

the 99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

September, 1978



**The Air Age Education Workshop
Norman, Oklahoma**

Viewpoint

Dear Editor:

I hope you can put this story to use in explaining to the Ninety-Nines the apparent injustice given to Rene Hirth, who is also a Ninety-Nine, by the City of Lordsburg and by Mayor Koff in particular.

She is one of the most ambitious ladies I have ever met and flying is her life. I am a journalism student at New Mexico State University and I wanted to make the flying public aware of the political circus in Lordsburg and of its effect on Mrs. Hirth and flying in southern New Mexico.

Sincerely,
Jennifer Hanson

99 Fights For Airport

By Jennifer Hanson

On May 1, 1978, the lights went out in Lordsburg, New Mexico. The newly elected mayor, Alan A. Koff, sometimes known as the "Lord of Lordsburg," ordered his Chief of Maintenance to sign the order to turn off the lights to the runway and beacon at the Lordsburg Municipal Airport.

This action was done in spite of the provisions of the contract signed by Rene Hirth, manager of the airport, and by the city of Lordsburg, owner and operator of the airport.

The signed agreement stated the desire of Lordsburg to "facilitate increased use, growth, improvement of these public facilities for better service to travelers who may stop in Lordsburg on a visit and for use by the residents of the city."

Also stated is Lordsburg's obligation "to promote the public use and welfare of the citizens who may use it (the airport) and in the promotion of increased safety and services in safety use by aircraft within the proximity to the city."

The City Council, prior to the election of Mayor Koff, expressed a desire to promote "better transportation to and from the city."

Upon termination of the flight-service lighting, Hirth, charter member of the Chaparral Chapter and the FBO operator at the Lordsburg Airport, hit the ceiling.

"I don't see how anyone can put the traveling public in such danger," Hirth said. "The lights are radio-controlled and I'm supposed to provide 24-hour service. I do provide 24-hour service, fueling planes that land here at night. How can anyone have so little regard for the lives of others? It's a safety hazard and a breach of my contract!"

According to her contract, Hirth asked for a hearing before the City Council. At least 80 friends gathered to support her. They were treated to a very unusual brand of government.

After opening the meeting, the Council discussed several routine matters. Then the

mayor asked Hirth to come forward.

Hirth did so and introduced her legal counsel, Charlotte Greenfield from Las Cruces, New Mexico. When Greenfield requested to address the council, Koff said, "If you want to coach Mrs. Hirth, that's fine, but that is all . . . no one said this was going to be a lawyer's presentation . . . you will do what I tell you."

Koff stated he was responsible for all the improvements at the airport because his previous affiliation with the city government had put him in such a position and also that he had over a million dollars invested, himself.

According to William Howard, Chief of Airports in Albuquerque, New Mexico, the land was given to the city of Lordsburg by the War Assets Administration providing it be used for airport purposes. When Interstate 10 condemned 86 acres, the FAA agreed not to revest the land provided that the \$325,000 payment was used for airport improvements. A recent audit shows \$41,000 still not spent which could be used to pay for the runway and beacon lights.

During the meeting, Hirth requested clarification of the intentions of the city in regard to the lights. Her question was not answered and Koff then told Greenfield to be quiet because she tried to speak.

Rene told the Council that the County Commissioners had assumed the responsibility for the lighting cost at the present but that this was temporary. She said she didn't know how long the County could or would assume the costs. She asked that the city resume payment until arrangements could be made with the county.

Councilwoman Maura Rico asked how the city fared in terms of the contract with Hirth. Koff said the city couldn't afford to pay for the lights and that the signed contract wasn't legal anyway. Greenfield again tried to speak and Koff told her to go back to her place and to file suit if she wished.

A councilman, Walter "Bill" Oliver, stood and tried to address the Council. The mayor told him to sit down.

The audience began to act disorderly and the mayor asked the police chief, Bob Hall, to get the names of every person in the audience and clear the building if the disturbance didn't subside. He then turned to Hirth, "Just who do you think you are? Do you think you are some big-time politician after six months in Lordsburg?"

In answer to this question, Bill Hirth, Rene's husband later smiled and said, "I can tell you who she is, she's a woman who loves aviation. Believe it or not, she does not like a fight. Even after 30 years of marriage she will not even now fight with me . . . But for aviation she will fight . . ."

"For the airport at Lordsburg she will fight . . ."

"For the right of the people of Lordsburg to have a facility which meets their needs, she will fight . . ."

"Win, lose, or draw, she's a valiant lady." He smiled again. "I admire her very much for having the courage to stand up for what she knows is right. We know, as of right now, of only 80 others who will stand with her, but we're still hoping."



Joan Kerwin's comments on "User Charges for Airmen Certification," which appeared in the May issue of 99 News, prompt me to urge local chapters to write to their Congressional representatives calling for opposition to all so-called "user charges." Particularly damaging in my estimation would be the levying of a landing fee at federally controlled fields.

I speak with some experience since I have seen similar measures introduced with disastrous impact in Great Britain, my original home.

At one time Britain led the world with daring innovations in design, brave exploits in the air, and, in the 'twenties and 'thirties, an unexampled appeal to the "popular" aviator.

Today, all these accomplishments are firmly in the past, and a host of restrictive acts of legislation has virtually driven the "general aviation/private pilot" from the scene.

Tragically, many of these needless restrictions were seen coming, but the private pilot's community spirit was lacking, and without forceful and coherent opposition the laws and restrictions quickly appeared on the statute books and will never be reversed. Today, as a result, no small airplanes are manufactured in Britain, there is little private ownership of non-corporate aircraft, and the payment of fees and taxes and the observation of numerous rules and regulations make flying in Britain a difficult undertaking for the ordinary individual. All this at a time when private aviation could play a considerable role in boosting a sagging economy and in taking Britons literally into the Europe which they claim to have entered already in spirit.

Need these mistakes be repeated here? They will be unless groups like our own make themselves heard NOW! The 99's have cooperated with the FAA in the imposition of positive restrictions. Let them now oppose with vigor the imposition of restrictions designed only to limit effective and reasonable use of our nation's airways and facilities and to crush the small airplane market, one of this country's most important "growth" industries.

Carole Griffin, Suncoast Chapter

the 99 news

THE NINETY-NINES, INC.

Volume 5 Number 7 September, 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 Marilyn Ratzlaff (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 Marilyn Ratzlaff (405) 682-4425

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INTERNATIONAL OFFICERS

President — Thon Griffith, 314 Robinhood Ln., Costa Mesa, CA 92627
Vice President — Janet Green, Rt. 7, Box 293W, Ocean Springs, MS 39564
Secretary — Gene Nora Jessen, 2814 Cassia, Boise, ID 83705
Treasurer — Hazel H. Jones, 8536 Mediterranean, Dallas, TX 75238

BOARD OF DIRECTORS

Charlene Falkenberg, 618 S. Washington St., Hobart, IN 46342
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
Lois Feigenbaum, 26 Pinewood Dr., Carbondale, IL 62901

HEADQUARTERS HOSTESS

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

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

Additional subscriptions: \$7.00 per year.

Membership Count 4,902 as of August 17, 1978

Postmaster: Please send form 3579 to The Ninety-Nines, Inc., P.O. Box 59965, Will Rogers World Airport, Oklahoma City, Okla. 73159.



Thoughts from Thon

On behalf of the Members of the Board of Directors and myself, I want to thank you for your expressions of confidence in us. We will make every effort to justify that confidence.

Some former Ninety-Nine Presidents have had themes for their tenure in office, the thought which I would like to use for the next two years is "Sharing."

As an interested Ninety-Nine you now share your time, energy, and thoughts each time you participate in a Ninety-Nine activity. By sharing with each other, we are helping to make The Ninety-Nines united, vital and strong.

As we start into our fiftieth year, we need to look back to see where we came from and to look forward to see where we are going. Your Board will be taking a good look at all of our goals and objectives and will be evaluating our organization to see whether we are achieving those goals and whether we are meeting the needs of our members. Please help us by sharing your thoughts on this. We need to know if you are pleased with the status quo or whether you feel some changes should be considered.

We are involved in many different projects and we need to know if these are truly the projects in which we should be involved. Let us know what you think we should be doing to make the most effective use of our efforts.

Former Ninety-Nine President, Pat McEwen, said a few years back, "We will have an open door policy and will attempt to abide by the wishes of the membership." This policy will continue.

As many of you know, lead time for articles in the 99 NEWS is about one month. Our first convention on another continent will be history by the time you read this, therefore convention activities will be covered in the October issue. In the meantime, as we frantically try to put too many clothes in too small a space, please know that we are truly looking forward to two years of sharing, of growth, and of fun. Remember, sharing is a two-way street.

ON THE COVER

Air Age Education Workshop participants release helium-filled balloons with name bearing cards attached, which hopefully will be returned by the finder of the balloon. The purpose of the experiment is to observe the effects of winds aloft on lighter-than-air objects. This activity was one of the many 'hands-on' projects accomplished during a week of air age education.

99Calendar

SEPTEMBER

- 1 September 99 Renewals Due
Deadline — October issue 99 NEWS
- 2-4 *Cleveland National Air Show
and Lake Erie Proficiency
Air Race.
- 15-17 *Fairladies Annual Indiana Race
(FAIR)
- 22-24 South Central Section
Nassau Bay Hotel
Space City Chapter Hostess
Houston, TX
- 22-24 South Central Africa and South Africa
Sections combined Section meeting
Bumi Hills Safari Lodge, Lake Kariba,
Rhodesia
- 22-24 Southeast Section Meeting
Chattanooga, TN
Tennessee Chapter Hostess
- 23 *All Men's Palomar Air Race
Fallbrook Airport, Fallbrook, CA
Sponsored by the Palomar Chapter
- 23-24 New York - New Jersey Section Meeting
Dutch Inn, Long Island, NY
- 25-28 National Association of State
Aviation Officials 1978 Convention,
Indianapolis Hyatt Regency
- 27-1 *WASP National Reunion
Colorado Springs, CO

OCTOBER

- 1 October 99 Renewals Due
Deadline — November issue 99 NEWS
- 6-7 *Kachina Doll Air Rally
Phoenix, Arizona
- 6-8 *Michigan Small Air Race
Midland, Michigan
- 7 *Empire 300
Saratoga County Airport
Sponsored by NY Capital District &
Hudson Valley Chapters
- 7 *3rd Annual Riverside Air Race
Silver Jubilee
Riverside, CA
- 8-12 16th Annual SAFE Symposium
Town & Country Hotel, San Diego,
CA.
- 28-29 Middle East Section
New Market, VA., Shenandoah
Valley Chapter Hostess

* RACE INFORMATION AVAILABLE

Lake Erie Proficiency Race information may be obtained by writing to: Cleveland National Air Show — 99s, Burke Lakefront Airport, 1501 Marginal Road, Cleveland, Ohio 44114. Ask for Proficiency Kit. Price \$2.00.

Michigan Small Air Race information may be obtained by writing to: Carol Bobb, 7440 Roger Thomas Drive, Genesee, Michigan 48437. Race packets are \$3.00 each.

Kachina Doll Air Rally information may be obtained by contacting Pam Marley, Entry Chairman, 17646 North Tatum Blvd., Phoenix, AZ 85032 (602) 992-8120. Kits are free to all who entered the 1977 Rally and \$3.00 to all others.

Fairladies Annual Indiana Race (FAIR) information may be obtained by writing to Barbara Simmons, 6617 East Michigan Street, Indianapolis, Ind. 46217. Race Kits are \$3.00 each.

A race kit for the All Men's Palomar Air Race may be obtained for \$2.00 by writing AMPAR, c/o Flight Trails, 2386 Palomar Airport Road, Bldg. 2, Carlsbad, CA 92008 (714) 438-4797.

If you're interested in testing your proficiency over the 300 mile Empire 300 course, contact Betty Elliott, 27 Crumitie Road, Loudonville, NY 12211.

For Pacific Air Race information and race kit, send \$3.00 to Pat Volkerts, 10535 Caminito Banyon, San Diego, CA 92131.

Information on the 3rd Annual Riverside Air Race 400 mile round robin may be obtained by contacting the Riverside Chamber of Commerce, 4261 Main St., Riverside, CA 92501, Attention Willie or Becky. Race kits are \$3.00.

FOR MORE INFORMATION WRITE:

Information on the WASP National Reunion may be obtained by writing to Ms. Betty Joe Reed, 450 Lincoln St., Denver, CO 80203.

NOTAM

Golden Jubilee Convention — Albany, NY

It's not too early to think Golden Jubilee 79, the 99s International Convention at Albany, capital of the Empire State. If your chapter has items for sale and you would like to have display space at Convention, write to:

Jo-Ann Perko
NY Capital District Chapter
29 Aspinwall Road
Loudonville, NY 12211

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Wanted:

Information on the nearest living relative of Mathilde Moisant. Anyone having such information is requested to write to:

Catherine Scott — 3106
National Air and Space Museum
Smithsonian Institution
Washington, D.C. 20560

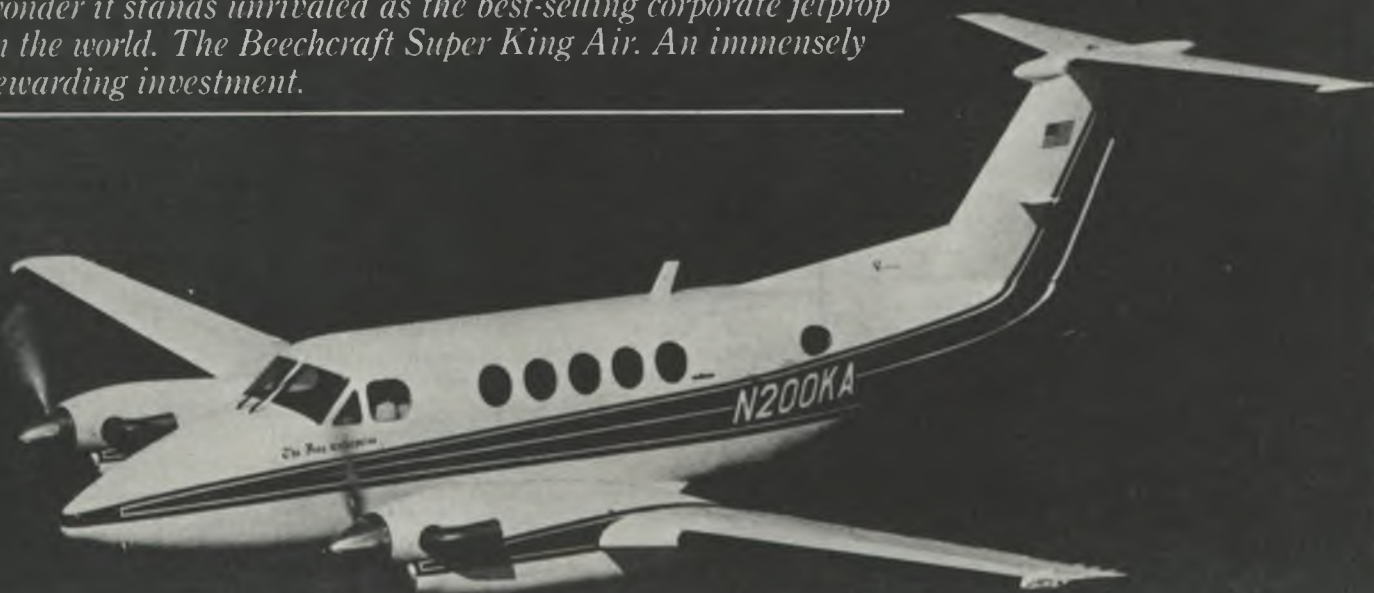


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Member of General Aviation Manufacturers Association.



