

the 99 news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

October, 1978

THE NINETY NINES
INTERNATIONAL CONVENTION
CANBERRA AUSTRALIA



Give this to someone who would make A Good 99

To become a member of the Ninety-Nines, a woman must have at least a private pilot license and be sponsored by a current member of the Ninety-Nines. Student pilots are welcome to attend meetings and get acquainted.

If you would like additional information on the Ninety-Nines or would like to meet Ninety-Nines in your local area and attend their chapter meetings, please fill out the form below and send it to Ninety-Nine Headquarters.

Request For Information

Name _____

Address _____

Home Phone _____ Bus. Phone _____

Please indicate your aviation experience:

_____ Student _____ Private _____ Commercial _____ ATP

_____ Airplane _____ Helicopter _____ Jet

Additional Ratings: _____

Comments:

Return to:

The Ninety-Nines, Inc.
P.O. Box 59965
Will Rogers World Airport
Oklahoma City, OK 73159

THE NINETY-NINES, INC.

Volume 5 Number 9 October 1978

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The 1978 Annual Convention, held August 16 - 19 in the city of Canberra, Australian Capitol Territory, was our 49th but the first one to be held outside the North American Continent. As you have undoubtedly heard, it was a beautifully run and thoroughly enjoyable four-day Convention. The Registration Fee paid for lunch and dinner for all four days! Our hotel was the lovely Lakeside with the town of Canberra and surrounding areas providing unlimited opportunities for sightseeing. Layne Glanville-Williams, Governor of the Australian Section of The Ninety-Nines, also assumed the tremendous responsibility of Convention Chairman. Their Section has forty-nine members living in an area the size of the United States. Needless to say, the lion's share of the pre-convention work fell upon the shoulders of the handful of Ninety-Nines who also live in and around Sydney. The Australian Ninety-Nines heaped praise upon Layne as their organizer-without-peer and guiding light. Audrey Williams was also highly commended by the Committee members since she was responsible for keeping records on registrations, payments, tickets, etc. Our hearty "Thank You" to all who worked so hard to give us an enjoyable, unique and highly-successful Convention.

The two Board Members elected by the delegates were incumbent Charlene Falkenberg and Barbara Goetz who is also the International Safety Education Chairman. We welcome them with enthusiasm.

Although the results of the voting on the proposed amendments to the Bylaws will be explained to you by your Delegates at the forthcoming Chapter and Section Meetings and will appear in the new Roster, I would like to mention some significant amendments. Article VI, Section I was changed. It will now take seven women pilots to form a new Chapter, however, as before, when a Chapter drops below five members it will be declared inactive. Article VII, an addition to Section I gave the Members-at-Large delegate votes at the Annual Meetings. There was considerable discussion on Article III, Section 3, Dues—but the motion was tabled. The proposal being voted on was to permit all members of the Ninety-Nines residing outside the U.S. to pay half dues but still continue to receive all mailings, the 99 NEWS and the Membership Directory. After the motion was tabled, Lois asked me, as incoming President, to appoint an ad hoc committee to study and consider the issue which has come up annually for many years. The members of the committee have not yet been selected.

The great majority of us were on tours which took us to various countries both prior to and after Convention. The tour I was on visited New Zealand where we also received unbelievably warm and enthusiastic welcomes in the cities we visited, then Australia and finally the Fiji Islands. We crossed paths with several other tour groups in Auckland, Melbourne, Sydney and of course, we all came together in Canberra for the Corroboree. Each one of us happily and noisily proclaimed the tour we were on to be the best, but we had little time for conversation as there was so much to see that we might never have an opportunity to see (and photograph) again. Today as I write, many 99s still have not returned as they went on to visit additional far away places.

Did we enjoy ourselves Down Under? Affirmative!



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
- 6-8 *Caribbean Section
Treasure Cay, Abaco, Bahamas
- 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

NOVEMBER

- 1 November 99 Renewals Due
Deadline — December issue 99 NEWS
- 25-
Dec. 1 *The Bahamas Flying
Treasure Hunt

DECEMBER

- 1 December 99 Renewals Due
Deadline — January issue 99 NEWS

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

Tell us your requirements, and we'll do our best to fill them.

