several NY Capital District Chapter members attended the April meeting of the Northeast Pilots Association to hear featured speaker Nancy Hopkins Tier of Connecticut, a charter member of the 99s, tell of her experiences flying in the Twenties and Thirties. Nancy worked at Long Island's Roosevelt Field to finance her lessons, and remembers fondly the days of open cockpit flying, especially the cold, the bulky parachutes which were required, and crosswind takeoffs with no brakes and a tail skid! She was there for Charles Lindbergh's takeoff and showed films of that momentous occasion. Mrs. Tier related tales of many happy years of flying with her husband, and proudly displayed a pair of gold wings surrounding the numerals "50" — a gift from her children to commemorate 50 years of active flying.

## North Central

A combination of the AOPA and the All-Ohio Chapter is hard to beat. The AOPA Revalidation for Flight Instructors was being held in Cincinnati 15 and 16 April. Pat Fairbanks hosted the event and the All-Ohio gals assisted with registration.

„

The February meeting of the Greater Detroit Area Chapter had speaker Woody Staman, FAA Accident Prevention Specialist. Woody spoke on "Air Space".

„

St. Louis Flight Service at Spirit Airport played host to Greater St. Louis Chapter's April meeting. FSS head, George Green was completely surprised when they presented him with a 99 Certificate of Appreciation for his 30+ years of service in Flight Service Stations. Mr. Green is retiring and will be greatly missed by all St. Louis area pilots.

„

Alcohol Mixed With Av-Gas Spells Accident. On a much more serious side, Joe Harrington of the FAA delivered a safety talk pertaining to the bad mixture of alcohol and av-gas to the Greater St. Louis 99s. His statement of the percentage of general aviation accidents directly attributed to pilots who think they can drink and drive is quite a sober figure, indeed. Mr. Harrington is mounting an all out campaign to have known offenders reported to the FAA so that they can be prevented from endangering their own, as well as innocent's lives. He called on the 99s for their assistance, because he knows that women are consistently more cautious and safer pilots than our male counter parts! It isn't enough to just stand by and shake your head when you see someone you know has been drinking, or is obviously under the influence, getting ready to take off. Positive action should be taken to

prevent them from doing so. This problem has apparently gotten so bad that the U.S. Congress has been approached to "do something". We don't need more rules, but there is no way the FAA could station its people at every airport around the clock to keep an eye on things, so he is pleading with all of us to help out. I send this plea on to you all.

## Northwest

Forty-nine and a half-er bash. Once more Mary Wohlgemuth and assistants outdid themselves at the second annual gala staged in honor of the Columbia Cascade 49½ers. The Flamingo Motel was again the scene of a scintillating series of special citations interspersed with a good dinner and devastating entertainment. The evening wound up with the traditional paper airplane distance gliding contest with Mary Hill and Dale Dutcher receiving longest flight and Gayl and Bob Moberly exhibiting stall-type short flights.

Space doesn't permit mentioning all the prizes and awards gleefully selected by Mary during the previous year, but we have to mention a few. Lots of folks were ingenious in suiting up for this Italian-theme costume party, but the Moberlys won the most plaudits and prizes with their carefully crafted Pinocchio and Gepetto outfits. The 99 Party-Pooper Pilot perpetual trophy already bears the names of Stan Blinco and Bob Mercer, and he who sleeps at the next Christmas party (or any other 99 party) can have his name added to this distinguished list.

Of course, Dale Dutcher won the Mr. Dead Stick Trophy. Seems he happened to glance out the front window shortly after takeoff recently and notice the prop was in a fixed, vertical position. He put down his FAR's and carefully assessed the situation, and determined that landing at the airport was feasible, so he did it! We're happy things worked out. Dale.

## South Central

Kansas Chapter celebrated their 27th birthday in March with more than fifty 99s and husbands and friends present. Their cocktail party and dinner took place in the Midian Shrine Temple. Helen Simmons, member of the Kansas Chapter, was on hand to help celebrate. Jim Yarnell, Director of Advertising for Beechcraft, presented a funny program on rural mailboxes, "R.F.D."

„

The Ft. Worth Chapter called the South Central Section Meeting a Cowtown Jamboree — it was all of that and more, too. Over 100 99s attended the Friday workshops and seminars.

Saturday, Carswell AFB and General Dynamics rolled out the royal carpet for us. After a briefing on the F-16, we toured the assembly line for this latest to our arsenal. Speed, firepower, you name it, this multirole fighter plane has GOT it all and in the right places.