1978 International Convention

President's Message

Lois Feigenbaum

This is the last opportunity I will have to address you as your President, and I do so with mixed emotion. I have a feeling of pleasure and pride in the accomplishments of the past two years, and one of sadness that my term of office is over, since I can truly say that I have enjoyed every minute of the time that I have served as President of The Ninety-Nines. I would like to again thank you for electing me to the several International offices I have held.

I mention a feeling of pleasure and pride in our accomplishments. We have made many, but one of those that I am most proud of is the fact that for many years we have been known for our leadership as women in aviation. Now we have become known for our role in the field of General Aviation. We have taken a greater interest in the National Intercollegiate Flying Association, where several members of our Board served as "Judges" at the last Air-Meet in Murfreesboro, Tennessee, and one of our Board members has been appointed to the NIFA Council. We have been appointed to the Board of Selectors for the Instructor of the Year Award and the Mechanic of the Year Award; we have been appointed to the Board of Electors for the International Aerospace Hall of Fame; we were invited by the FAA to participate in an FAA Rule Making Revisions Group; we participated in and evaluated a Pilot Proficiency Clinic in San Jose in February; we structured the first Air Age Education Workshop in July; we received the Sal Capriglione Airpower Trophy from the Air Force Association; and we were honored by the Wings Club, on the occasion of our forthcoming 50th Anniversary, at its biennial Valentine's Day Luncheon.

Our greater participation in the General Aviation community has brought us recognition by the major organizations of that community. In January of this year, we became a member of GENAVAC (General Aviation Associations Committee). In this regard, only the top two executives of each member organization may sit on the Board of Directors. This, in turn, generated an invitation from GENAVAC to participate in a special meeting held in Washington, D.C. in late June, called at the request of the Deputy Administrator of the FAA, Mr. Quentin Taylor, to discuss the alarming increase in General Aviation accidents. The AOPA Foundation extended to us a cash grant in furtherance of our Air Age Education program, with a future potential of additional assistance. We are maintaining informational booths at various trade

Amelia Earhart Scholarship Winners

By Dr. Dora Strother,
Vice-Chairman A.E. Trustees



Lana Joan Basler

Lana Basler is a member of the Intermountain Chapter of Ninety-Nines. She has been a member since August, 1973.

Lana has her Commercial ASEL, Airframe & Powerplant Aircraft Mechanic. She will use her award to obtain her Instrument Rating.



Joanruth Baumann

Joanruth Baumann is working toward a Master of Science in Systems Management Degree with aerospace emphasis.

She is a member of the San Diego Chapter and has her ASEL and Glider-Private.

She is employed by Convair/General Dynamics as an Aerospace Manufacturing Engineer.

shows, such as the EAA Convention, AOPA Industry Exhibit, with others under consideration. These were all evidence of the maturing of the structure of the Ninety-Nines as an important integral part of the General Aviation community.

Our Headquarters in Oklahoma City continues to become more complete and more beautiful every day, through the thoughtfulness and kindness of many. We have a beautiful new entrance protective screen and a most functional and attractive special table and chairs for our scrapbooks. We continue to receive additional memorabilia of our early years, and welcome these gifts with a promise to care for and display them in safety and good taste. In the near future, we will have a new tenant for all of the unused space in our Headquarters. AOPA will move its sales and marketing office of aviation products to our Headquarters, which will make a most advantageous arrangement for the Ninety-Nines and AOPA. We are proud to be associated with that highly prestigious organization. Incidentally, our projections of cost, rental, and occupancy made to you in 1974 have become true and accurate in every regard.

I continued the past policy of my predecessor with reference to representation at Section Meetings, and the one that I followed in my first year of office. Your Board of Directors was represented at every Section meeting but one, and I personally made charter presentations and Chapter award presentations where possible.

The Fiftieth Anniversary Convention plans are well on their way and the Fiftieth Anniversary History, being compiled by Gene Nora Jessen, is proceeding and will become a reality and a treasured keepsake. The Amelia Earhart twin Electra project is moving along and we hope and expect that it will be a fitting, publicly accepted, project to draw attention to our first fifty years, and to the importance of General Aviation to the National economic picture.

And now my term as President of The Ninety-Nines comes to an end. I turn the reigns of leadership over to my successor with full confidence that the road to bigger and better things for our organization has been established, and that we have a most sympathetic and capable leader in Thon, and an outstanding group of women as officers. I was lucky and am thankful to have had the good fortune to have Officers and Board Members of the caliber that served with me. It is a testimony to the good judgment of our membership. If there was any accomplishment during the past two years, it was only because of the help and support I received by these wonderful women.

As I leave office, with full faith and confidence in our future, I pledge to Thon and your newly elected Officers and Board, my utmost efforts to assist and cooperate in the execution and implementation in its programs to expand the influence and well-being of the Ninety-Nines toward another successful fifty years.



Linda Bucher Hollowell

Linda has her Commercial/Instrument and will use her scholarship to obtain her CFII.

She is a member of Hampton Roads Chapter and has been a 99 since February, 1973.

At the present time she is employed as a computer systems analyst, U.S. Govt., and was formerly a junior high math teacher.

She will use her CFII to encourage 99s to participate in the promotion and execution of BFR, APT and safety programs.



Dorothy Nickamp

Dorothy Nickamp is the winner of an Amelia Earhart Memorial Research Scholar Grant.

Dorothy will use her grant to do an annotated bibliography of women in aviation.

Mrs. Nickamp has been a member of the Indiana Chapter of 99s since November, 1967 and is Associate Librarian, Education Library, Indiana University.



Rita R. Reo

Rita is 23, has been a 99 since September, 1975. She is an aircraft dispatcher for Tursair, Inc. at Opa Locka Airport, Miami, FL.

She will use her scholarship to obtain her CFI.

Congratulations!

Shown here are the **1978 A.E. Scholarship Winners** announced at our International Convention in Canberra, Australia



Evelyn La Verene Snow

Evelyn is a winner of an Amelia Earhart Memorial Scholarship Award. She has been a Ninety-Nine since November, 1965 and holds Commercial/Instrument, CFI, CFII, BGI, AGI & IGI. She will use her award for the completion of a Multi-Engine Rating.

Her husband, Daniel W. and she have one son, Steven, 16.

She currently flies for Louisiana Tech University as Flight Instructor.



Verene Lillian Trubey

Verene is a member of the All-Ohio Chapter and lives in Gahanna. She has been a member since October, 1974.

She has four children and is employed by Lane Aviation - Charter Dept. Mgr. and Pilot.

She holds a Commercial/Inst., ME, CFII, Single & Multi Inst. Her scholarship will be used to obtain her ATP.



Rene L. Wicks

Rene is a member of the Willamette Valley Chapter of Ninety-Nines. She has been a member since November, 1973.

She currently holds Commercial/Instrument SMEL; CFI SEL Airplanes and Instruments; AGI, IGI.

She will use her scholarship for Multi-Engine Instructor rating and ATR.

She is Flight and Ground Instructor for Lane Community College, Eugene, Oregon.

Gerry Rodengen

Minnesota Chapter member **Gerry Rodengen** formerly of Minneapolis and more recently of Nosara, Costa Rica, passed away July 9th at the age of 52. Her death was due to a bizarre automobile accident.

Gerry learned to fly about 1972. She went to ground school to learn to navigate for her pilot husband Marv and her flying career took off from there. From Cherokee 140's, she went on to a Cessna 172 then up to a 182.

Early retirement found them settling in Nosara, Costa Rica in January of this year where they promptly bought a 172 Skyhawk. In one month's time, Gerry passed all tests and was granted her 'Piloto Privado' and was in the air once again.

As an active 99 with the Minnesota Chapter, Gerry flew many 'Life Guard' flights carrying blood. She served as Ways and Means Chairman for two very successful money-making projects. If asked to help, Gerry always went the 'extra mile' and came through in her special meticulous way. She flew both the Wis-Sky Run and Illi-Nines Air Derby. Those who flew with her will long remember her accurate navigating ability and her meticulous procedures including the ritual of 'de bugging' the plane after each flight.

Talent was her middle name. She was an office manager, nurse, mother, bookkeeper, secretary, PBX operator, painter, bridge player, member of Eastern Star and a most valued member of the 99s.

Gerry will truly be missed by all her flying friends.

Laurine Witmer

On May 24th the **Bakersfield Chapter** was deeply shocked to hear of the sudden tragic death of long-time member, **Laurine Witmer**. She, her husband, Loren, and good friends, Elanor and Byron Loyd, were traveling in Norway when their tour bus was involved in a collision with a lumber truck. Laurine and six others were killed and her husband Loren was critically injured.

Laurine had been one of our most active and loyal members. She earned her private license in 1960 and immediately joined the Ninety-Nines. Throughout the following years she was always a cheerful volunteer for airmarking and party organizing. She served as vice-chairman in 1967-68. Aside from her 99 activities Laurine was past president of the Women's Lions Club and an active member of the First Baptist Church.

Although she was not still an active pilot, Laurine often flew on extended trips with Loren, even a 11,000 mile jaunt with the Loyds through the Caribbean, around Panama and across Mexico.

Laurine was a real lady, a true Ninety-Nine and a good friend. We will all miss her very much.



Gerry Rodengen

Vera Dawn Walker

Aviation pioneer, 99 Charter Member **Vera Dawn Walker, Phoenix Chapter**, found new horizons on June 16, 1978. Although she had leukemia, Vera Dawn had been feeling well for several weeks and had enjoyed a brief vacation with relatives in Prescott, Arizona, where she once had lived. Her death occurred in Tucson. Vera Dawn learned to fly in 1928 and flew in the 1929 Women's Air Derby from Santa Monica to Cleveland. Ill health forced her to give up flying in 1931. She was also a member of the OX5 Aviation Pioneers.

She maintained memorabilia from the early days of the Ninety-Nines and of the first Air Derby, which family members have chosen to retain, at least for the present. Vera Dawn's last contact with Ninety-Nines was a telephone call several days before her death expressing pleasure at recent publicity in the 99 NEWS which had resulted in her receiving cards and letters from old friends.



Vera Dawn Walker

David Neil

It is with deep regret that the **Colorado Chapter** has to report that one of our 49½ers, David Neil, husband of **Mary Neil** made his "Last Journey". His love of the 99s and many happy hours of hangar flying will leave a void.

New Ratings

MIDDLE EAST

Peg Fosdick — Hampton Roads — Comm.
Linda Hollowell — Hampton Roads — CFI, BGI
Charleen Tom — Hampton Roads — ME

NORTH CENTRAL

Jane Sims — All-Ohio — IFR
Gigi Green — Central Illinois — IFR
Doris Kilanski — Greater Detroit Area — CFI
Lela Brush — Indiana — IFR
Sue Mohnssen — Indiana Dunes — IFR
Terry Zeidler — Minnesota — ME CFI

NORTHWEST

Ruby Pappas — Alaska — ME
Betty Rogers — Alaska — ME

SOUTH AFRICA

Jeni Arton — South Africa - Helicopter
Juliette Low — South Africa - Comm.
Libby Stark — South Africa - ME

SOUTH CENTRAL

Ellen Corder — Colorado - Glider Instr.
Patrice Gunderson — Colorado - IFR
Ann Pringle — Colorado - FAA Designated Examiner (for Guam)
Emily Howell Warner — Colorado - Type Rating B-737
Candy Christmas — Lubbock - ME CFI
Dorothy Nagy — Lubbock - Comm
Nancy Smith — Oklahoma - ME
Rosemary Block — Omaha - IFR

SOUTHEAST

Joyce Munford — Kitty Hawk - Comm.

SOUTHWEST

Donna Vasko — Golden West — IFR
Jeanne Leete — Santa Clara Valley - CFII
Joan Enyeart — Santa Clara Valley - CFI
Marti Greer — Utah - Comm.

WESTERN CANADIAN

Leslie Smithers — Western Canadian - Comm.



This is what happened when Dorothy Niekamp read the news that she was the recipient of the first Amelia Earhart Research Scholarship. Her husband, Walt, had been tipped off two months in advance, so that he could have a camera loaded and be ready for action. He was and got this spontaneous reaction.

20 Hours, 40 Minutes

Amelia Earhart

By Sylvia Paoli

Like most 99s, I'm sure, I have read descriptions of Amelia Earhart, accounts of her life, theories on her disappearance, and anecdotes about her written by her fellow pilots. But until reading the words she wrote herself in **20 Hours, 40 Minutes**, I don't think I ever really had gotten a glimpse of the true person she was.

The book, an autographed first edition recently purchased by the Fullerton Chapter for donation to International Headquarters, is Amelia's own account of the first trans-Atlantic crossing by air to be made by a woman. It is not as important as other accomplishments in Amelia's short life, because she was essentially a passenger on the flight, which was flown in a tri-motored Fokker by pilot Wilmer Stultz with flight mechanic Louis Edward Gordon. The account itself, though, gives an insight into the person of Amelia Earhart that few other writings have done.

A sense of humor shows through her words constantly, as does her modest opinion of herself, her dedication to helping others, her sheer joy in flight, and her great appreciation of beauty, of life, of simple things, of people. It was typical of her that when, in 1926, she applied for a part-time job at Denison House, a settlement house in Boston, it was quite some time before her co-workers there even knew she flew. The part-time job ripened into a full-time position, and when she told the Head Worker there of the trans-Atlantic project, swearing her to secrecy, her words were: "And I'll be back for summer school. I have weighed the values and I want to stay in social work."

In the introduction to the book, that Head Worker describes her in these words: "her simplicity, her honesty, her complete lack of any quality that makes for sensationalism — this is Amelia Earhart."

The Foreword to the book sets a theme

found throughout, as Amelia states:

"In re-reading the manuscript of this book I find that I didn't allow myself to be born. May I apologize for this unconventional oversight as well as for other more serious ones — and some not so serious?"

I myself am disappointed not to have been able to write a 'work' — (you know, Dickens' Works, Thackeray's Works), but my dignity wouldn't stand the strain. I can only hope, therefore, that some of the fun of flying the Atlantic has sifted into my pages and that some of the charm and romance of old ships may be seen to cling similarly to the ships of the air."

A.E.

Amelia describes her activities as the First World War drew to a close — activities involved in helping others, her move to California and her introduction into flying, the account of preparations for the trans-Atlantic crossing, notes in her diary of that crossing, and finally her assessment of women in aviation, and her look down the road to the future of aviation.

For any of you who may have the good fortune to go to Oklahoma City and tour Headquarters, take the time to look through **20 Hours, 40 Minutes**. It's easy reading, and you too will make the acquaintance of Amelia.

Legislation Information

By Joan Kerwin

The NPRM which would impose user fees is a dead issue — at least for now. The House appropriations committee and the Senate transportation appropriations subcommittee stifled DOT's hopes by approving their 1979 budget but prohibiting the FAA from implementing any new administrative user charges for licensing and certification. However, this prohibition is attached only to the 1979 budget. Look for another DOT re-run of their spectacular next year, and the next, and the next, ad infinitum.

Like the "I Love Lucy" show re-runs, the good ole Cost Allocation Study appears again, but unlike "Lucy", they are offering a new twist. In an attempt to lull the general aviation community into a false sense of security, Duane Freer, director of FAA's Office of Aviation Policy, stated that current efforts at rewriting the CAS recognize there should be an increased share allocated to the general public. (Here comes the old bait and switch!) but warned that any cost allocation program probably will result in higher charges for general aviation.