*RACE INFORMATION AVAILABLE

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.

If you're interested in testing your proficiency over the 300 mile Empire 300 course, contact Betty Elliott, 27 Crumitie Road, Loudonville, NY 1221.

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.

Reservations for the Caribbean Section Meeting may be obtained by calling Treasure Cay Hotel, toll free 1-800-432-8257 (inside Florida) or 1-800-327-1584 (outside Florida). Say "99 Reservation".

The Bahamas Flying Treasure Hunt information may be obtained by writing: The Bahamas Flying Treasure Hunt, 255 Alhambra Circle, Suite 275, Coral Gables, FL 33134.

NEW RATINGS

MIDDLE EAST

Dorothy Hines — Eastern Penn. - Seaplane

NEW YORK—NEW JERSEY

Kathy Lusteg — Long Island - IFR
Harriet Bregman — New York Capital - IFR
Mary Rich — Western New York - ME
Lois Schriver — Western New York - BGI

NORTH CENTRAL

Bonnie McSwain — All-Ohio - CFII
Gigi Green — Central Illinois - IFR
Elsie MacDougall — Far West - IFR
Stevie Lipnick — Greater St. Louis - Comm.
JoAnn Sabo — Great St. Louis - IFR
Fran Doherty — Iowa - Comm. Helicopter
Kathleen Berg — Minnesota - IFR

SOUTH CENTRAL

Doris Fuller — Dallas Redbird - ME
Cathy Jones — Dallas Redbird - ME
Mary Able — Houston - Instructor-Examiner
Kay Alley — Kansas - Comm.
Kay Brunton — Kansas - IFR
Ellen Boyle — Kansas - IFR
Susan Horstman — Kansas - ATP & Jet Rating
Dorothy Dickerhoof — Kansas - ME
Jackie Luke — Kansas - ME
Amy Pilkinton — Shreveport - CFII
Mary Jo Voss — Shreveport - CFII
Laura Jobe — Texas Dogwood - Comm. IFR
June Hirth — Texas Dogwood - Comm.
Clara Pace — Texas Dogwood - CFI

SOUTHEAST

Shirley Rogers Davis — Gulf Stream - SES
Peggy Brown Sanders — Gulf Stream - SES
Joanne Johnson — Kitty Hawk - IFR

SOUTHWEST

Frances Gibson — Alameda County - BGI
Brenda True — Alameda County - ME
Marijane Nelson Howard — Aloha - MES
Linda Burk — Orange County - Comm.
Marie Christensen — Orange County - SES, Comm.
Barbara Ward — Orange County - IFR
Rosemary Longmire — Palomar - I.T.A.-Free Balloon
Joan K. Enyeart — Santa Clara - CFII
Peg Ewert — Santa Clara - IFR
Stella Leis — Santa Clara - Comm.

**Last Chance to Order
your 99 History Book!**
See Order Form Inside Back Cover

New Horizons

Natasha Swigard

Phoenix Chapter 99 Natasha Swigard received her clearance to New Horizons from the Controller she trusted, on Thursday, August 3, 1978. Her departure was earlier than planned because of cancer.

Natasha's valiant spirit throughout the three years of her illness promoted bonds of friendship and caring in the membership of the **Phoenix Chapter** that will remain as a fitting memorial to her. Her interest in the activities of the Chapter and its members never faltered. The many 99s who visited her often both at home and in the hospital were always made to feel that they were her favorite visitors.

Natasha was a winner! First, there was her victory in attaining renewal of her medical certificate—not on waivers—after a round of surgery and therapy had virtually destroyed the vision in her right eye. The next thing we knew, she piloted her Cessna 182 to first place in the 1976 Kachina Doll Air Rally. Never was a winner of the magnificent Goldwater Trophy more sincerely applauded by her competitors! Her 49½er, Cliff, and their five children were in the cheering section.