Continued on p. 32



## Meetings

Continued

Then across the field to Carswell, one of our many SAC Bases — personal guided tours of a F-105, a B-52 and a KC-135. Even a fly-by.

The banquet speaker, Neil Anderson, Chief Test Pilot for the F-16, further elaborated on the F-16's potentials and capabilities with slides and diagrams. Most of us were too awed to ask questions.

It was a good meeting and a very enjoyable weekend.

### Southwest

**Monterey Bay Chapter's April meeting** was highlighted by the presence of **Santa Clara Valley's** geologist member **Des Stuart-Alexander**. Des shared some of her beautiful color slides with us, making us all more aware of our magnificent world. Our flying will be forever enhanced by this knowledgeable lady's program.

**The long-awaited Phoenix 99-Member Bash**, celebrating the attainment of 99 members in the **Phoenix Chapter**, became history on April 22. The gala brunch at the luxurious Mountain Shadows Resort featured Astronaut Ron Evans, a tremendously popular speaker. The event was well attended and superbly executed. Three charter members of the chapter were in attendance: **Ruth Reinhold**, who was presented a Life Membership at a recent dinner in her honor, was there with her 49½er, **Bob**; and **Marjy Crowl**, who is still active in the chapter, and **Juanita Newell**, who came with her 49½er from their ranch in California, were awarded Life Memberships. A trophy was given to the 99th member, who turned out to be none other than **Flo Hagen**. Active and stalwart Charter Emeritus **Melba Beard** was presented a plaque expressing appreciation for her support to aviation, the 99s and to the Phoenix Chapter.

**The Spring Section Meeting in San Diego** was a smooth success thanks to the **Palomar Chapter**. According to the **San Diego**

**Chapter**, many glowing reports were heard, the weather cooperated fully, **Pam Vander-Linden** won her own tennis tournament, and a little business even got done.

**San Fernando Valley Chapter 99s** held their Annual Awards Banquet at the lovely French restaurant, Maison Gerard in West Hollywood. **Ely Rickabaugh**, our Chapter Chairman led the activities for the evening with **Jo Ann Linder** doing a beautiful job of arranging the evening festivities. The awards were presented for the "Trixie Ann Schubert Memorial". This is the service award for our chapter and **Ely Rickabaugh** won the trophy.

"Woman Pilot of the Year Award" is the other coveted award given each year. **Kathleen R. Young** won the trophy with **Lola Ricci** first runner-up and **Donna Swink** second runner-up.

The San Fernando Valley Chapter of the 99s is a large chapter with some 65 active members so the competition for these awards is great. Congratulations 99s, for jobs well done.

**The San Luis Obispo County Chapter 99s** held their regular monthly meeting on April 13, 1978 aboard the Coast Guard cutter, "Cape Hedges", based at Morro Bay, California.

Fifteen members were invited aboard as guests of the cutter and given a tour of the facilities. The boat is 95 ft. long and cruises at 20 knots (maximum 22 knots). It requires a crew of 15 men. Its main purpose is to tow in disabled ships, patrol the coast line and help any one in distress. Its navigating aids, instruments, and radios are similar to those used in our planes.

We were fortunate enough to be on board at the time of a patrol mission up the coast north of Morro Bay. We were served a delicious luncheon which was prepared in the galley by a member of the crew.

**The Utah Chapter April meeting** was held at Hill Air Force Base. The evening included observing night formation take-offs, rides in the simulator, a visit to RAPCON, and a preview of a film detailing precautions necessary for safe flight, be it military or civilian, in the Hill-Ogden area.

## Bread & Butter

**New Airline Pilots . . . El Cajon** members **Karen Kahn** and **Cyd Fougner** have been hired by Continental Airlines as Flight Engineers.

**Military Aviators . . . Sue Mason, Oklahoma member**, received her gold wings in March. She will be flying Navy A-4s, same as the Blue Angels, out of Norfolk, Virginia by September.

**Ann Smethurst** has graduated from Air Force Pilot Training at Williams AFB and has been transferred to Castle AFB, Ca. on her way to Omaha where she will be stationed.

### Working in General Aviation . . .

**Susan King Horstman**, past top female NIFA pilot, was recently hired by Flight Safety, Inc. in Wichita. She will teach ground school and instruct in the Cessna Citation simulator. Another **Kansas** member, **Carolyn Westerman** is the new Supervisor of Tour Programs at Beechcraft. She will develop a tour program for various tour groups and supervise the tour guides.