Meanwhile, back at the FAA, Administrator Bond is reorganizing in a "concerted effort" to reduce FAA bureaucracy at the Washington level. Of course, the first to go is the Office of General Aviation. Why should we, who comprise the largest number of pilots and aircraft in the world, feel that we should have a special representative in the hallowed halls?

In another stroke of genius by our cost conscious DOT, the FAA *General Aviation News*, which nets the U.S. Treasury about \$116,300 annually from subscriptions, is being scrapped in favor of including the publications "outstanding features" in the quarterly *Transportation USA*, which is currently running in the red to the tune of \$71,200 each year. (Could it be that I just don't understand the new math?)

"The Canadian Owners and Pilots Association is soliciting funds from its members in an effort to 'force and convince the government to provide more appropriate and sound aeronautical legislation.'" The COPA "war chest" is aimed

at forcing the Canadian government to recognize the importance of general aviation and to consider the impact of new regulations on the industry before they are proposed.

The COPA program includes the formation of two committees — one devoted to legal questions and the other to public relations. In cases of serious disagreement between COPA and the government, the association will attempt to prevent the implementation of new regulations by filing legal action. COPA officials hope this threat of lawsuits coupled with a public relations campaign to inform officials about general aviation, will result in more reasonable regulation of aviation in Canada." (*Business Aviation Weekly*, 5 1 78)

Think about it. Could be we need something like this in the U.S.? Tune in next month for comments and a proposal.

WRITE ON

The Ninety-Nines First Air Age Education Workshop

By Marilyn Ratzlaff

"What can we do in air age education?" "How can we get school children involved in aviation?" "Isn't there some way we can help some of these people overcome their fear of flying?" She heard them all and for two years, Linda Hooker, the Ninety-Nines International Air Age Education Chairman, tried to answer each inquiry personally. "When it got to the point that I was sending out 10-15 page letters and still realizing that I could never send them enough information to really help, I came to the conclusion that what we needed desperately was a workshop. We needed a chance for air age education chairmen from each chapter to get together and really learn as much as possible about what it is, what's available and who to contact." And so began the groundwork for the first Air Age Education Workshop.

The first step was to obtain the approval of the Ninety-Nines Board of Directors. As soon as that was given, plans for a workshop began in earnest. Flanked by two very able assistants, Jo McCarrell, also from De Queen, Arkansas, and Carolyn Sullivan from Memphis, things began to roll. Linda and Jo attended every air age education lecture they could find to pick up ideas. Linda also made it a point to meet anyone that might have something to offer as a workshop speaker and they began to collect mountains of aerospace education literature. It took well over a year to put it all together.

Finally on July 10, 1978, the first Air Age Education Workshop became a reality. Eighty-three participants arrived at the University of Oklahoma in Norman to begin a week of non-stop air age education which began early in the morning with a 7:00 a.m. breakfast session and continued until at least 10:00 p.m. "Everyone was anticipating an interesting and profitable workshop," commented workshop coordinator Jo McCarrell. "That was obvious, considering how far some of these people travelled to attend." They came from all over the United States, Canada and even England. Many of the Ninety-Nines flew their own airplanes to the workshop, while the others arrived via airline into Oklahoma City. As a result, logistics and transportation had to be considered. To solve the problem, members of the Oklahoma Chapter were mobilized

and they made countless trips between Oklahoma City and Norman transporting people and baggage. Somehow, everyone made it to the workshop on time and with their luggage, eventually, despite the 100°+ temperature.

The first day was spent gearing up for the workshop. In addition to the general arrival and registration procedures, a tour of the FAA Facilities and the 99 Headquarters, both located at Will Rogers World Airport, was taken by the early arrivals. It was repeated again on the last afternoon for those who missed it the first time.

By banquet time Monday evening, everyone was settled and ready to get down to business. Dr. Wayne Matson, Director of the American Society for Aerospace Education, delivered the keynote address. His topic, "Aerospace Education: Many Things to Many People" outlined the scope of the project. He was followed by Betty McNabb's presentation, "The Day the Airplane Stopped Flying". She made it obvious that general aviation is such an integral part of today's society its demise would have an unbelievable impact on life as we know it. The tremendous importance of air age education on all levels from schools to community groups was clearly coming into focus.

For the rest of the week, workshop participants met early and stayed late. They took notes, they watched films, they built 'hands-on' projects and they shared ideas. They laughed and they drank coffee, but most of all, they learned. They learned that air age education is an invaluable tool in turning children in the public schools on to learning, especially in the areas of math and science. They listened while Lorna Kringle and Helen Frizzell, two public school teachers from the State of Washington, presented the approach and teaching aids they use in their classroom. Then each participant tried her hand at building the models and demonstrating the principles. It brought the point home graphically. They watched presentations from the Boy Scouts' Aviation Exploring program, as well as programs from the Girl Scouts and 4-H groups.

In putting together the programs for the workshop, Linda commented that she had received tremendous support and coopera-

tion from members of the aviation industry. This became obvious as one by one, Beech, Cessna, Jeppesen/Sanderson and GAMA each presented their approach to aerospace education. Other groups also lended support. As an example, the AWTAR Board voted \$500 to be used toward the workshop.

Also on the agenda was an entire segment devoted to education for the adult members of the community. Fran Grant and Jeanne McElhatton from San Francisco discussed



"What's red and green and goes 60 mph?" According to Dr. Wayne Matson, the Director of the American Society for Aerospace Education, who was a keynote banquet speaker, it's a frog in a blender.



Betty McNabb talks about the Civil Air Patrol and what it means to aviation.

their "Fear of Flying Clinics". Aimed at those afraid to fly on commercial airlines, they seek to dispel fear through education in a group situation. Not only are their clinics a success, they have a waiting list of those wishing to enroll.

On the other end of the same spectrum was Ava Carmichael's "White Knuckles to Cockpit Cool" presentation. While this is also education to dispel fear, it is aimed at general aviation. The Flying Companion seminars have been invaluable in educating people whose spouses or friends fly. Since these people often find themselves in the right seat, some general information usually makes flying more enjoyable.

Completing the workshop schedule were presentations from FAA and Oklahoma Aeronautical Commission representatives, the Civil Air Patrol, information on careers in aviation and even how to start a speakers' bureau.

In short, the Ninety-Nines first Air Age

Education Workshop covered almost every conceivable area of aerospace education. The primary goal, which had been to enlighten individual chapter air age education chairmen, had been accomplished. Now the emphasis will shift to the local level. Armed with their newly acquired knowledge, the Ninety-Nines will begin to put these ideas into practice.

Credit for the resounding success of the workshop must be given to International Air Age Education Chairman Linda Hooker and her two associates, Jo McCarrell and Carolyn Sullivan. Considering the magnitude of the project, the effort involved in planning, organizing and executing the workshop became staggering. It becomes even more impressive to realize that Linda Hooker accomplished the majority of the Ninety-Nines' air age education efforts almost single-handedly. But this is only the beginning. The real indication of the workshop's success is yet to come.



One of the challenges was getting the hot air balloons airborne



Sometimes it took two to get the models put together into a flyable unit.



Others found balloon construction to be challenging as well Fun, but challenging



And sometimes they didn't fly very well at all. Hazel Jones was so disappointed with the performance of her plane, that it is doubtful if it will ever fly again.



All of us know exactly what we're doing ... we think.



Gwen Crawford, Oklahoma Chapter Chairman, isn't convinced it will fly, but she's ready to give it the old college try anyway. It did.

Up, Up & Away...

By Betty Jo Ault

... with hot air and helium balloons, delta darts and paper airplanes.

"This seminar has given us confidence to initiate air age education projects in our own area." Nancy Jean Rand — Alberta Chapter.

"Superlative! Comprehensive! Inspirational!" Jo Payne — Austin Chapter.

"For me, the workshop was a fantastic opportunity to cull the ideas and experiences from the repertoires of the other participants." Suzanne Brooks — British Section

"This has been a superior program and very useful for all of the chapters." Carolyn Sullivan — Memphis Chapter.

These are only a sampling of the comments expressed at the conclusion of the Air Age Education Leadership Development Workshop held in Norman, Oklahoma, July 10th - 13th.

Eighty-three Ninety-Nines from the four corners of the United States, as well as Canada, Great Britain and the Caribbean attended this important first for the Ninety-Nines.

After long months of preparation, the dream of an Aerospace Education Workshop came into reality, under the capable leadership of Linda Hooker — International Air Age Chairman. Along with Jo McCarrell and Carolyn Sullivan, the workshop committee gave endless hours of work, effort and sincere devotion to make this project a complete success.

It seemed that every area or facet of aerospace education was covered; whether it be elementary, intermediate, high school or adult. New programs, materials, and audio visuals were explored, as well as some "tried and true" ones. Cessna, Beech, Jeppesen-Sanderson and the FAA presented their programs along with the Civil Air Patrol, Boy Scouts of America, Girl Scouts of the United States of America, 4 H Clubs and the Oklahoma Aeronautical Commission Program. Betty McNabb of the Civil Air Patrol, and Mary Anderson, FAA, shared with all their insights and experiences in the field of aviation. Career Education was also included, as well as information on "Fear of Flying Clinics" within local chapters. Guide lines were offered for the formation of a chapter "Speaker's Bureau". However, the highlight of the three day program were Lorna Kringle and Helen Frizzell and their approach to introducing aerospace education to the community. Their enthusiasm and quick pace kept the long hours of the workshop moving and enjoyable as well as educational. These sparks of enthusiasm seemed to spread among the participants at a fast rate until all were giving forth and sharing ideas and experiences that they or

their chapters have had in aerospace education.

As Ninety-Nines arrived in OKC, the Oklahoma Chapter members were wonderful hostesses in making everyone feel at home and welcome. After all had registered, the workshop program began with a "get acquainted" wine and cheese hour followed by a banquet dinner. The keynote address was delivered by Dr. Wayne Matson, Executive Director, American Society for Aerospace Education.

At the conclusion of the program, certificates were presented to all participants. Also an award was made to Henry "Hank" Newman, for his time and devotion to the field of aviation and his continued support and help given to the Ninety-Nines. Amelia Earhart awards were presented to Jo McCarrell and Carolyn Sullivan for their work and time devoted to the Air Age Workshop.

Tours of the FAA Facilities were also made available on the first and last days of the workshop.

By the end of the week it was clearly evident that the participants in the workshop truly knew the purpose of the Ninety-Nines... to promote aeronautical science... and education. Their combined talent, education, experience and devotion to this cause, will definitely be noticed as they share it with their chapters, the community and the world.



Betty Jo Ault, Eastern Pennsylvania Chapter, shows off a copy of Ava Carmichael's book, "From White Knuckles to Cockpit Cool."



Charlene Falkenberg, workshop speaker and participant, shows off the Delta Dart she made.



Jo McCarrell found balloon construction to be a real challenge.



"Surely you don't expect me to take all this?!" Hazel Jones appears appalled at the amount of luggage ready to be taken home. Everyone left with much more than they came with, since the handout literature packet alone weighed in at 8 lbs. 12 ounces.

ATE

**Congratulates the
Ninety-Nines for an
outstanding Air Age
Education Workshop**

**Aviation Training
Enterprises**



'Hands-on' projects required steady hands and lots of concentration.



"Which end did she say the air went in?"



Helen Frizzell, left, watches with concern as she directs the progress of workshop participants who are trying to combine a balloon launching with a coffee break.



Ready, set . . . workshop participants are waiting for the signal to release their helium-filled message bearing balloons. (Pat McEwen reported that her balloon was recovered near McCloud, Okla. a few days later and returned to her.)

CONGRATULATIONS!

We at Jeppesen Sanderson were pleased to participate in the first Air Age Education Workshop. Our congratulations go to the organizers and speakers as well as to the participants on a job well done. We hope there will be future National workshops as well as sectional or chapter workshops led by this capable group of women.

Jeppesen Sanderson has materials at all levels of Education to help you spread the word on Air Age Education. Write or call the Education Division collect.



JEPPESEN SANDERSON

Education Division

8025 E. 40th Avenue, Denver, CO 80207 • (303) 320-6070



The Ninety-Nines were serious about presenting Henry 'Hank' Newman of the FAA with a certificate of appreciation, but it was hard to tell during the presentation.



International President Lois Feigenbaum congratulates the behind-the-scenes efforts of Carolyn Sullivan, Jo McCarrell and Linda Hooker.

Congratulations Ninety-Nines

for fostering Air Age Education at all levels

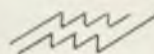
Meet us in Fort Worth October 2-5, 1978
at the Air Traffic Control Association's Annual
Meeting and Technical Program
fostering the science of Air Traffic Control



The Ninety-Nines, Inc.

International Organization of Women Pilots

News



NEWS RELEASE • NEWS RELEASE • NEWS RELEASE

Release date:

Contact:

News Releases

positive public image, it is necessary from time to time to send out news releases to the media from the chapter level. To make this as simple and easy as possible, a news release form is included on the opposite page. This should be taken to a local offset printer for copies. Then when a news-worthy event occurs, it should be typed on these forms and distributed to the media.

A few pointers are listed below to help you write an effective release. A more detailed public relations s.o.p. for chapters is also available from Headquarters on request. Ninety-Nine publicity is a must, because through the exposure we gain from our aviation related activities, we can help further the educational, proficiency and safety goals of General Aviation.

Preparing News Releases

All Press Releases should adhere to the same general outline as follows:

1. All News Releases should start with the name and address of either the Chapter, the Section, or the International Headquarters.
2. The second line should contain the release date.
3. The third line should contain the name and telephone number of a 99s representative. This contact will usually be the P R Director but must be somebody who will be available, should the press need more information or have a question about your release.
4. The body copy always starts with the city of release and answers the questions what, when, why and who in the first sentence. Most releases are "chopped" from the bottom up, so the most important part of your release should be at the top. The release should contain "straight" facts only, as elaborate explanations and most adjectives are undesirable. The entire release should

Open Letter to 99 NEWS Reporters

Dear Reporters:

Congratulations to those of you who are new. You have a very important and very difficult job ahead of you.

The 99 NEWS, which is your magazine, depends upon your work. The reports and articles that you submit are the lifeblood of the publication and without them we wouldn't have a magazine.

With this in mind, I feel as though a few suggestions and rules of the road are in order, so here they are.

As far as the mechanical requirements go, the reports must be typewritten and double-spaced. They should also be illustrated with photos as often as possible. Please try to use a little imagination with the photos. In other words, it would be so much more interesting if your subjects were doing something instead of all lined up neatly in a row. And, since this is basically a black & white publication, black & white glossy photos (in focus preferably) should be sent. We can use color, if necessary, but it is much more costly and time consuming. But above all, if you send photos, label them. It's not much fun to play 'Who's Who' at deadline time with an especially good picture. Remember, a picture is worth a thousand words, so stock up with black & white film.

As far as report content goes, anything of interest, any activity or accomplishment, actually anything pertaining to women and aviation would be suitable. But bear in mind, this is an international magazine, so the articles must be of interest to someone you've never met 1,000 miles away. I realize that sometimes weeks go by and perhaps your chapter has done nothing especially noteworthy. However, give it some thought when something happens. As an example, if you send in a report stating that "Helen

Jones and Sara Smith flew Sara's 172 to Pumpkin Center for lunch", it is not especially interesting to anyone but the members of your immediate chapter, unless there is something particularly interesting about this event, such as, "Helen Jones, who has been terrified of flying for years, overcame her fear of the air last Saturday afternoon when her childhood friend, Sara Smith, persuaded her to fly to Pumpkin Center for lunch. Sara, who has 65 hours, flies a rebuilt 172 that was crashed last October and put back together by her husband in the garage. Helen was so elated over the flight that she has signed up for flying lessons starting immediately." See, it makes a big difference. So, get the facts plus the inside story and it makes for interesting reading.