Together, Natasha and Cliff used their plane as transport from the arid desert to the blue Pacific at San Diego where they pursued their second love, yachting.

Natasha was instrument-rated, and had been a 99 since November 1972. She served the chapter as reporter for the Ninety-Nine News, editor of Cloud 99, public relations chairman and chapter photographer, and she participated in many service activities. She had taught school, was a professional photographer, a talented painter and a super person.

Nell Behr

Nell Foster Behr, early-day pilot, died August 16, 1978 at Seattle, Washington during open heart surgery. She served as Governor of the Southeast Section under Amelia Earhart and was also a life member of the OX 5 Aviation Pioneers. She was also a member of the Pacific Northwest Aviation Historical Foundation.

Fred Rueckert

Fred Rueckert, long time friend of all 99s, active supporter of **Bay Cities 99s** and **Ruth's 49½er**, lost his prolonged battle with leukemia on September 8, 1978. There were many times over the years when defeat seemed inevitable but then a Christmas party, picnic or whatever, and there was Fred looking the picture of health and behaving in his usual jaunty manner. He will be missed but never forgotten.

Captain David Howard

Capt. David Howard, husband of **Aloha Chapter** member **Marijane Nelson Howard**, was lost at sea as the result of the crash of a seaplane he was piloting. The accident, which occurred under adverse conditions on the open sea, also claimed the life of his copilot, former Marine Lt. Colonel Thomas Mooney. Capt. Howard was a well-known member of the aviation community and an employee of the Antilles Air Boats Company, Virgin Islands, and will be greatly missed by his family and friends.

Rodney Billings

We are sad to report the death of **Far West Chapter** President **Vi Nixon's** husband, Rodney, on July 10, 1978 when his aircraft crashed near Billings, Montana during a record flight attempt to set a closed course record for light planes. This was the same plane he used in October, 1976, a 1950 Cessna 170A, to set a straight-line record for light planes. He received the Louis Bleriot Medal for 1976 from the Council of Federation Aeronautique Internationale in Rome, Italy, and was awarded the first "Pilot of the Year" award from the Puget Sound Pilot's Association.

Safety Education

By Barbara Goetz

PSMP — Oh So Misunderstood
Boy, is my face red! Everyone keeps asking me what PSMP means. Is it worth something or is it just more jargon in the mystical alphabet soup of pilots. I apologize, I assumed everyone was familiar with the program since its inception in the March '76 99 News.

PSMP is the Pilot Safety Maintenance Program for safety education for the International 99s. So what is it and what does it do? PSMP is your personal commitment to safety. The program requires you, as a pilot, to maintain your proficiency on a regular basis. As an example, the program requires you to do 5 each, short field - soft field takeoffs and landings every 3 months. This is then entered in your log book and verified by a CFI.

Another example, every 6 months, you are required to review your Owner's Manual and Operating Limitations and enter that also in your log book. In all, there are 32 items to be accomplished in a period of one year, logged in your log book and verified by

a CFI. It is not necessary for a CFI to ride with you at any time. Any new rating automatically qualifies you for the Pilot Safety Maintenance Program. You may obtain the form for this program from either your Section Safety Education Chairman or myself.

Now, let's take a look at last year's year end report and the results of the over 50% of the chapters that participated. What is most obvious, is that any chapter that participated in the Pilot Safety Maintenance Program scored very high in the standings.

Participation in the PSMP was rewarded with bonus points as an incentive for you to participate in this program; however, I do not believe that this gives a true picture of a chapter's actual participation in safety participation. Therefore, next year, the points for the Pilot Safety Maintenance Program will be chapter weighted, that is, divided by the number of persons in the chapter. Also, the form will be revised to include more safety education programs. The point value of each item will be

reevaluated and be based on a degree of chapter participation and the length of the program. Many good and interesting ideas have come from the reports you have turned in. As an example, many chapters are using their chapter newsletter for their safety education program rather than taking up valuable chapter meeting time. Also, many chapters are including safety education as an integral part of each fly-in. One message I received loud and clear from the reports that were returned was that many chapters and sections do not wish to compete for points for various reasons. However, because we are an educational, scientific, and charitable organization, the corporation must justify these kinds of activities in some way; the safety education report is a way of doing this. Therefore, on next year's year end report form there will be a place for you to indicate whether or not you wish to have your report entered into the competition for the trophies. Whether or not you compete is a decision that is up to each individual chapter or section.