**Claire Drenowatz, El Cajon Chapter**, has an exciting job in Alaska flying a crop duster, seeding clouds with dry ice to keep the airport open.

**San Fernando Valley Chapter's Pam McInnes** is heard Monday through Friday by the commuters in the Los Angeles area giving the morning two hour traffic report for KGIL from her single engine Cessna. Pamela was recently honored at the West Van Nuys' Chamber of Commerce Banquet and installed as the honorary Mayor of West Van Nuys.



**Pamela McInnes, West Van Nuys Honorary Mayor, with Assemblyman, Jim Corman.**

**With the FAA . . . Kathy Vargo** is working as an air traffic controller at Flint Bishop Airport in Michigan. Kathy is a member of the **Lake Michigan Chapter**.

**Alaska Chapter's Betty Rogers** has a new position with GADO. She is the first female maintenance field inspector. The Alaska girls are proud to have her in their midst.



**Donna Swink and Lola Ricci**



**Ely Rickabaugh**



# 99s in the News



## New Zealander Receives US Certificate

El Paso members Doris Shreve Kempton and Betty Wright welcomed a distinguished guest and visitor, Mrs. John F. Luxton, New Zealand pilot, to the El Paso GADO office where Mrs. Luxton received an FAA temporary airman's certificate. Mrs. Luxton was accompanied by her husband, a member of the New Zealand parliament. They are on an around-the-world fact finding tour. Mr. Luxton is chairman of the Pacific Islands Industrial Development Committee.



Doris Shreve Kempton (C) and Betty Wright (R), El Paso 99s, welcome a distinguished guest, Mrs. John F. Luxton, a New Zealand pilot.

## 99 Featured in Recruiting Booklet

McDonnell Douglas Corporation has a beautiful color booklet that is used for college recruiting purposes, entitled "MDC is People". St. Louis' Nelda Lee was one of the twelve outstanding professional employees at MDC selected to be represented in this booklet. She's certainly been working on her "nitch" in the nine years she's been at MDC.

## 99 in Air Force Pilot Training

Cyndhi Hughes, Aloha Chapter, has been selected along with a mere dozen nationwide to participate in U.S. Air Force Pilot Training. This is a great honor for Cyndhi who started flying as a Civil Air Patrol cadet and has really pursued aviation to this ultimate goal.

## 99 Becomes Prez of Whirly-Girls Scholarship Fund

At the annual "Hovering" of the Whirly-Girls (International Women Helicopter Pilots) held in San Diego, Mary Lou Brown of Phoenix, Az. was selected as president of the Scholarship Fund. Mary Lou is former Research Program Administrator for the U.S. Geological Survey. A commercial helicopter pilot, she received her helicopter training from Whirly-Girl Ruby Sheldon. She is one of the few women jet airplane pilots in the country.

Mary Lou served on the 1977 Whirly-Girls Scholarship Selection Committee and as Chairman of the first (1978) Scholarship Screening Committee. Two \$4000 scholarships are awarded annually.

## Portrait in Smithsonian

Golden Triangle's Alverna Williams was honored in Washington recently when her picture was put on prominent display in the new General Aviation Exhibit which opened last month at the Smithsonian. Alverna is recuperating from her bout with a bleeding ulcer and is now in the process of writing her autobiography.

## New APC in Detroit

At the Safety Seminar in February, Joan Woodruff, Greater Detroit Area Chapter, was presented with a certificate making her an Accident Prevention Counselor by the FAA.

## Zapata Received CAP Pilot Award

The recipient of the outstanding female pilot award of 1977, given by the California Wing of the Civil Air Patrol, was Golden West's Carolyn Zapata. Carolyn, who placed third in the 1975 Powder Puff Derby and eighth in the 1977 Commemorative Flight, is a Captain in West Bay Composite Squadron 101 and a full time flight instructor at San Carlos Airport.

Carolyn, who is chairman of the Golden West Chapter, also received the Annual Proficiency Training trophy at the Spring Sectional in La Jolla.

Roberta Webster, 5 years old and Leslie Oldham, 7 years old are the daughter and niece of Intermountain Chapter 99, Elizabeth Webster. Their aunt, Roberta Taylor, of Cranbrook B.C. is also a 99. Roberta and Leslie are at the controls of a 28 passenger DC-3 owned by their grandparents who operate a bush airline in northern Ontario. Not only were their grandparents both fliers, but the parents of both girls all have pilots licenses, and their aunts and uncles are also avid fliers. All of the grandchildren have accompanied their grandparents and mothers on flights in the north, and like nothing better than to be allowed in the cockpit. Roberta Wieben, their grandmother, who learned to fly in the 1940's, says "We believe in starting them out young!" In this photo the girls "were practicing" under the supervision of their grandfather while he was loading the aircraft with freight with freight for a trip to a remote settlement in northern Canada. Two future 99's no doubt!