Deadlines are the first of each month preceding the next issue. For example, the deadline for the September issue was August 1st. Anything received after the deadline will not be used in that issue. And since there is a limited amount of space in each magazine, it might arrive on time and still not be used, especially if it lacks reader appeal. Sometimes a really good article will not be used the month it is received for space considerations, but will be held for a later issue. As a general rule of thumb, if part of your report is not published, it is very likely due to space problems. If none of your report is published, you are probably using the wrong approach. A simple "why?" to the editor is welcome in either case. I am as anxious as you are to see your chapter in the NEWS, so if there is anything I can do to make your job a little easier, just let me know.

Good Luck!

Marilyn Ratzlaff

Editor — 99 NEWS

not exceed one page, double-spaced, and, again, should be delivered in person.

5. Before issuing any News Release, evaluate the content objectively. Be sure the message is indeed newsworthy. Care should be taken not to send out News Releases regarding events that are important only to 99s members. That news should appear in the Chapter bulletin.

Sample News Release Copy

St. Louis, Missouri . . . The fulfill a girlhood desire, (why) Esther Elevator (who) today (when) flew inverted through the Gateway Arch (what) located in downtown St. Louis (where) Ms. Elevator was the first person to ever attempt or successfully complete this feat. Spectators at the scene commented . . . etc.

Whirly-Girls Scholarship

CONTACT: JEAN ROSS HOWARD

Applications are now being accepted for the two \$3,000.00 Whirly-Girls 1979 Scholarships which will be awarded next January to two deserving women pilots for use toward obtaining initial or advanced helicopter training.

Scholarship applicants must hold a current pilot certificate, must intend to make use of the helicopter rating in such a way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain the

rating.

Deadline for receipt of completed application is **October 1, 1978**. Additional applications are available from The Whirly-Girls, Suite 700, 1725 De Sales Street, N.W., Washington, D. C. 20036, USA.

APPLICATION

PLEASE TYPE

1979 WHIRLY-GIRLS SCHOLARSHIP PROGRAM

NAME: _____ BIRTHDATE: _____

ADDRESS: _____ BIRTHPLACE: _____

TELEPHONE: RES. _____

OCCUPATION: _____ TELEPHONE: BUS. _____

NAME AND ADDRESS OF EMPLOYER (if employed) OR SCHOOL (if student):

HUSBAND'S NAME _____ HIS OCCUPATION _____

NUMBER OF DEPENDENTS (yours and his): _____

PLEASE LIST ORGANIZATIONS WITH WHICH YOU ARE AFFILIATED; ACTIVITIES OR HOBBIES YOU PURSUE; AND HONORS OR AWARDS YOU HAVE WON: _____

CLASS OF HELICOPTER RATING YOU ARE SEEKING: _____

AIRMAN CERTIFICATE NO.: _____ CLASS: _____

RATINGS AND DATES ACQUIRED: _____

TOTAL HOURS: _____ CLASS AND DATE OF MEDICAL CER.: _____

BFR DATE (USA ONLY): _____ PLEASE TELL BRIEFLY ABOUT YOUR FLYING EXPERIENCE:

Please explain in detail, on a separate sheet of paper, why you wish to obtain a helicopter rating, specifically how you intend to use the rating and why you need financial assistance to obtain it.

Please attach to this application at least two recommendations from persons who are knowledgeable of your qualifications and past performance in the field of aviation and/or other fields of endeavor. One recommendation should be from a flight instructor with whom you have trained or from whom you received a biennial flight review. An endorsement of your goals and support for attaining them will be helpful. (Note: Inclusion of recommendations is required for your application to be considered.)

Additional information which you feel is pertinent to your application may be attached to the application.

Submit your application in duplicate on or before October 1, 1978, to:

Jean Ross Howard
Executive Director
The Whirly-Girls, Inc.
1725 DeSales Street, N.W., Suite 700
Washington, D. C. 20036

I hereby certify that all the information in this application is true and correct.

DATE

SIGNATURE



Marguerite Wood

Marguerite Gambo Wood was honored on the occasion of the tenth anniversary of the Aloha Chapter which was celebrated July 7 at a dinner held at the Elk's Club in Waikiki.

A charter member of the Aloha Chapter, Marguerite Wood was recognized for her personal efforts to promote aviation as a career field for both men and women. A plaque bearing her name has been dedicated at the International Forest of Friendship's Memory Lane, sponsored by the Aloha Chapter.

Honoree Marguerite Wood was presented a handsome token plaque as a permanent reminder of her Memory Lane tree plaque. Chapter Chairman Vivian Fagan made the presentation and reminisced about Marguerite's flying career, starting with the fact that 29 years ago she, a former WASP, arrived in Hawaii, met Marguerite and started instructing for her.

Marguerite Gambo Wood started her professional flying career in 1939 with her Gambo Flying Service at Honolulu's John Rodgers Field (now Honolulu International Airport). She was Hawaii's first woman to become a commercial pilot, to become a flight instructor and to operate a flight school.

Her flying school activities were halted abruptly on December 7, 1941, a day she was flying with a student when Japanese fighter planes came suddenly flying by. As she recalls, "The Army Air Corps had been holding a lot of simulated attacks, and I thought they were certainly getting realistic." When she saw smoke at Kaneohe Naval Air Station, she became suspicious and returned to her home field just in time to take cover in a ditch while the field was strafed.

Not long after that Mrs. Wood decided to join the newly formed Woman Airforce Service Pilots (WASP) organization, but before she made it to Cherry Point, N.C., she was sidelined in California because flight instructors were needed more than ferry pilots. She became chief flight instructor for Pierce Flying School at Nogales, Arizona, training Army and Navy pilots.

And that's where she met her husband, Robert Wood, now retired from the Army

but who still keeps his hand in flying occasionally.

After the war, the Woods returned to Hawaii and Marguerite convinced the University of Hawaii to let her teach a ground school course. By popular demand to have a flying school for veterans to take advantage of the "GI Bill", Marguerite started her second flying school, the Hawaiian School of Aeronautics.

In 1952, her husband was transferred to Germany. She sold her school and turned the hangars over to the Territory of Hawaii with the proviso that two hangars would always be reserved for the use of general aviation.

When the Woods returned to Honolulu from Europe, Marguerite heard that the hangars were to be used for airline freight operations. When she raised a fuss about it, she was told that she'd have to "come out of retirement" and take over the management of the hangars.

So, she established Hawaii's Country Club of the Air, leasing space to flying clubs and others. Her operation is FAA-approved

Personality



Profile

and VA-approved for flight training. Since March 1974, she has been the Hawaii distributor for Grumman American airplanes.

Enthusiastic about encouraging young people who are interested in learning to fly, Marguerite has regularly provided scholarships to Civil Air Patrol cadets for CAP flying encampments in Hawaii and provided scholarships to aid other individuals with their aeronautical training.

Gail Walsh

By Carol Kitching
Australian reporter

Australian 99, Gail Walsh has the twinkling waters of the blue Pacific almost lapping over her doorstep.

Gail lives at Proserpine, a town in eastern Queensland, about 850 miles north of Brisbane. It's the centre of the State's sugar-growing district, and the departure point for thousands of tourists heading for the

Whitsunday Islands on the Barrier Reef.

At a recent annual general meeting of the Australian Woman Pilot's Association, Gail was awarded the 1974 Memorial Grant for training to a Class 4 — Night VMC — instrument rating.

As one of our newest members, Gail is a keen, active pilot. She takes up the story.

"I've been flying for two years ... Gee, my arms are tired now! Most of the hours logged have been in a Fugi aircraft FA200/180 and a Cherokee 6 PA 32 300.

"I trained with the Whitsunday Aero Club and was the first woman to gain a license there. My husband and I spent a lot of time on the ground work, getting the aero club off its feet and into the air — a licensed flying training school.

"From Proserpine, it's only 15 minutes flying time to Lindeman Island, and the helicopter flights to Hayman Island operate from here. Brampton Island is about 30 minutes away by air — tourism is at its peak between April and September.

"Most of the girls in aviation I have met have learned to fly just for the sheer love of it. Not so for me. For the first 14 hours, through stalls and spins, it was all I could do to have a peek outside — amid screaming in sheer terror. However, the incentive to proceed came only from persistent prodding from my husband.

"I had often refused to fly with him because I was so afraid of being in the air. You see, we had made a deal that if I took enough flying lessons to go 'solo', and if this hadn't changed my attitude about flying, he'd consider driving me places for a change.

"In the long-term I thought this would be to MY advantage ... never thinking for a moment I would actually end up with a license.

"Now, we are about to make another deal. I think he's about to complain about the amount of flying I do, and may bargain to get some pilot seat time for himself for a change.

"So apart from the tremendous personal satisfaction gained from beating a fear, my greatest reward with flying has been in my associations with women pilot organizations. And being taken 'under the wing' by their friendships and hospitality, as a clucky hen might do, protecting her chicks under the warmth of her wings."



ANNOUNCING



THE 1978 AVIATION MAINTENANCE SYMPOSIUM

October 24, 25, & 26, 1978

You are cordially invited to attend the single most significant event to be held this year within the Aviation Aftermarket. Scheduled for October 24, 25, and 26 in Oklahoma City, OK, the 1978 AMFI Aviation Maintenance Symposium will focus its attention on the vital and dynamic Aftermarket Industry. Carrying the theme, The Aviation Aftermarket Outlook, The Symposium will provide the needed link between manufacturers, distributors and maintenance people.

Sponsored by the Aviation Maintenance Foundation (AMFI), the largest nonprofit organization devoted to the Aviation Maintenance Industry, the Symposium will feature seminars, lectures, and open discussions specifically designed to inform you about this vital Industry, and to provide you with the latest state-of-the-art approaches to this highly complex segment of the General Aviation Market.

In addition, the Symposium will feature many exhibits of the latest products and services available from the many manufacturers and distributors who are involved in the Aftermarket.

Because there has been no such comprehensive general meeting of this kind held in recent years and because there has been a growing demand for such an Industry-wide get-together, the Aviation Maintenance Foundation urges you to attend and to participate.

A MAJOR EVENT IN THE AVIATION AFTERMARKET

To be held in the Skirvin Plaza Hotel in Oklahoma City, OK, a city renowned for its enthusiastic support of Aviation, the 1978 Aviation Maintenance Symposium will bring together the top names in the Aftermarket Industry. Some of the many subjects to be discussed will be the Industry Outlook, New Technology, Product Liability, Pilot/Owners and FBOs, Management Tips, Avionics Update, Recurrent Training, and Marketing Tips for FBOs and Repair Stations.

So make a date with the 1978 Aviation Maintenance Symposium this October and help both yourself and your Industry meet the complex challenges within this dynamically growing field. For information write to:

Symposium
c/o Aviation Maintenance Foundation
P.O. Box 739
Basin, WY 82410



Austin Chapter members, one 49^{er} and one daughter painting the logo on Lakeway's runway (L-R) Eileen Pariseau, Rick Pariseau, Kathy Griffis (foreground), Jo Payne, Diane Hadley and daughter Vanessa Hadley.
Courtesy Austin American Statesman

Airmarking

April and May have been busy months for the Austin Chapter. April involved a major airmarking event at Lakeway Airport. After having marked the runway with numbers last fall, the management at Lakeway was so impressed that they contacted the chapter to inquire whether we might paint the Lakeway name in its logo form in the center of the runway. It seems that the people at Lakeway let bids to have the job done professionally, but when those bids came in considerably higher than they had anticipated, they proposed that the Austin Chapter do the work in exchange for a modest donation. The Chapter eagerly took the job, and we now boast over the accomplishment. We have been told that the airport can be sighted from 10,000 feet AGL on clear days! Even an unknown airline pilot complimented the work after having flown over shortly after the painting was completed. The airmarking itself extends over 210 feet and is approximately 40 feet in height. Many thanks go to the Chapter members who worked on the project, and especially to 49^{er} Bill Payne who graphed and outlined the entire logo.

In May, members of our chapter joined the San Antonio Chapter for an airmarking at the San Marcos Municipal Airport. The outing was especially fun, and members of the Austin Chapter wish to express our thanks to sister chapter San Antonio for including us in this project. Joint projects like this one promote goodwill in the organization, and let all of us get to know Ninety-Nine members outside our own chapters.

Editor's Note: Your editor will represent the Ninety-Nines during the Aviation Maintenance Foundation's Symposium by participating on a panel to discuss what flyers expect from FBO's. If you have any thoughts or comments on this subject that would make for an interesting discussion from our standpoint, please let me hear from you. I will be looking for material for my remarks.

May was also particularly active with aerospace education in the Austin area. Repeating a learning unit originally developed last spring for the third grade class at Eanes Elementary School in Westlake Hills, Austin Chapter members expanded the program to provide an entire week of educational experiences for the youngsters. The unit included orientation to the phonetic alphabet, principles of flight, the twenty-four hour clock, radio communications, flight controls, and basic weather. The class went on a field trip to Ragsdale Aviation and the National Guard Armory helicopter base, both located at Austin Robert Mueller Airport. Another class project involved inflating helium balloons to which the children attached postcards with return addresses in order to demonstrate principles of prevailing wind. To those who have never attempted a program similar to this one, it is amazing how readily the children learn, and how eager they are for information about flight and flying.

And finally, as a spinoff from aerospace education efforts in the Westlake Hills Independent School District, Ninety-Nine members in the Austin Chapter participated in a career day seminar at the Westlake High School, and in the Third First Annual Paper Airplane Contest at the Middle School. Some one hundred fifth graders built and flew a variety of models in competition which included awards for originality in design, longest distance flight, longest timed flight, and most aerobatic flight. As they say at the conclusion of many sporting events: a good time was had by all!



Courtesy Austin American Statesman

Everything You Always Wanted To Know About An Air Race Stop*

*(and wished you hadn't asked!)

By Joan Alyea

When the Hughes Airwest Air Race Classic contestants were getting ready to roll in Las Vegas, things were also getting ready to roll at the stops.

If you think things get hectic in the cockpit, try a ground stop!

Race headquarters at the Grand Junction stop was all set to be located in Stop Chairman Betty Clark's hangar. However — when Stop Coordinator Betty Harms and Anita Hessin (Colorado Chapter) ambled in to take a look-see the day before the race, the thermometer was 90°+ in the shade, and the hangar was redolent of "eau de crop dustin' goop"! So — quick relocation to next-door fire station!

Meanwhile, out in the "toolies," Joan Alyea (Spanish Peaks) and 49½ Dale, having opted for **driving** (!) Pueblo with the photo gear, were having navigation problems — they couldn't find the Interstate or the motel!

Saturday we **were** ready! Yep. Then Mary Ann remembered the ice cream in the trunk of her car.

We contemplated using old Indian smoke signals to report times to the racers — then they let us use ground control.

Communications with the tower/timers was via the REDEMURGENCY telephone, which we were all afraid to touch!

TV weather informed us that the **chill factor** was 95°!

The sign placed on the restroom door read "Wome" (but there **was** paper in there!)

We tried to draw the route from Grand Junction to Casper on our wall-mounted sectionals — **no** straight edge (would you believe a six-foot hunk of plywood??)

We wonder **how** the tower people stand it up there on an 8-hour shift!"

Density altitude put the runway up a few thousand feet — worried that the planes might need oxygen to taxi!