Aviation Law

By Sylvia Paoli

Anyone who has done much "shopping" for insurance policies is aware of the many companies who put "exclusionary" clauses in those policies. If there was any doubt as to their validity, a 1976 Michigan case clarified the point as to many such clauses.

Robert J. Kinnavy, a corporate executive in Chicago, was insured under a group accident policy in the amount of \$50,000 for accidental death. Mr. Kinnavy lived in Benton Harbor, Michigan and commuted to work each day in his personally-owned Piper Cherokee. His wife drove him to the airport in Benton Harbor, and he kept a car at Sky Harbor airport in Chicago.

On November 13, 1969, Mr. Kinnavy took his usual flight to work, left the office around 4:30 p.m. and was never seen alive again. On December 6, 1969, his body washed up on a Lake Michigan beach. The medical examiners determined that his death was caused by external-violent means, and that his injuries were of the type frequently found in aircraft fatalities.

No one actually saw his plane take off, but it was noted that between 5:30 and 6:30 p.m. on that evening his car was parked at the Sky Harbor airport and his plane was gone. Further, the National Weather Service had received a request for weather information from a person on the ground who identified himself as the pilot of Kinnavy's Cherokee.

The South Bend airport also reported receiving a call from the pilot of the Cherokee that night, requesting landing clearance. However, no further contact was made.

The insurer refused to pay, denying coverage under the policy, and Mrs. Kinnavy sued. The specific language of the group insurance policy stated:

IV. Exclusions: This contract does not cover death, injury or disablement:

(d) while engaged in or taking part in aeronautics and/or aviation of any description or resulting from being in any aircraft except while a passenger in an aircraft previously tried, tested and approved.

Plaintiff argued that the word "passenger" was synonymous with "occupant", and that, therefore, death benefits would be awarded to anyone killed in an aircraft provided the plane was "tried, tested and approved".

The court disagreed, saying there was no ambiguity in the meaning of the word "passenger" when read in context with the entire exclusionary clause. If an operator of a private aircraft is a "passenger" there would be no need for an exception to the exclusionary clause. If the plaintiff's interpretation was used, the language "except while a passenger in an aircraft" could have been replaced by the single word

"not", causing the exclusionary clause to read "while engaged in or taking part in aeronautics and/or aviation of any description or resulting from being in any aircraft not previously tried, tested and approved".

Having made this distinction based on the actual wording of the clause in the policy itself, the court then went on to spend some time discussing what the "ordinary and popular meaning" of the language in the clause and the word "passenger" in particular would be, concluding that the ordinary man would tend to draw a distinction between pilots who operate and persons who are carried in airplanes.

One of the justices, in a concurring opinion, based his decision on slightly different grounds, attempting to explain away the general rule that insurance contracts are to be strictly construed against the insurer if there is any ambiguity. He quoted the Legislative authority in Illinois which gave insurers the right to make certain limitations in their life insurance policies, and indicated that the particular limitation in this policy was well within that provision of the law.

If you have life and health/accident policies, and have not checked into such possible exclusions, now would be a good time to do so, before you or your family find yourself in the position of Mrs. Kinnavy.

”



Air Race Classic Ltd.

The Hughes Airwest Air Race Classic announces \$20,000 prize money for 1979. It looks like 1979 will be a banner year for the longest women's cross country speed air race, celebrating 50 years of women's air racing and the continuing support and encouragement from Hughes Airwest. It was an unprecedented event in 1978 when they supported our General Aviation event with enthusiasm and encouragement. The race route will be announced shortly. Pat Jetton from Carrollton, Texas has replaced Marion Jayne of Palatine, Illinois as board member. All the board members of the Hughes Airwest Air Race Classic are eager to give their time and will conduct race clinics throughout the country. For further information regarding membership or setting up the race clinic please contact:

Hughes Airwest Air Race Classic, Ltd.
2386 Palomar Airport Road
Building 2
Carlsbad, CA 92008
(714) 438-5179

Regional SAFECONS

NIFA gets started again in fall when the school year begins. Aviation interested students learn about NIFA and form their flying clubs. They study the NIFA Red Book of Rules and select a flying team to send to their Regional SAFECON.