Roberta Webster and Leslie Oldham - two future 99s!



# You get out of it What you put into it

by Betty Wharton

I was fresh out of PTA, Cub Scouts and Little League when I joined the 99s in 1963. In that milieu, the subject is always raising money or organizing a benefit for other people — mostly children.

Therefore, the talk I heard at 99 meetings about fly-ins, Amelia Earhart Scholarships and Powder Puff Derby donations sounded like pretty selfish endeavors.

On the surface, I suppose it sounds that way to most "outsiders".

It was not until I got involved in my first Penny-a-Pound Rides project that I began to feel a sense of contributing — not literally — but, in a way, sharing what I was lucky enough to be able to enjoy. We took some handicapped kids for rides one day, too. It was the thrill of their lives.

I had also heard about Section meetings. Well, after many years in the PTA, that sounded like all work and no play again, so I shied away from them for several years. (I didn't know what I was missing!)

In 1966 the gal who had been inspecting airplanes for the Powder Puff Derby resigned at the last minute, and I was shanghaied to Seattle, protesting my ignorance of such things all the way.

I guess that's when I got hooked on the 99s as an organization. There were women, young and old, from all parts of the country, and even some **other** countries there to lay their flying skills on the line. Until then, I had had no desire to race, but when I stood on the ramp and waved good-bye to 200 gals I had become acquainted with, I decided then and there to go as soon as I could qualify.

I worked my flying hours up to 200, struggled through my instrument training, and entered the 1969 race from San Diego to Washington, D.C.

When I got back from crossing this entire continent **twice** without my husband along, I knew I was a **Pilot!**

I flew two more Powder Puff Derbies, and then, since I couldn't get a sponsor, went back on the AWTAR Board, for a total of 8 years. I haven't missed a Sectional in 10 years, and I went to my first International in 1976. (It took a long time for the PTA-Convention-syndrome to wear off.) I was even elected to the International Board of Directors.

Ninety-Nines are no longer a few friends in my own chapter, but friends and acquaintances nationwide — even some in

India, Africa, and Mexico. I'm learning what the NIFA is, and how aviation is being introduced to small school children through coloring books. Learning about our Forest of Friendship in Atchison, Kansas where Amelia was born, and about how our scholarship fund has helped women pilots to help themselves through further education.

Aviation is a continual learning process, if we want to stay proficient, and I think the Ninety-Nines encourages women pilots to keep learning and keep improving our flying skills.

I learned to fly when I was 38 years old, but after I really got involved in 99s, I have been more places, seen more things, met more wonderful people, and had more **fun** — than I did in the whole 38 years before!

When I think about it that way, I don't even mind being 50 this year!

## Co-pilot Eisenmenger

Continued from p. 27

make the best use of the time with her husband and children rather than worrying about how much time she has to spend.

"We do more things together as a family now," she said pointing out that the family swims and jogs together and everyone pitches in to help around the house. An odd assortment of dogs, cows, goats and chickens romping the 14 acres also keep everyone busy.

"I'm grateful for my career, but my family is still the most important thing in my life," she said.

## MOVING?

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

Send to: The 99s

P.O. Box 59965

Oklahoma City, OK 73159

Affix Old Label Here	NAME	
	STREET	
	CITY & STATE	
	.....	
New Address	STREET	
	CITY & STATE	



**HARD WORKING OFFICERS**, Treasurer Hazel Jones and President Lois Felgenbaum are deep into the workings of the Ninety-Nines "books". No matter how glamorous your officers may appear in public, each officer and board member puts in many hours behind the scenes with hair down and sleeves rolled up to keep our organization functioning smoothly.





# Woman & Machine

In the movies . . . Alaska Chapter's Marion Zaegel and 49½er Bill spent two weeks in sunny Arizona flying their Starduster Too biplane. They attended two air shows at

Falcon Field and Deer Valley which were being filmed by a crew on the Goodyear Blimp. A Hollywood producer is making a movie "Cloud Dancers". Watch for Marion in her yellow Starduster.

**New Owners . . .** A Globe Swift, #2199, now belongs to Lee and Jim Kensett of Chanute, Kansas. Ramonia Mitchell and her Nervous Navigator are the proud owners of a new Weatherly AG plane.