Then the planes came — and fueling — fly-bys — flight plans — and fun.

The photographer saw the race through a ½-inch-square piece of glass — as he perched on top of a leaky fire truck.

Then it was over. Our backs ached. Our feet hurt. We discovered that the human

body **can** exist all day on two cookies and a Coke!

But the high spots made it worth it: the first fly-by (Classic 6, flown by Marion Jayne and Pat Keefer) — the first plane to land, (Classic 7, crewed by Marie McMillan and Carol DePue) — "chicken pilot" T-shirts — capable **female** refuelers from Monarch Aviation — Velda Mapelli's arrival in the chase plane — the subsequent tennis match (won by Mary Adams) — the wonderful entertainment provided by Assistant Stop Chairman Jean Thomas (Oklahoma Chapter) and 49½ Chuck at a local night spot — Air Race Classic frisbees — Grand Junction streets with names like 22-¾ Road and f-¾ Street — and lots of friendly women pilots who were ready to tackle our Colorado mountain afternoons.

Sunday A.M. two RONS were timed off and we headed for home. Those who hauled their ground-type craft (very handy to have at the stop) over the mountain passes reaffirmed that "We'd Rather Be Flying". We decided, too, that running a race stop is **almost** as much fun as flying!





The Winners in the 1978 Hughes Airwest Air Race Classic: Sophia M. Payton (right) of Clearwater, FL, the pilot, and Helen Davison of Gibsonia, PA, co-pilot.



Golden West's Julie Ames will begin DC-9 training shortly. Julie, who waved the starting flag in Las Vegas with Wayne Newton for the Hughes Air West Air Race Classic, then flew to Destin, Florida where she was an official timer in tower for the last fly-by.



Dale Hollingsworth, representative of the Grand Junction, Colorado, Chamber of Commerce, presents medal for "first to land" to Classic 7 crew Carol dePue (center) and Marie McMillan (right), both Las Vegas Valley Chapter members.

Place	Classic Number	Crew	Ground Aircraft	Speed	Hdcp	Score
1	41	Sophia Payton Clearwater, FL Helen Davison Gibsonia, PA	Cessna 182Q	176.596	148	28.596
2	35	Dot Etheridge Greenville, MS Dot Wilson Memphis, TN	Bonanza V35	211.884	185	26.884
3	19	Pat Jetton Carrollton, TX Elinor Johnson Dallas, TX	Beech C33A	209.210	183	26.210
4	8	Helen McGee Sonora, CA Norma Draper San Rafael, CA	Comanche 260B	202.911	177	25.911
5	40	Sammy McKay Grand Blanc, MI Winnie DuPerow Holt, MI	Cessna 210J	207.815	182	25.815
6	6	Marion Jayne Palatine, IL Pat Keefer Palatine, IL	Comanche PA-39	210.909	186	24.909
7	38	Helen Wilke Dallas, TX Kathy Long Irving, TX	Bonanza V35	208.394	185	23.394
8	33	Barbara Goetz Fair Oaks, CA Thelma Cull Sacramento, CA	Cessna R182	184.840	162	22.840
9	3	Joyce Wells Larkspur, CA Alma Hinds Redding, CA	Cessna R182	184.621	162	22.621
10	28	Susan Adler Suisun, CA Mary Santosuoso Vista, CA	Comanche 400	221.314	199	22.314

Tucson Treasure Hunt Braves the Elements

This year's TTH was the most exciting ever. Entries who arrived on Friday, May 5, were greeted by 47k crosswinds, which made for some thrilling landings. Some pilots were forced to divert from Marana Airport to other local airports and hitch rides back to Marana.

The weatherman promised good conditions in the morning for the race. As usual, he goofed. The whole long-faced group sat around the coffee shop all day Saturday waiting for the rain to stop, and watching the ceiling go up and down. Finally, the race was officially postponed and everybody had a hot buttered rum. Good spirits (if you'll excuse the pun) were restored, and it was agreed that the race would start fairly promptly at 6:00 a.m. Sunday morning.

The clouds and cold rain gave way to beautiful blue Arizona skies and warming sunshine Sunday morning. Twenty-eight planes soared skyward carrying crafty clues to cunning locations. It was a tricky course this year, folks . . . ninety percent of the entries landed at the wrong terminus. That last clue was a hum-dinger.

The Phoenix entries, Joan Steinberger and Rachel Cowin took first place. They landed at the right airport. Second place went to veteran TTH'ers Bob Long and Richard Clark from Los Angeles. Tucson 99 Barbara Welsh and husband John came in Third, followed by Rocky Hartland and Tucson 99 Pati Jones in the "Playmate VI". Fifth place went to 99s Lynn McGrew and Lee Unger, from Tucson. Trophies and cash prizes were awarded, and good friends all bid farewell until next year. Lorraine Newhouse, this year's TTH chairman, relaxed for the first time in months.

Next year, the weatherman wouldn't dare do it to us again. Hope you can join us!



L-R: Helen Evans, past Chairman All-Ohio 99s, Marge Gorman pilot, Buckeye 2, Marion Jayne, pilot, Buckeye 1 and daughter, Pat Keefer, copilot. "OK, Pat, here's the game plan. After take-off, we'll throw in the after burner and leave the Gormans in a cloud of smoke!"



Marilynn Miller (far right), veteran racer and copilot of Buckeye 16, gives some last minute tips to novice crew of Buckeye 14 pilot Kay Johnson (far left) and co-pilot Betty Angstadt. Marilynn was telling them to fly from VOR to VOR and use radio nav aids exclusively to fly a good race. (Heh, heh!)



Jeane Wolcott, Co-chairman, presents to goodnatured Marie Allen and Woody Allen, Buckeye 9, their Tail-End Charlie Award for a -40 score. It is rumored that they stopped at home for lunch during the Rally.



Marion I've spotted a third engine under here. Let's see your 337's. appears to be the comments of Co-chairman Jeane Wolcott to Marion Jayne, far right, as Joan Mace, Chief Inspector looks on.



It was impossible for Co-chairman Jeane Wolcott and Ham Operator John Ferrell not to laugh after listening to veteran pilots having a tough time finding the grass strip north of Columbus where the finish timing line was located.

Buckeye Air Rally 1978

Place	Crew	Hometown	A/C	Par	Score
1	Jim Forsbach Mike Caserta	Columbus, OH	C182	143	+22
2	Lawrence Earhart Margaret Golledge	Columbus, OH	VK2150	115	+19
3	Pauline Mallary Elaine Smith	College Pk., GA	BE23C	123	+18
4	Tim and Bonnie McSwain	Columbus, OH	C182RG	164	+16
5	Marion Jayne Pat Keefer	Palantine, IL	PA39	185	+16
6	Bob and Marilynn Miller	Columbus, OH	PA28	130	+12
7	George Bell	Westerville, OH	PA28	130	+11
8	Lois and Richard Taylor	Springfield, OH	C150	93	+10
9	Nancy Connell Verene Trubey	Columbus, OH	C182	142	+9
10	Kay Johnson Betty Angstadt	Columbus, OH	PA28	130	+9

See story next page.

BUCKEYE AIR RALLY 1978

By Jeane Wolcott

Buckeye 12, commanded by Jim Forsbach and seconded by Mike Caserta, both of Columbus, became the resounding winners of the Buckeye Air Rally held at Don Scott Field, Columbus, Ohio, on the 14th and 15th of July. The winners flew a Cessna 182 and left the rest of the field shaking their heads as to how they did it.

Lawrence Earhart, yes, he is a distant relative of our founder, and Margaret Golledge, All-Ohio, flew the Rally in tandem in a Varga Kachna. They nipped at the winner's heels around the 189 mile course but failed to capture the lead and had to settle for second place. Lawrence and Margaret are both from the Columbus area.

Third place went to the team that traveled the farthest to participate and had the third best score, Pauline Mallary, College Park, GA and co-pilot, non-pilot Elaine Smith. Elaine plans on not only learning to fly but on becoming a 99. So, watch for her name in the future as a racer.

The Rally route was, indeed, unusual. The racers were flagged off at 30 second intervals and the first fly-by was at All-Ohio Bernita Nickell's airport. Finding the grass strip presented some degree of difficulty. In fact, All-Ohio Bev Hirzel and 49½er Bill claim to have flown it twice. They figured they were too high for All-Ohio Joan Mace and Bernita, who were spotters, to see them.

From Nickell the racers headed toward the northeast and All-Ohio Lu Damschro-

der's field, Progress. There the racers had to enter the standard pattern and understandably there was a mixmaster of airplanes as they jockey in and for position.

The last airport was a grass strip southeast of Progress. A grass strip nestled along Alum Creek. The creek is well hidden by dense trees along the banks. The wheat fields and soy beans help to make this particular strip a toughy to locate and was the demise of a number of pilots. All-Ohio members Cam Stomberg, Nancy Mills and Charlotte Kuhns worked as timers with the Simplex clock. Bill Bohannon, the field owner and his dad, provided Ham operator services and logistical support. Nancy Mills reports that the timers could hear the planes commenting on 122.9 about trying to find the airport and finally, Nancy, who could no longer contain herself picked up the mike and told the racers, "We're right here," which only helped to agitate them more.

The racers then returned at their leisure to Don Scott.

Chief Judge Pat Fairbanks with the assistance of Jan Kuechenmeister, Chief Timer, Sally Brockman and Pat Collier had received the times from Bob Bohannon via Ham and copied by John Ferrell located at Don Scott. In this way the Scorers could begin the scoring long before the racers ever returned to Don Scott.

One protest was received regarding a handicap which was an admitted mistake by the Rally Board and readily rectified. The standing changed and everyone returned to the motel or their homes to prepare for the banquet.

Ken Newstrom and Paul Jenks from Don Scott were so well organized that planes were gassed and tie-downs were ready for parking with a minimum of confusion. They made a major contribution to the Rally's success.

This year the pilots, co-pilots and aircraft were inspected upon arrival. All-Ohio Joan Mace with a raft of All-Ohio 99 members were responsible for the efficient check-in at the Impound area.

The racers then went to Registration manned by Bev Hirzel plus another raft of All-Ohio 99 members. With banquet box tickets in hand, programs, chances on guessing the race route, the racers were finished quickly and were able to go to the motel or back to work for those residing in Columbus.

The unique trophies which were original creations of Chairman Connie Huffman and Co-chairman Jeane Wolcott were presented by those people who had donated the monies for them.

First Place was presented by Kathy Benua, daughter of All-Ohio 99 Bettie Benua and 49½er Louis, donated by their company EBCO. Second place and third place was presented by Vi Blowers, All-Ohio Chapter Chairman. The second place trophy was donated by Liebert Electric Company.

On Sunday all the out-of-town racers were taken back to Don Scott for their long trip home.

A flash to each worker's home would have revealed a pastoral scene of shoes off, feet up on a stool, eyes closed and a pleasant smile upon the lips.

New England Air Race

Place	Crew	Hometown	Aircraft	Score
1	Alexandra Taylor Shelly Henderson	Middlefield, CO Auburndale, MA	Cherokee 140	99.5507
2	Daphne Schiff N. James	Toronto, Can Toronto, Can	Piper Twin Comanche	98.9807
3	Judith Gillis Brad Peckham	Burlington, MA Melrose, MA	Cherokee Warrior	98.9314
4	Evelyn Kropp Rex Neavesein	Norwich, CO Bloomfield, CO	Cherokee Arrow	98.8085
5	Bob Sauer Dave Kazanovicz	Princeton, MA Worcester, MA	Luscombe 8E	98.7463

The second annual New England Air Race (open to both men and women) replaces the All Woman New England Air Race which was started in 1969.

During the time the AWNEAR was in existence, a Traveling Trophy was awarded to the First Place Pilot each year. Because of her interest and devotion to the AWNEAR, three-time winner Peg Davidson of New Haven, Conn. a member of the Connecticut Chapter, now has the Traveling Trophy as a permanent memento.



First Place Winners of the New England Air Race L-R: Alexandra Taylor, Bobbie Herbert, Northeast Section Governor, and Shelly Henderson.

Palms-to-Pines Air Race

The 9th annual Palms-to-Pines Air Race was flown July 21-22 from Santa Monica to Independence, OR. (via Merced, Red Bluff (RON) and Klamath Falls. 63 airplanes flew the 816 n. m. competition with the following results:

Top Ten — Trophies to pilot and co-pilot and monies to top five crews

Place	Crew	Race #	Aircraft	HCP	Score
1.	Eleanor Moon Bev Walsh	27	76 Grumman Amer. AA5B	138	+19.091
2.	Ginny Wegener Lynn Cary	64	78 Piper PA-28-181	133	+19.026
3.	Nina Laughbaum Lillian Camden	11	73 Cessna 172	118	+18.677
4.	Eva McHenry Mary Roscoe	63	78 Piper PA-28-161	128	+17.160
5.	Doris Minter Jane Vaughn	50	77 Grum. AA5B Tiger	138	+16.863
6.	Sylvia Paoli Evelyn Craik	53	70 Cessna 172K	118	+15.850
7.	Audrey Schutte Donna Zwick	26	74 Cessna 172	121	+15.792
8.	Marilyn Jack Gail Bartlett	61	77 Cessna 177B	129	+15.560
9.	Joyce Wells Kathy Walton	40	78 Cessna 182	148	+15.318
10.	Jean Schiffmann Patricia Jones	48	77 Cessna 172N	123	+15.299



Greater Seattle's Ilovene Potter piloted an Aztec to second place June 3rd in the 816 sm predicted-log race around the Olympic Peninsula. The rally was sponsored by Seattle Flight Service for the benefit of the Orthopedic Hospital and 27 airplanes competed. (L-R) Phyllis Fleet Cray, Glenn Buffington, who flew co-pilot, and Ilovene Potter at the Port Angeles, WA stop.

Air Race Classic Bulletin

At the awards banquet in Destin, FL, John Carlson, executive assistant to President Russell V. Stephenson of Hughes Airwest, announced that the airline would again support the Classic in 1979, donating \$20,000 to be divided among the top ten places. The announcement was greeted with a standing ovation.

Wis-Sky Run

Wis-Sky Run, June 23, 24, 1978. . . Land O Lakes, WI
(250 Mile Race called 'Whiskey')

The Wis-Sky Run was a booming success, thanks to chairman Caroline Morey and 49½ Field Morey. Twenty aircraft entered, 4 competing in speed categories, 16 in proficiency.

Friday found race chairman Caroline waiting for incoming traffic at the Land O Lakes airport. ADF was very popular this weekend. Pilots circled, one even landed at Eagle River airport . . . 17 miles to the south of the Land O Lakes site, so we knew that there would be fun on the pilotage only course from Land O Lakes to Phillips to Cable . . . all trees and many lakes. This is how our event of the year went:

The entry fee of \$50 included two breakfasts, two dinners and two drinks (pilot and co-pilot). Early Friday evening pilots gassed planes, got the initial course briefing (up to this time they did not know which airports would be on the race course). Maps were spread out on beds and floors in rooms with guys and gals intent on figuring the winning combinations. A full stop was to be made at each airport, no flybys. Aircraft entered include two twins, Mooney, Rockwell, Pipers, Cessna 172, 180, Beech Sport, Grumman . . . the smallest a C140 manned(?) by two very capable 99s from Illinois. Field Morey had figured the handicaps.