Hosting the Regional SAFECON is an extra team effort that takes a lot of planning. Universities and colleges taking on the project this year are:

REGION 1 & 3 Westminster College, Tooele Valley Airport, Salt Lake City, Utah, Oct. 14

REGION 2 Arizona State University, Tempe, Arizona

REGION 4 University of Texas, Austin, Texas

REGION 5 St. Cloud State University, St. Cloud, Minnesota

REGION 6 Central Missouri State Univ., Warrensburg, Mo.

REGION 8 University of Illinois, Mattoon-Coles Airport, Urbana, Illinois, October 27-28

REGION 9 Florida Institute of Technology, Melbourne, Fla.

REGION 10 Ohio University, Athens, Ohio

REGION 11 Mercer County Community College, Trenton, N.J., Oct. 21

Twenty-five winning teams will come out of the Regional competition, they go to the Final Safecon at Monroe, Louisiana on April 26-28, 1979.

Dates are not finalized. They will be announced when they become available.

Thank you.

Ninety-Nines support played an important part in helping NIFA in the past years. Our service and gifts to NIFA enhances the whole collegiate aviation SAFECON program.

The National Intercollegiate Flying Association has 501 to (c)(3) status now and your next donation check should be made payable to: NIFA, please mail early,

to: Pauline Gilkison

131 Walker Ave.

Clarendon Hills, IL 60514

Your continued support is greatly appreciated.

Sincerely,

Polly Gilkison

99s NIFA Fund Raising

NOTAM

FLASH! The news is just out! **Phoenix** Chapter's **Janice Skillar Gillis** has been accepted in the U.S. Air Force Pilot Training Program. She will be one of four women in a class beginning September 21 at Williams Air Force Base, near Phoenix. The Air Force is admitting twenty women to its flight program each year, selecting ten from the ROTC programs, and ten from the ranks of women on active duty. Janice has been in the Air Force for almost two years, working in aircraft maintenance. Before Janice entered the service, she divulged that she had requested the assignment to aircraft maintenance, figuring that it would place her in a good position for attaining her goal - acceptance into the flight training program. It was and she did.

Janice has been a 99 since October 1976, having obtained her Private License in a taildragger. Most of her 225 hours in a Citabria. She has been working on her commercial and instrument ratings, but it appears that she will now have a change in both instructor and machine! Janice's 49½er, John, is also in the Air Force and stationed at Williams AFB.

FREE CATALOG

From World's Largest Pilot Shop

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Clermont County Airport
Batavia, Ohio 45103

Phone: (513) 732-2411

Other Aviation Scholarships

Beech Aircraft Foundation Scholarship — \$750

Awarded on the basis of academic achievement in aviation education and potential service to the aviation industry, to be used by the recipient to further her flight training experiences. Write to Beech Aircraft, Wichita, KS for more details.

1977 winner was Vonne Bourgois, a junior at the University of North Dakota.

Zonta International, 59 E. Van Buren St., Chicago, IL 60605

Amelia Earhart Fellowship Award—\$4,000—made to women for advanced study and research in aerospace related sciences and engineering and supported by more than 700 clubs—service organizations of executive women in business and the professions.

1977 award to Anne Essleburne, Ohio State University. PhD dissertation deals with flight training and safety. Anne is CFI, FAA examiner and A&P. 5000 CFI hours out of 6000 hrs.

Whirly-Girls

Two \$3000 grants annually, one USA, one non-USA, for primary or advanced helicopter training. Applicants must be pilots. Contact: Jean Ross Howard, Exec. Director, The Whirly-Girls, 1725 DeSales Street NW, Suite 700, Washington, D.C. 20036.