Polly Carico and Katie Lou Webb, Washington, DC Chapter, became the owners of "Tinker Bell", a white, red and black Cessna 172. They have been so accustomed to flying "clunkers" that they're having difficulty adjusting to their beautiful, smooth running little bird. Forty-nine and a halfers have to remove shoes before entering and a sign inside says, "Step outside to Smoke".

**In the Throes of Building . . .** All-Ohio 99 Sandy Bowden and 49½er Paul are one step closer to building a Zenair CH200 #A292 aerobatic. The couple moved to West Chester for more building space.

## ALERT NOTICE

*SIGMET*

*SOS*

*Airmet*

History Book orders close November 1, 1978  
Personal histories closed June 1, 1978

### HISTORY BOOK ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NUMBER OF COPIES \_\_\_\_\_ @ \$30.00 ea.

(Price includes individual mailing within the USA)

OPTIONS:

1) Name stamped in gold on cover: \$3.50 \_\_\_\_\_

Name to be stamped (Print) \_\_\_\_\_

2) Hand-padded cover: \$2.50 \_\_\_\_\_

TAX: Applicable sales tax for your state (USA) \_\_\_\_\_

Total enclosed: \_\_\_\_\_

Make checks payable to: 99s HISTORY BOOK

Mail to: 99s HISTORY BOOK

P. O. Box 100, Oklahoma City, OK 73101

There may be a few extra copies printed, but they will be available on a first-come, first-serve basis for \$40 each, no special covers.

DON'T BE LEFT OUT!!! ORDER NOW!

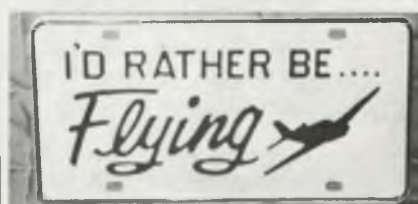
## 99CLASSIFIED

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



LICENSE TAGS: "I'd Rather Be Flying". \$2.25 ppd. Oklahoma Chapter, Poochie Rotzinger, 1807 Westminster Place, Oklahoma City, OK 73120.

### HELP WANTED

Ima Lookin for someone to help ghost write some material for the 99 NEWS. Editor frequently receives material consisting of newspaper clippings, articles from other publications (especially non-U.S.A. which arrive without publication headings, dates, etc.) along with handwritten notes, etc.

Material is usually of interest and about Ninety-Nine members of note. Sender intends that we should publish the information. However, this we cannot do until we get material in usable form, i.e. properly excerpted to meet space requirements, typed, double-space etc. Enormous 99 NEWS staff of "one" cannot do everything!!! Please help!

Volunteers, please write to:  
Editor  
The 99 NEWS  
P.O. Box 59965  
Oklahoma City, OK 73159

RETURN  
YOUR  
BALLOTS!





*There exists in this world a select breed of rare individuals for whom nothing but total excellence will suffice. It is for these uncompromising achievers that the Beechcraft Duke was designed. So solid, sleek and responsive, it suggests the ultimate fusion of art and technology. To fly it once is to forever diminish one's enthusiasm for any other piston-driven aircraft. Delivering speeds of up to 286 mph and a range of over 1,000 miles, Duke performance is as bold as its appearance. Indeed, by any standard of measurement it must be regarded as an incredibly beautiful machine. The unmistakable Beechcraft Duke: Pressurized. Turbocharged. One of a kind.*

# This could just be your year for the provocative, high-performance Beechcraft Duke.

Make us prove it. Send for our free "Case for a New Beechcraft." It's packed with valuable information to help you determine the remarkably low net capital cost of acquiring a Beechcraft Duke.

Just write on your letterhead: Beech Aircraft Corporation, Department J-13 Wichita, Kansas 67201. And please tell us if you're already a pilot, an aircraft owner, and the type of aircraft you fly.

Know any friends who want to learn to fly? Tell them about the General Aviation Manufacturers Association **TakeOff** Sweepstakes. They could win a \$50,000 airplane just for earning their private pilot license. Have them call TOLL FREE, 24 hours a day, any day and ask for the BEECH "TAKEOFF" operator: USA 800-447-4700 (in Illinois, 800-322-4400); Canada 800-261-6362 (Toronto, 445-2231).

Member of General Aviation Manufacturers Association.



6.20.78.  
Mr. H. Glenn Buffington  
318 W. Crockett Street  
No. 201  
Seattle, WA 98119