A good breakfast early Saturday morning, followed by a weather briefing, and we knew the VFR flight would be skimming tree tops. Ceilings were estimated at about 3000', elevation of all airports on route about 1600'. Each leg had a time estimate . . . to be compared with actual time at the end of the race. Newspapers in the area had given us excellent pre race coverage, and at 10:00 a.m. when number 1 took off, the fence line at the airport was lined with spectators. (We also picked up a vacationing Chicago 99 volunteer who helped Caroline with timing.)

Marilyn Donagan, the hospitality hostess flew to Cable to check time, and Field Morey checked at Phillips. Both sides of the runways at these little airports (hard surface) were covered with wild flowers. At Cable a bear had to be buzzed off the runway to clear it for incoming contestants. Landing there the group was treated to homemade rhubarb strudel and candies made by the base operator Libby (a lady who loves 99s). At Phillips a contingent of lady dignitaries greeted incoming flyers with cameras clicking away for publication in north woods papers and brochures. The last leg of the course, pilots were told to look for the lumber yard annexed to the town. Some said the last they saw of it was when they took off. 77-faster planes came "home" about 1:00 p.m., making a swooping tear drop turn over the active then landing. As the Greenlees approached a big deer walked onto the runway . . . radio said that they had the deer in sight, and would go around. The noise of the Cheetah set him off running. As each plane came in, was gassed . . . there was a delicious spread of food awaiting the returning pilots and crew. Wisconsin 99s had baked, bought armfuls of that good Wisconsin cheese, hot coffee, cold lemonade, trays of sweet rolls, crackers, cookies kept tummies full until victory dinner time. As all the planes landed, Field Morey got busy with the computer . . . and all waited for the surprise announcements at dinner.

Early evening was a colorful event with ladies in dressy summer prints, gentlemen in cool lights . . . meeting in a cocktail garden area to use up those drink tickets. Hot appetizers teased hungry appetites. Moving into the massive timbered dining room at 7:00, trophies displayed near the speaker's table took over attentions. Tables were stripped to simulate the active runway . . . with miniature aircraft placed strategically. Gifts were at each place setting. First place in the speed category went to a husband-wife team Warren and Nancy Hexel of Royal Oak Michigan (Mooney), second place to Keith Hazard and Judy Suit (Rockwell) of Rockford, Illinois. First place in Proficiency was won by a new Wisconsin 99. Joyce Donner (husband Ray a pilot for one year was her co-pilot). Joyce also won the Pam Bindl award (donated by Katie and John Konkling) as best rookie of the race. The Donners also took best Cessna award, and Joyce got a prize as the pilot entered with the least logged time (78 hrs.). We are very proud of this new 99. Other awards included one for the plane coming the furthest: Helen Keidel and Margaret Juhasy, Richmond Hgts., Ohio. There were flash flood warnings . . . and tornado watches as they flew to the race. Best female crew went to the 140's gals, Julia Konger and Elsie Waher; first to send in entry gave Eloise and Bob Greenlee a bottle of WIS-Key. Best mixed crew . . . of course, the Hexels.

Sunday morning brought fog and haze, weather to the north and south hazardous flying. A few started home through the mess, 2,500' reported by the first hearty pilots. Some stayed a day longer . . . the weekend was just too nice to spoil by chancing a mishap on the way home.

Don't Follow Me, Buddy... I'm Lost Too!

By Carol Hartnett

Fancy yourself as a pilot/navigator? Then how about Rhodesian 99, Val Barbour's performance in her Beech Baron in the second leg of the Meikles Southern Sun Air Rally. Over a distance of 212 nautical miles and flying over ten checkpoints in addition to a secret one, at a given ground speed of 162 kts., her entire error, i.e. total seconds early or late at all the checkpoints was an incredible two seconds, that's right, two seconds. If you are still not impressed, bear in mind that all of this was low-level over virtually trackless bush without the benefit of VOR's or other sophisticated navigation aids.

Val's performance was just one more record broken in an event that promises to set records of it's own. In a few short years it has grown to one of the biggest events of it's kind in the world. This year 61 aircraft participated.

Aircraft cover three legs of 200-300nm. each, spending the night between each leg at a Meikles Southern Sun Hotel in one of Rhodesia's spectacular tourist spots. Each leg consists of a zig-zag course over a series of checkpoints given as coordinates of latitude and longitude. Forty minutes before take-off one is given one's route and then follows a hectic scramble to plot and calculate one's course, times, headings, etc. all in a brisk breeze that threatens to scatter one's best efforts all over the field. Ten minutes to take-off and it's still not plotted, but bundle everything into the back of the plane and SCRAMBLE. Suddenly it's all systems go as you rumble down the taxiway, nose to tail, taking off at one minute intervals. Everything to the firewall and hanging on the propeller as one turns low-level onto track.

"Quick, what's our first ETA?"

"345."

"What's that?"

"Three Four Five."

"That's the heading, twit."

"Omigosh!"

Pilotage all the way. "We should cross that stream in one minute eight; gee look at the size of that herd of elephant!"

"Forget the elephant, where the — is that checkpoint?" Stop watches, calculators, pencils, maps, maps, maps. Check the ground speed: Add three knots to the air speed: Watch that drift: Check the ground speed, check the air speed. "Whaddayamean you don't recognize it? If we're lost you get out and walk."

Suddenly a helicopter parked in the middle of nowhere. Secret checkpoint! The crafty devils! — plot, check the time, calculate, pray.

This year fourteen 99s entered in a total of nine planes. Competing with ATP's, jet jocks, fighter pilots, ag pilots and previous

winners, the 99s put in a performance out of proportion to their representation. As their contribution to the event the Flame Lily Chapter presented an elegant trophy for the best performance by a pilot (male or female) with less than 250 hours flying experience. Imagine our delight when the first winner turned out to be a 99! Rookie pilot Elaine Oates with only 150 hours, and husband Tony in their Mooney, incurred only 179 penalty points over 900 nm. and 30 checkpoints. In addition to the 99s trophy, Elaine won the World Air News trophy for the best woman pilot and was part of the team that won the Air Rhodesia team trophy. To get all that loot home she must have had to take off on half tanks. Val Barbour's determined try was foiled by a faulty timepiece on the first day and that sneaky helicopter which so many missed.

The 99s received a great boost as a result of this event with coverage in press, radio and TV all over Southern Africa.



Ninety-Nine Elaine Oates, winner of the new 99s trophy, presented for the best performance by a pilot (male or female) with less than 250 hours flying, in the Meikles Southern Sun Air Rally held in Rhodesia in June of 1978

Alaska 99s on the ground at Bettles, AK. (L-R) Betsy Nobmann, Bob Nobmann, Warren Polsky, Claire Drenowatz, Mary Jo Hotchkiss, Ruby Pappas, Anita Benson, George Pappas (looking at airplane). George and Rubby Pappas' Widgeon is in the background.



Alaska 99s Venture North

By Judi Brown

The Alaska 99s recently decided to have a fly-in, camp-out at Bettles, AK. Bettles is across the Arctic Circle about 180 air miles north of Fairbanks. Bettles, you must understand is not exactly an Alaskan visitor's first choice of places to see or do. Matter of fact, it isn't even that kind of a place for most Alaska residents. In fact, there really isn't much in Bettles. What is there is a nice, long gravel runway of 3000 feet, a population of 64, one log cabin lodge and a flight service station full of friendly folks. But to we 99s and flying friends it was a perfect excuse to head for the sky and a chance to get out of what seems to be a summer of perpetual rain. And Bettles didn't let us down. The sun was shining beautifully (all night almost).

Bettles isn't too difficult to find either. Once you've found Fairbanks, just fly north over the mountain ridge and keep a sharp eye open for that infamous trans-Alaska pipeline. Follow the pipeline for a pretty ride over miles and miles of open country, cross over the Yukon River, and fly over some of the well-known pipeline base camps like "Five Mile" and "Old Man". But keep an eye on those charts. Just north of the Arctic Circle (and for you cheechacko pilots, there is no "bump in the air" when you cross it) you must head west and leave the pipeline running north if you want to find Bettles nestled along the banks of the Koyukuk River.

Needless to say, the trip was fun and a great chance to "get out". But what George Pappas (49 1/2er of Ruby Pappas) did for we participating 99s far exceeded his role as a 49 1/2er and certainly proved himself fitting of the distinction. George arose the next morning to sweat and slave over two hot grills to cook a breakfast of hotcakes, eggs and bacon for all us 99s. Now that's service — with a smile even.

99s in the News

INDIAN SECTION

Saudamini Deshmukh will be starting Ground School for a group of students in September, which is the end of the monsoon season in Bombay and hence the beginning of the next flying year. She will be the first woman to teach aviation in India.

NORTHWEST

Pat Polsky enjoyed a "first" recently being allowed to fly as a "Mission Pilot" in the Alaska CAP's Cessna 150, 172 and 172XP on a recent search. Pat, a **Alaska 99 Chapter** member, had male observers with fewer hours than she.

Carol Farnsworth of the **Alaska 99s** received an Associate of Applied Science degree in Air Traffic Control in June.

SOUTH CENTRAL

Nebraska 99, Jackie Breeden is running for Airport Authority Board in Grand Island, Nebraska. Jackie was one of the top vote-getters in the primary election and will be on the ballot in the general election in November.

South Louisiana 99, Pat Ward is serving as vice-president of the newly formed Louisiana Aircraft Pilots Association. Her work has greatly aided this organization in getting organized.

Joan Alyea has been elected president of **Pueblo Chapter One, Colorado Pilots Association**. Joan has held the secretary's job for two years and turned that chore over to **Shannon Crouse**, new **Spanish Peaks** Chairman.

SOUTHEAST

Juanita Blumberg was voted the VIM (very important member) award by her fellow 99 chapter members of the **Florida Spaceport Chapter** for 1978.

Juanita has been a member of the chapter since 1967 and has served as Chairman from 1968 to 1971 and has held many other chapter offices. She has been Chairman of four Treasure Hunts and Air Rallye, President of CFGAA-Central Florida-General Aviation Association.

Juanita has served as Chairman for six years and editor of the **Florida Grasshopper Flying Club**. She is listed in the 1977 and 1978 'Who's Who in American Women'. She



Juanita Blumberg — Very Important Member of the Florida Spaceport Chapter

is also serving a three year term on the Aviation Noise Abatement Council for Orlando International and Herdon Airport in Florida.

This outstanding 99 has flown two Angel Derbies 1977-1978, having placed 17th and 22nd. She has 1,100 flying hours, instrument, single and multi-engine ratings. Juanita owns a twin Beech Baron. She is the president of Acme Glass Co., a family business in Orlando, Florida and is a columnist for the **Florida Aviation Journal** and a member of the National League of American Pen Women.

SOUTHWEST

At the Civil Air Patrol Wing Conference in Fresno in April, **Mayetta Behringer, Santa Clara Valley Chapter**, was given the award for Outstanding Female Pilot in California Wing for 1977.

Julia Pfile, MD, Utah Chapter has been appointed an A.M.E. in Albuquerque, New Mexico, where she practices Hematology. Another **Utah Chapter** member, **Carolyn Nichols**, an attorney, has been appointed a hearing examiner (judge) for the Utah Department of Social Services.

WESTERN CANADIAN

Roberta Taylor, Vice Chairman, of the **Alberta Chapter** was a guest speaker at the Rotary Club's general meeting in Cranbrook, B.C. The Rotary Club is a group of businessmen and professionals and included the Mayor of the city. Robbie spoke about her life in the flying business, and particularly about the activities of the 99s and the Amelia Earhart Scholarship program. She also related experiences on the recent poker run organized by the Alberta Chapter.

GENERAL INFORMATION

East Canada Section

The **Niagra Trillium** had a booth set up at the recent two-day Hamilton International Air Show. The air show was a great success with Saturday attendance breaking all previous records. The Canadian Forces Snowbirds precision aerobatic team flying T-38 jet trainers were the highlight of the show on Sunday although they were prevented from participating on Saturday due to limited visibility. The booth generated much interest from all sides and we feel it was a thoroughly worthwhile venture apart from the fact that everyone enjoyed the air show very much.

Indian Section

The **Indian Ninety-Nines** opened the Aviation Library at the Bombay Flying Club premises on Sunday, the 24th July 1978. It was a beautiful bright day, without any rain. The Library and Reading Room looked beautiful with streamers, flowers and

the "Puja" table decorated with pictures, flowers, kumkum, coconut, mango leaves, etc. which is part of the inaugural prayer ritual in the Indian way. The doorway was decorated with a beautiful fragrant garland strung across the opening. At the appointed moment, Mr. A.C.P. Wadia, Secretary of the Bombay Flying Club, broke the coconut in the doorway, while the staff sang hymns, and the Library was declared open. Among the first group to enter the Reading Room were Bombay's distinguished Aviation personalities including Mr. Muzumdar, Regional Director of Aerodromes, Mr. T.N. Subba Rao, Managing Director of Gammon India Ltd., Mr. A.C.P. Wadia and Mr. Jehangir Bhaisa, members of the Managing Committee of the Bombay Flying Club, etc. Sweets and drinks were distributed by the Ninety-nines.

The **India Section** held its third Sectional at the house of **Chanda Sawant**. Chanda and **Saudamini Deshmukh** were welcomed back

from their fruitful stay in the U.S. Exciting things are ahead with the opening of the 99 Aviation Library at Bombay, the first of its kind in the country, and the impending tour of our dear friends from the U.S.A. in February.



Indian Ninety-Nines at the opening of the Ninety-Nine Library at Bombay Flying Club are (L-R) Rabia Futehally, Dr. Sunita Bhajekar, Saudamini Deshmukh, Nina Mukadam, Mohini Shroff and Chanda Sawant

Middle East Section

On June 14, 1978, **Hampton Roads Chapter** gave an Airman Refresher Seminar in connection with the Richmond GADO. Featured were the films, "To Fly," and "Sentimental Journey," with Jimmy Stewart, "Stall Conditions and Spins," and "Density Altitude, as well as a presentation by Dwight McSmith, of NASA Research Center, on "Aircraft Crash Safety." The seminar was well attended and a big success.

Betty Jo Ault, Public Relations Chairman for the 99s Middle East Section, doesn't confine her activities to the 99s. Married to private pilot Alan, with three daughters, they have made the Civil Air Patrol a family affair. Alan and Betty Jo are 2/Lts and the older girls are in the cadet program. They belong to Doylestown, Pa. Sqn. #907, Group #90. Within the squadron Betty Jo is a testing officer, an instructor of flight subjects, and is a member of the squadron's flying club. Believing there is a great need for aerospace education, she has compiled a four to eight week enrichment course which she is presenting to the area schools. Betty Jo's love of flying stems from early childhood, but it wasn't until two years ago that she could fulfill her dream with a private pilot's license. She is also a ground instructor, presently working on her instrument rating with the goal of CFI.

Another lawyer in the Eastern Pennsylvania Chapter . . . **Arlene Feldman**. A former Chapter Chairman, Arlene returned to graduate school after marriage and two sons, achieving her goal on May 25th. She spent most of her last year studying aviation law with one of the experts in the field. One of the highlights of her last semester was delivering a paper she wrote to a law school seminar. It concerned the problem of the liability of Air Traffic Control in wake turbulence incidents. The paper has since been accepted for publication in the *Annals of Air & Space Law* at the Institute & Center of Air & Space Law of McGill University in Montreal. Arlene will be employed as a lawyer by a Government Agency until she becomes licensed in Pennsylvania and New Jersey, then plans to enter private practice of aviation and general law.

Christine Kadey finished her training in May as a controller at the FAA Academy in Oklahoma City, and has been assigned to Jackson, Michigan. It's a long way from Pennsylvania and we hope she will be able to return to her home area in the near future.