MOVING?

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

Send to: The 99s

P.O. Box 59965

Oklahoma City, OK 73159

Affix old label here	NAME	STREET	CITY & STATE	New Address	STREET	CITY & STATE
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International Forest of Friendship

By Jerry B. Roberts, 99 Committee Chairman

When you think of a forest, you more than likely visualize large, full-leaved trees growing high and close together. Think, then, if you will, about a **young**, very young, forest—our own International Forest of Friendship. The trees are about seven feet high, shy of girth and spaced wide apart.

There was a parade on Saturday, July 22 marking the beginning of the rededication ceremonies. The Atchison school band provided the music and the Boy and Girl Scouts of America carried the flags of each state, territory and country represented by 99s. The Color Guard was of the U.S. Navy. Each flag was placed in its stand next to the tree it symbolized. It is an impressive display. Dignitaries were in attendance from all over the country. Particularly notable was the large, enthusiastic contingent from California! The children of Atchison have been contributing to the Forest since its beginning, and continue to participate in its maintenance and growth as they grow.

It is a 99 Project, and we have developed Memory Lane as a most interesting walk displaying the names of those who have been honored by friends or family or corporations or 99s as promoters and contributors to General Aviation. What a wonderful tribute!

The terrain of the Atchison area is just lovely. Its rolling hills clarify its beautiful crystal atmosphere, a peculiarity appreciated and especially noted by one who is accustomed to hazy smog and lives where 5-miles visibility is considered a good day. It has been a wet summer in Atchison and the hills were a deep, luxurious green.

This was my first visit to the Forest site. I was on hand for the 1973 Fly-Away when we carried little token Ponderosa pines to the state capitals and exchanged them for tiny state trees. It has been proven that the trees must be started and nurtured in the climate in which they will grow in order to prosper. Transplanted trees just could not survive. Kansas State University, Forestry Extension Service, represented by James Geisler and James Nighswonger have used their expertise to good advantage. The City of Atchison provided John E. Smith as Treasurer and Joseph M. Carrigan has acted as Chairman working closely with Fay Wells, Founder. Paul Allingham, Publisher

of the Atchison Globe, has volunteered many, many hours coordinating material and providing excellent coverage and publicity. A lot has happened these last five years, not the least of which the 99s made the Forest an International Committee at Convention in Philadelphia in 1976.

I arrived in Atchison the morning of July 22 to be warmly greeted by Barbara Ruhnke, Topeka Chapter, and Dorothy Gardner, Zontian, while River Bend Aviation at Amelia Earhart Airport took care of my plane. I was whisked to our headquarters at Newman Hall, Benedictine College. The accommodations were lovely and incredibly reasonable—\$6.00 per person. After dropping off the luggage and freshening up a bit, we headed straight to Lake Warnock and the Forest. Forty acres is devoted to the Forest site, and there is a large campsite by the Lake. Everything is spread out and it gives you a marvelous feeling of freedom in openness.

It was good to see old friends in the persons of Nancy Hopkins, Alice and John Hammond, Betty Gillies, Kay Brick, Irene Wirtschafter, Lois Feigenbaum, Thon Griffith, Valerie Johnson, just to name a few.



An Atchison Girl Scout by the New Mexico flag pole.



Earl Adam, TWA pilot, Fay Wells, General Chairman, Jerry Roberts, 99 Chairman Forest Committee and John E. Smith, Treasurer of the Forest of Friendship.

The ceremony was warm, friendly and impressive—gratifyingly well-attended. There was even a lemonade stand that was well patronized by thirsty visitors.

Luncheon for about 150 followed the ceremony back at Benedictine College. It was served buffet style and that gave everyone a good opportunity to mingle. Highlight of the luncheon was a brief talk by each Chapter Member of the 99s in attendance. The Honorable Edna Sutlief, Vice Mayor of Atchison, presented each 99 with a certificate of Honorary Citizenship of the City of Atchison. They were accepted by 65 of us.