Angie Izzo, one of the 1977 A.E. Scholarship recipients, continues in many activities. On May 27th she attended an Instructor Training Seminar sponsored by the Noreast Region of Civil Air Patrol at the Willow Grove Naval Air Station. It is nationally recognized activity of CAP for

Senior Member Training, and was particularly interested since she is Aerospace Education Officer for Group 1100 and Squadron 1101 of the Pennsylvania Wing. Angie also had her flight instructor certificate revalidated in May, and attended the AOPA Flight Instructor Clinic in Atlantic City on March 11, 12, and 13.

Despite having to wait until after 11:00 a.m. for VFR, Eastern Pennsylvania held their Pennies-A-Pound on June 3, 1978, chaired by **Kate Macario**, at the Trenton-Mercer County Airport in New Jersey. Under the auspices of **Betty Jo Ault**, CAP Squadron #907 was especially helpful, and **Joan Jones** and **Joan Bertles** assisted Kate in numerous duties. Pilots and ground crew were cheerfully cooperative as usual, and Ronson Aviation delighted the 99s with the news that they would pay for the fuel! This generous offer helped the chapter net a much-needed \$452.25.



Tennessee Chapter 99s presented the 12th Annual Award for promotion of General Aviation in Tennessee to Ferris Thomas, Knoxville. Evelyn Johnson (behind the microphone) is the Chairman of the Awards Committee.

The **Memphis Chapter** is responsible for the acquisition of a picture of Amelia Earhart. The approximately 4' x 4' picture is that of Amelia and Mr. Robert B. Lea, son-in-law of Elmer A. Sperry, the founder of Sperry Flight Systems. The picture is donated by Arthur B. Hagler of Hagler Aero Service, Charles Baker Airport of Millington, Tenn. **Mary Jean Oliver** of the Memphis Chapter devised the acrylic covering and the picture was delivered to International Headquarters by **Carolyn Sullivan** during the Air Age Education Workshop in July. Many inquired about the history of the picture and two letters were received from Sperry.

"We can only assume that the photo was taken some time in the 1936-37 period, certainly not after 1937 and undoubtedly not much before 1936. The circumstances are unknown. To our knowledge, Miss Earhart did not have a Sperry Autopilot in her plane when she was lost in 1937, nor are we aware

that she used one in any of her earlier flights. If you should have any information to the contrary, we would be delighted to have it for our historical files, said Sperry spokesmen.

Amelia is shown wearing her 99 pin, the bracelet and scarf, all of which are displayed in the glass case in the Headquarters building.

New England Section

"How to avoid close encounters of the fatal kind" was the subject of a safety program at the meeting of the **Northern New England Chapter** at Rutland, Vermont. The program was based on material from Pease Air Force Base on civilian and military aircraft avoidance and was presented by **Betsy Alexander**.

New York-New Jersey Section

The **Western New York Chapter** was invited by the **Finger Lakes Chapter** to go for Balloon Rides in Dansville, N.Y., on July 19th.

Western New York Chapter Chairman, **Lois Shriver**, spent July in Colorado at the Alpine Campus of the University of Northern Colorado. She took a 6 hour course entitled, "Back to Basics Through Aviation". The course was to prepare her to teach aerospace education courses.

The **Greater New York Chapter** returned to the home of **Agnes and Ambrose Hovey** at the Westmoreland Farm on Shelter Island for a gala reunion.

A squadron of six planes were able to fly in last Saturday afternoon. The weather was bad in the Metropolitan area and some 50 members drove out for a real Island clambake. **Nina Claremont** prepared tasty barbecued chicken, and made a very special clam chowder. Soft clams were roasted on the hot stones, along with yams and corn on the cob.



99 Members (L-R) Jo-Ann Perko, Estelle Polsinello, Suzanne Polsinello, Ana Webb and Betty Elliott, along with Ward Shandoff, Accident Prevention Specialist from the local GADO office, chat in the hangar at the Great Navigators Air Rallye.

The Great Navigators Air Rallye held at the Saratoga County Airport on June 17th by the **New York Capital District Chapter** was a great success despite the ominous skies. A good crowd turned out for the flying and fun. 99s member **Mary Wolfe** and her 49½er **Chuck** came in second in their newly purchased '59 Comanche. Unfortunately for the second year in a row the men came in first. But just wait 'til next year fellas!

Ana Webb of the **New York Capital District Chapter** flew to McGuire Air Force Base June 10th for the extensive 99s tour which included a look at a C-141 and the maintenance docks. **Rosalind Rickles**, a student pilot friend, accompanied her.

On Thursday evening September 7, 1978 the **Palisades Chapter** is co-sponsoring an F.A.A. Safety Program with the Teterboro GADO as an invitation to all the newly licensed women pilots to attend. Chapter Chairman **Judy Roth** will welcome the guests as well as present a VU-Graph display of the airports designated for the 4th Annual North Jersey Cross Country/Spot Landing Poker Run to be held Saturday, September 9, 1978.

The VU-graphs depict the airport runways diagram and emphasize approach hazards and available nav-aids.

Since the primary consideration for this flying activity is **Safety**, ATP pilot and President of Liberty Aviation, Inc. (Flight School at Essex County Airport) **Peggy Naumann** will emphasize the importance of pre-flight planning, weight and balance data, and emergency landings. F.A.A. Safety Counselor and former Chapter Chairman **Clarice Bellino** will discuss "The Ninety-Nines, Inc." . . . giving a brief historical background of the organization in addition to a present day resume of who and what the 99s are. Finally, she will outline the many aviation aspects and contributions woman pilots give to the aviation community in the hope of encouraging those present to join and become active members of a great organization.

In conclusion, **Bob McLaughlin** TET GADO Accident Prevention Specialist will present various pertinent aviation films.

The 4th Annual North Jersey Cross Country/Spot Landing Poker Run conducted by **Palisades Chapter** and endorsed by the F.A.A. Teterboro GADO is scheduled for Saturday, September 9, 1978 with a raindate of Sunday, September 10, 1978.

The contest is open to all area pilots who should use pilotage and dead reckoning to complete the course including the airports of Greenwood Lake (Headquarters and Terminus), Blairstown, Flanders, and Sky Manor. Pilots may start at any of the airports and fly the course at their discretion; however, to be eligible for one of the many fantastic prizes, the pilot must be

present at 4 p.m. at the terminus.

North Central Section

AOPA and All-Ohio Chapter join hands again to welcome all the enrollees in the Flight Training Clinic held June 23-25 at Ohio State University. **Sally Brockman**, her friend **Peggy Botros**, **Bob** and **Marilynn Miller** and **Bonnie Miller** furnished the transportation between airport and motel. It was fun talking to the Pinch Hitters.

The June Meeting of the All-Ohio Chapter found the 99s meeting in Wapakoneta. Sound familiar? Remember our first man on the moon, Neil Armstrong? **Marie Allen** arranged the meeting to be held next door to the Neil Armstrong museum. This is a fascinating museum depicting Neil Armstrong's flying career from start to all the honors bestowed after the moon-walk.

Marie Allen, also placed 2nd in an Area Cessna Precision Flying Tournament, and was the only woman entered. **Barbara Deeds** is now flying aerobatics in a 150 Aerobat. **Rosalie Burchett**, All-Ohio Chapter, Instructor brings her newly soloed students to the 99 meetings.

The Greater Detroit Area Chapter's newest member, **Phyllis Wood**, headed a committee to introduce "99s" to the aviation community at Mettetal Airport. She has organized the whole show which included a Dawn Patrol breakfast, Air Show, Hot Air Balloon commercial flights, NASA moon rock display, radio-controlled model airplanes and many other activities. Members of the Greater Detroit Area Chapter helped where they were needed. A special thanks for extra help from members, **Toni Chamberlain**, **Doris Kilanski**, and daughter **Mary**.

On June 28, the Greater Detroit Area Chapter had a "Fly a Non-Flying Friend to Lunch" activity to expose our friends to the delights of flying. There were five planes, with 12 people that flew to St. Clair Co. International Airport, Port Huron for lunch. There was also a student pilot, a future 66/99 who was signed off to come as part of her cross-country. The weather was beautiful and the turn out great. Everyone enjoyed themselves.



The winner takes the champagne bucket. **Marilynn Miller**, Vice Governor, presents the traveling trophy to **Doris Kilanski** of the Greater Detroit Chapter.

The July 20 meeting of the Greater Detroit Area Chapter was at the home of **Mearl Frame**. We had guest speaker **Julie Clark** from the Michigan Chapter with lots of information on the Michigan SMALL Race, with tips on flying the race. It was a great time with lots of food at a pot-luck dinner.



The Cape Girardeau Area Chapter members who attended the 99s 12th Annual Award Luncheon hosted by the Tennessee Chapter are: **Mona Marcec**, **Carlene Lawder**, **Evelyn Braese**, International President and Guest Speaker **Lois Feigenbaum**, **Sue Long** and daughter "J.M." and **Ruth Taylor**.

The first Indiana Dunes Air Rally was held on July 22, 1978 at Greater Kankakee Airport, Kankakee, IL. The Navigation Event was won by **Sheila Dick** with **Lois May** of Michigan 99s as co-pilot. **Sue** and **Ray Mohnssen** placed second and **Kathy** and **Chris Magon**, sister and brother, placed third. **Kathy** is one of the newest members of the Indiana Dunes Chapter. **Kathy** was pinned at the July meeting. To be pinned at the August meeting is **Shirley Spry**. **Shirley** passed her checkride on July 24. Her examiner was **Delbert W. Koerner** whose license is #7705, issued on August 15, 1930 and signed by **Orville Wright**. **Sue Mohnssen** is our newest Instrument Pilot, receiving her rating in July.

Governor **Lois Kennard** presented the Charter of the new **Aux Plaines Chapter** to the new Chairman **Sue DeWolf**. We are always happy to welcome a new chapter.

Fun time came after the business meeting in the form of the banquet. One of the surprise events — the All-Ohio Chapter presented **Vi** and **Emmett Blowers** with a gift to help celebrate their 36th wedding anniversary. Do you suppose this marriage will last?

The North Central Section presents a traveling trophy to the Chapter that has the largest percentage of attendance. This spring **Doris Wilanski**, Chairman of Greater Detroit took it home. It was relinquished reluctantly by All-Ohio who said "Watch it, we'll get it back come fall."

Indiana Chapter held a Treasure Hunt in conjunction with the regular June meeting, clues by **Dorothy Niekamp** and Chapter Chairman **Lilly Danek**. Weather north of

Bloomington caused light participation, but it is to be rescheduled in the fall.

Northwest Section

The Alaska 99 Chapter had Mr. L.D. "Pat" Cody, Director of Aerospace Education, Pacific Region, Civil Air Patrol, as their guest speaker during their June Awards Banquet. Pat gave a most informative slide show/lecture on the history of aviation and aerospace education as well as inducted all eligible aviators in the honorary society of Barons and Baronesses. Award recipients at the banquet included Betty Rogers, Edith Miller, Joyce Bergstrand, and Lavelle Betz each of whom received an Amelia Earhart Achievement Award medal.

South African Section

The Annual General Meeting was held over the weekend of 20/21 May at the Ranch Motel near Pietersburg. A total of 42 people (including 49½ers) attended the weekend's activities which is a record. We were delighted to have members of the South Central Africa section fly down, which was a tremendous effort. The highlight of the weekend was the most useful and instructive lecture on survival given by Capt. Peet du Preez, the leading man in the South African Defense Force on this subject. He also took us for a walk in the bush country around the Ranch Motel showing us examples of poisonous and edible wild plant life.

The next half-year (Spring) sectional meeting will be held over the weekend of 22/24 September at Bumi Hills and should prove to be great fun.

South Central Section

The Omaha Area Chapter participated in the two-day "Aviation Days" program at the Millard Airport, sponsored by the University of Nebraska at Omaha and the FBO's at the airport.

The Omaha Area Ninety-Nines attended a dinner at which the featured speaker was Col. "Pappy" Boyington, of "Baa, Baa, Black Sheep" fame.

The Lubbock Chapter is busy planning their second Sky Pals Seminar to be held September 15-16, 1978. The seminar includes a simplified ground school for spouses of pilots. This session was accepted extremely well last year and this year appears to be an even bigger success. A couple of the attendees last year actually began flying and are now pilots!

The Lubbock Chapter held a fly-in to Snyder, TX since two of our chapter members live there. Upon arrival at the airport, Rhylene Stoker and Delores Keyes escorted us to Rhylene's home for a truly gourmet dinner. The 49½'s voted unanimously to make that trip a regular Saturday night affair!!

Exceptionally hot weather during the

month of July didn't necessarily slow the Golden Triangle Chapter down. We remarked Grand Prairie airport and some of us flew on to Lake Murray, Oklahoma for a late breakfast.

Meeting night this month was spent on a tour of Dallas/Ft. Worth Regional Airport's security system. The tour, including the canine demonstration, took 2.5 hours. The security system is far more complex than any of us would ever have imagined and we would recommend other area chapters making this one of their programs.



The Golden Triangle Chapter money-making activity for the Spring '79 Section Meeting was a scrub-down held at Arlington Municipal Airport.

Nebraska 99s have been busy airmarking. They marked the roof, runway numbers, and runway center line at the Falls City Airport on May 20, and on June 3, they marked the roof of the Aurora, Nebraska Airport. The Nebraska 99s are proud of the brand new set of airmarking paint brushes provided for the Chapter by the State Department of Aeronautics.

Nebraska 99s also sponsored a Flight Safety Clinic in Lincoln on May 18. Topics included Density Altitude, Flight Service Means Service, Light Twin Performance, and Air National Guard Jet Routes.

Though not called a project per se, a race stop calls for a bit of doing. Eleven Oklahoma Chapter members turned out to help with the ARC race stop at old Clinton-Sherman AFB. The FBO L. M. Choice, the FAA, the Burns Flat Chamber of Commerce and other good people there contributed toward making it a good stop, so the racers said.

Then, on the heels of the ARC race stop, came the Aerospace Workshop on the OU Campus in Norman. Again the Oklahoma Chapter turned out to help and attend. From packaging materials, to transportation, to Girl Fridays, we did it all. Got to see a lot of old friends, make some new ones along with a good dose of Aerospace Education.

Former Colorado member, Marilyn Sidwell, has transferred to the Oklahoma Chapter. She is a General Aviation

Operations Inspector (Instructor) at FAA in OKC — Flight Standards Branch.

South Louisiana 99 members Gloria Holmes, Eleanor Lowry, Sandra Rice, Pat Ward, and Dee Wilson recently airmarked Leesville, La.

Sandra Rica appeared on a Lake Charles, La. TV show publicizing the 99s and the July fly-in meeting in Jennings, La.

Joan Alyea, 49½ Dale, and Shannon Crouse, Spanish Peaks Chapter, participated in a Civil Air Patrol Practice Search at Pueblo in July. Plane crews located a practice ELT, directed ground teams, and located visual targets. The practice was held by Group III and Colorado Wing staff, and was a proficiency competition.

Southeast Section

The Florida Spaceport Chapter had an Air Rallye at Merritt Island Airport in Florida. The Air Rallye began at 11:00 a.m. and lasted about three hours with 13 planes taking part. The Chapter made \$200 and a large crowd turned out for an outdoor pancake breakfast provided by the Civil Air Patrol. A sky-diving exhibit, aviation movies, a hot dog barbeque lunch, prizes and favors were also part of the agenda.

Margaret Stannah of the Spaceport Chapter won the 4th place trophy in her Cessna 150, as pilot. Also Chapter member Dottie Parsons won 6th place, as pilot.

Bonnie Quenzler (Chapter Chairman) and hubby 49½er Laird, served as chief judge and chief timer. Irv and Alice Bubeck were our hosts at their own F.B.O. — Merritt Island Air Service.

A spotlanding contest was enjoyed by many pilots during all the activities taking place. It was a packed full, fun day at Merritt Island during the Air Rallye.

Members of the Gulfstream Chapter recently gathered at the Ft. Lauderdale Bendix Avionics Division for an audio-visual tour of the facilities. They were also treated to a movie on Art Scholl's aerial acrobatics and refreshments. New officers were elected. Ellie McCullough is the 1978-79 Chairman.

Southwest Section

The Inland California Chapter is working hard to make the Riverside Air Race a successful one. Millie Langwell is Race Chairperson, Janice Hoffman, coordinator. Toookie Hensley and 49½ Don are planning an interesting race course.

Alberta Brown has completed 2 weeks orientation at Palmdale Center and is near completion of 4 months training at Oklahoma City for a position in Los Angeles Center.

On June 3rd, and 4th, the Orange County 99s had an overnight fly-in south of the

border into Baja, California, to Rancho Santa Ynez. It was a big turnout with nine planes and 21 people participating. **Joan Hill**, a frequent Baja traveler was our squadron leader.

Pam Vander-Linden and **Ruth Dilg** became acquainted with the Air Race Classic route by flying it with an added handicap — a back seat full of avocados. They also flew two publicity flights to Las Vegas. Pam's flying activities also got her a spot on the Channel 8, San Diego, TV interviews with Active Senior Citizens.

At the urging of men who like to race, **Palomar Chapter** is planning its annual Mens Air Race September 23, 1978. Contact chairman Virginia Boylls for details.

Mary and **Brad Pearson**, **Palomar Chapter**, have added a partner to Flight Trails and a Hughes Helicopter Service Center flight training program. They have one Hughes 500 and two Hughes 300 helos. The 500 has already made a TV debut in the "Spiderman" series.

Arizona Frontier Aviation in Tucson hosted this year's Cessna Pilot Center Precision Flying Tournament. Contestants made spot landings, power-on and power-off, and flew a crafty cross-country looking for check-points and trying to meet exact estimated times.

When the results came in, **Tucson 99s** **Pati Jones** and **Joan McDonald** took first and second place honors. First place winner Pati has been a 99 for two years and is completing her Commercial and Instrument ratings. Second place winner Joan is Commercial and Instrument rated and is working on her CFI. Tucson Chapter is lending much moral support to Pati as her Cessna Pilot Center sends her off to Long Beach to compete in the zone tournament, the last step before the national competition in Wichita.

Tucson Chapter's June meeting was a real lifter and made interesting by wine, cheese and a visit from Dr. Morton Aronoff, a noted Tucson physician. Dr. Aronoff, whose specialty is plastic, cosmetic and reconstructive surgery, spoke on the subject of face lifts . . . and other things that can be lifted. The doctor assured the girls that, indeed, it's never too late. Stay tuned . . . the Tucson Chapter may become a group of rare beauties as a result of this!

Utah Chapter members have been very busy with all types of flying activities.

Marena Palmer is a crew member on a DC3 flying out of Missoula, Montana, for Christler Flying Service, Thermopolis, Wyoming.

Donna Penninger is off to Maine for a summer of flying float planes. Sure beats teaching Math!

Ruth Kendrick, **Julie Jacobson** and **Carol Rayburn** went to Grand Junction, Colorado to work at the Air Race Classic stop. They

got to see our local entry, **Carol Clarke** and **Sidney Sandau** fly by to continue on to Casper.

At the Annual Award Banquet of the **Santa Clara Valley Chapter 99s**, **Jeane Leete** was adjudged Professional Pilot of the Year, and **Stella Leis**, Non-Professional Pilot of the Year. With many outstanding nominations for the Service Award, the judges were unable to decide on any one person, and the Service Award was awarded jointly to **Pat Davis**, **Joan Enyeart**, and **Pat Rowe**. **Dian Ward**, a Santa Clara Valley Chapter member now employed by United Airlines in Denver as a Flight Operations Instructor, flew out to serve as mistress of ceremonies at the banquet.

Pat White also of **Santa Clara Valley Chapter** won the "Best Luscombe" award at the 14th Annual West Coast Antique Fly-In at Watsonville. Her green-and-white Luscombe N13388 is 31 years old.

We're awfully proud of **Ann Tunney**, **Santa Rosa Chapter**, our only representative in the Air Race Classic this year. We predict you'll be seeing her name in the "Top Ten" in the coming years.

Just back from the Palms To Pines Race — **Ginny Wegener**, Pilot and **Lynn Cary**, Co-pilot came in second and also brought back the trophy for best Piper. Pretty neat, since they are Chief Pilot and CFII for the Cessna agency at Sonoma County Airport! **Marilyn Jack** and **Gail Lee Bartlett** came in 8th in the Palms to Pines, and also brought back the trophy for best "First-time racers"! They're ready to go again . . .

Barbara Benson, Fly-in Chairman, planned a really good fly-in to Garberville recently. The picnic consisted of huge submarine sandwiches and gourmet salad, all enjoyed at the Benbow Inn, along the bank of the Eel River. **Joan Robbins** had the chapter come to her home in Geyserville for the July meeting.

Five planes from the **San Joaquin Valley Chapter** recently made a DRF flight from Modesto to Santa Barbara. More than 1500 lbs. of medical supplies were transported. **Jean Murray** made the arrangements and we were met by **Joan Steinberger** in Santa Barbara.

Piloting the planes were **Dottie McAllister**, **Barbara Glantz**, **Rosie Hijos**, **Rene Nealon** and **Norma Draper**.

The **San Luis Obispo County 99s** provided a food concession for the annual Ryan Fly-in at the Paso Robles airport on June 10th and 11th. More than \$100.00 was net. Since there is no food available at the Paso Robles airport this has become an annual event. The chairman of the event was **Shirley Moore** and the Co-chairman was **Judi Gorham**.

Two Safety Seminars were held in **San Luis Obispo County**, one on June 3rd in

Paso Robles, the other in **San Luis Obispo** on June 4th. Combined attendance for the two meetings was close to 100 people. The advance publicity was done through newspaper, pilots newsletter, FAA Flyer, and posters at the FBO's. The north county facilities were arranged and hosted by **Shirley Moore** who made a sample survey which showed 5 instructors, 16 pilots, and 9 students in attendance. The south county arrangements were made by **Pat Kamm**. An excellent two hour program was presented by **Chuck Johnson**, **San Jose GADO**; **Art Moses**, **Paso Robles FSS**; and **John Breene** and **Dennis Ragle** from the **Los Angeles Center**. Subjects covered included safety tips particularly with regard to weather related accidents; the importance of flight plans, how and when to file; what they can and cannot do for you and the services offered by ATC. Two excellent films about ATC and Mountain Flying were also shown.

Golden West's Kathi Wentworth is now piloting Navajos for Yosemite Airways at Columbia Airport.

Representing **Golden West 99s** at the Federal Aviation Administration Consultative Planning Conference in Los Angeles July 27 were **Pat Palmer**, **Rae Gilmore** and **Karla Straube**.

The purpose of the conference, according to **Pat Palmer**, was three-fold: to become familiar with the FAA's current and advanced system development programs and the benefits expected; (2) to examine critical policy issues and issues of operational philosophy that will determine future FAA Engineering and Development program directions; (3) to gain input from a wide range of the aviation community, including general aviation.

Phoenix Chapter members and guests were fired with enthusiasm by **Charlotte Kelley-Wolfe**, Whirly Girl #24, as she described the planning and training for U.S. participation in the Third World Helicopter Championships to be held in Vitebsk, USSR, in August. Charlotte is a member of the US team, and the Whirly-Girl coordinator for the event.

Jessie Wimmers, ATP from **Phoenix Chapter**, instructed at the AOPA Clinic in Columbus, Ohio, on June 24-26, and in Colorado Springs on the July 21-23 weekend. Jessie gets around on the ground as well as in the air — she runs five miles every morning, and recently ran a half marathon!

Ruby Sheldon, **Phoenix Chapter**, is flying co-pilot for AZL Resources, Inc., formerly known as Arizona-Colorado Land and Cattle Company, in a Cessna 421 Golden Eagle. A broken foot hasn't caused her to miss a single turn of the prop. When asked how she broke the foot, she replied, "Well, they told me to kick the tires . . .!"

The San Joaquin Valley Chapter recently honored Billie Wyatt at a luncheon in Modesto on the occasion of her becoming a life member of the 99s.

Billie received her license in July, 1950, and was one of the 12 original members of our chapter, organized the following January. Although she no longer flies herself, she has been a very active member through all the years, especially in the field of legislation.

Western Canadian Section

More than 35 light aircraft took part in the First Annual Poker Run sponsored by the Alberta Chapter 99s on May 28th.

Participating airports included Vegreville, Wetaskawin, Lacombe, Ponoka, Three Hills, Stettler and Camrose, in addition to Red Deer which was the terminus. Pilots and passengers were required to fly to any five out of those eight airports, picking up a playing card at each location; and presenting their poker hand to the judges at Red Deer by 2 p.m.

First Prize winner was Ed Makarenko of Red Deer with a flush. Ed won a trip for two to Victoria courtesy of PWA.



Anola Laing, Chairman of the Alberta Chapter, presenting First Prize Trophy to Ed Makarenko of Red Deer at the 99's Poker Run May 28th.



Joint Meeting — Alberta Chapter and the Intermountain Chapter met in Athol, Idaho for hot air ballooning and gliding on May 20th. Special guest was Lou Wicks, Governor of the Northwest Section. (L-R) Edith Zak, Alberta Chapter; Liz Webster, Vice Chairman Intermountain Chapter; Eleanor Bailey, Rosemarie Painter and Karen Bailey all of Alberta.



Several of the extra keen Alberta group camped the night before on the aerodrome for a dawn balloon flight, only to succumb to the effects of a long trip and some late hangar flying, and have to be roused by the noisy arrival of the first Spokane participants. The weather was terrific and the first round of ballooning was finished at 7:30 a.m. with a traditional champagne breakfast, poured while standing around the open gondola.

The Saskatchewan Chapter has a Poker Run planned for July 23rd. The airports will be Humboldt, Lake Lenore, Melfort, Wakaw and Birch Hills.

Canada's brand new 99 chapter, the B.C. Chapter is going to host the Fall Western Canadian Section meeting in Vancouver on September 16.

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.

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ADMINISTRATIVE POSITION

with 135.2 operator of large aircraft. Must have pilot certificate and knowledge of FAA Regulations. Unique opportunity with growing company. Will train to teach systems, basic indoctrination and hazardous material. Responsibilities include: pilot records, company manuals, FAA reports. Send resume to: Airgo, Inc., Attn. Mrs. Kirby, LB 31, Love Terminal Bldg., Dallas, TX 75235, 1-(800)-527-6024.

BOOK: "I Taught Amelia to Fly" by Neta Snook Southern, 15891 Shannon Rd., Los Gatos, CA 95030. \$7.40 postpaid.

Ruth Lummis in the Amazonas

By Carole Chambers

Ruth Lummis, Sacramento Valley 99, has been in the Amazonas for some time assisting Jerrie Cobb in her missionary work with the Indian tribes. Ruth writes:

It is raining now and that is not unusual down here. We are staying in the home of missionaries and the finca is the farm where they bring Indians in from various tribes for six weeks and teach them some basics in cattle, pigs, poultry, sewing and health. Then the Indians go back and teach their tribe. They use materials that are found in their own area.

The Indians are small in stature but sturdy, very strong and a happy people. We have stayed in their malocas with them and they make us welcome. A maloca is a large building, 50' x 100', thatched roof and mud walls with one entrance at each end. Support poles inside are used to tie their hammocks

for sleeping. There are many families in each one (40 to 50) and they each cook separately on their own tiny fires. Dry wood is precious and they put the sticks in inch by inch and have clay bricks to set their pots on. They eat mostly yucca which takes all day to prepare as they have to get all the poisonous liquid out of it. It tastes like poi. They fashion it like large tortillas and there is only starch in it, so not much for food value, but it does fill the stomach. This is really the life for me and I love it. Even ate tapir — it's good! Dark and tough, but good flavor and the liver is more mild and tender than calves' liver. I'm so very happy and am learning lots. Sometimes I even get all the dials on the instruments where they're supposed to be at the same time!

Best love,
Ruth



Ruby Sheldon with Bell UH-1F (Huey) helicopter which she ferried from Arizona to an ice island located at Lat. 73°33' N, Long. 148°31' W, in the Arctic Ocean.



Aviation pioneer Peggy Vining Potter



Barbara "Bobby" Smith floats through space.



Glider pilot Hanna Reitsch



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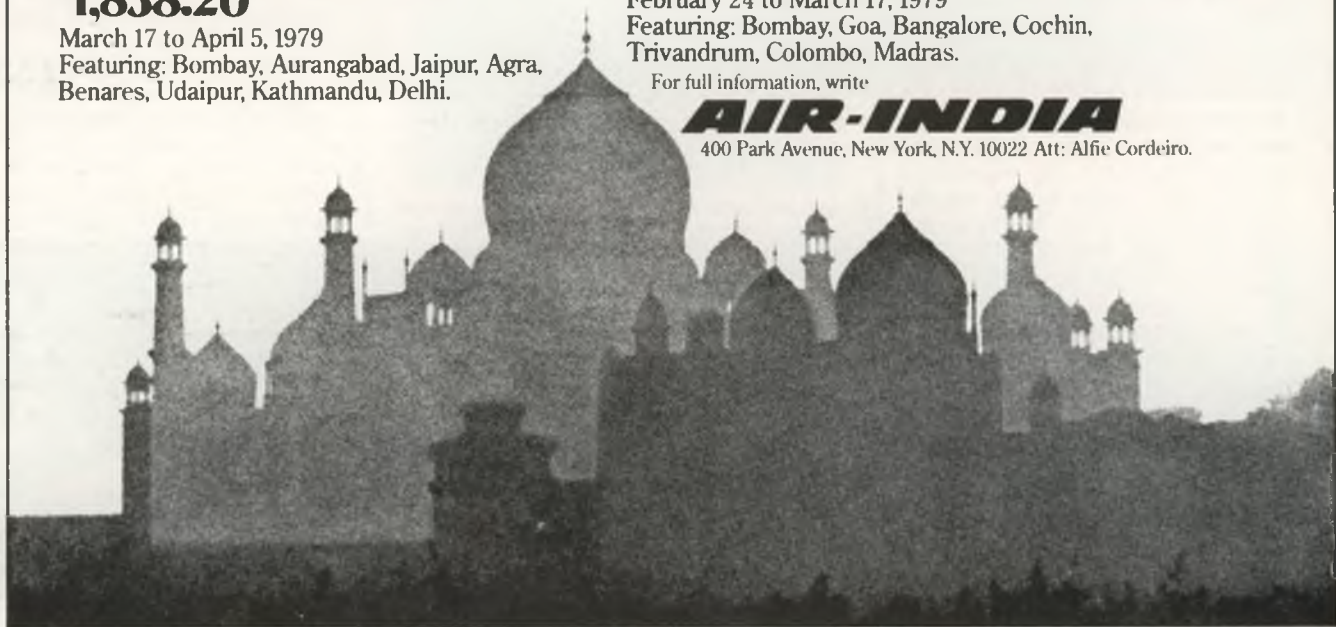
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