That afternoon Paul and Winny Allingham received us in their home; birthplace of Amelia Earhart. It was fun to climb the stairs holding the banister Amelia slid down as a little girl, and to stand on that bank of the Missouri River to look down at the caves hidden in the brush where she and her sister, Muriel, frolicked, teasing the boys. Barbara Ruhmke said the story is told that the boys had an exclusive all-male club using a cave as a clubhouse. Amelia and Muriel managed to coax a goat down the embankment into the boys' cave. Those boys had one very difficult time getting it out and never did find out how they had gotten it there.

We visited the library, Muchnic Historical Museum where there was a display of notable, prizewinning photos taken by women of women of prominence in all fields; from queens to dust-bowl victims to riveters in World War II. Atchison is unique for its varied architectural home-styling and most appreciative of this heritage. I lost count of the number of homes federally designated "Historic Sites."

On the strictly social-side we are grateful to Corky and Joe Carrigan for hosting a fabulous steak cook-out Saturday evening. The setting was picturesque and the salad was served in a cave while the potatoes were cooking in a huge caldron next to the grill

charcoaling the steaks twenty at a time.

There is another promoter of the Forest I'd like you to meet, and about whom you shall be hearing from time to time. He is Earl Adam, TWA pilot and Forester who has volunteered his leisure hours caring for the young trees. He is enthralled with the project and the accomplishment of growing trees from so many environments in Kansas.

A large book is being compiled that will contain a brief biography and pictures of each honoree in Memory Lane. It will be a valuable bit of 99 memorabilia and will be on display when the Visitors' Center is completed.

I had hoped that by actually seeing the

Forest, I would be able to convey a better picture to you. I really can't. You must see the whole picture for yourself to really understand and appreciate the magnitude of the project and how much has already been accomplished. The Amelia Earhart Airport is a beautiful field capably run by River Bend Aviation. If you travel by camper, you will want to stay right by the Forest site. The facilities are perfect.

We'll keep you aware of additions to Memory Lane, the progress of the trees and the needs of the Forest as they arise. In the meantime, thank you for your interest and please keep the resumes for the book coming, sponsor your choice of an honoree in Memory Lane and do stop in to visit. ♡



The Atchison Boy Scouts take a minute to adjust the Arkansas flag.



Nancy Tier Hopkins and Teddy Kenyon were among the Forest visitors.



Val Johnson, Lois Feigenbaum, John and Alice Hammond pause for a moment during the celebration.



Fay Gillis Wells seated by her marker.

Air Age Education

By Betty Jo Ault

The community definitely needs what our Ninety-Nine chapters and sections have to offer in the field of aviation. Whether it be a school enrichment program, a slide presentation and speaking engagement, or a

teachers workshop, the need is there. There is the need for good resource people, where a school or an interested civic group can turn to for help and guidance, ideas and materials. In July, these ideas and many many materials were put into our hands via the Ninety-Nines Air Age Workshop held in

Oklahoma. Now with these tools our job is just beginning and it is a big one where every 99 chapter and section, has to be actively involved. Only with complete cooperation, can we make our goal successful . . . to inform and enrich the community and help make them better aero-minded citizens.

Spotlight

A Speaker's Bureau — Maryland Chapter

The **Maryland Chapter** has been actively involved in developing programs to promote Air Age Education and Safety to the general public, and to stimulate interest and acceptance of general aviation, as well as to dispel the many misconceptions which need to be corrected in order to achieve positive acceptance of what aviation and women in aviation have to offer. Five years ago, seeing the need in their community, **Joan Bates** and **Donna H. Suwall** formulated a slide presentation to accompany their speaking engagements. From these humble beginnings, the **Maryland Chapter** has now designed several different programs for various situations. "What Is General Aviation?", is a slide presentation. The slides and information were gathered from several sources such as NBAA, GAMA, and many state and federal agencies. But the use of slides from the local area, definitely adds interest to the program. Other programs, "Women in Aviation—Yesterday & Today", and a short "History of the Ninety-Nines", were designed to compliment each other in the "who are we?" department and "what could a woman possibly do with an airplane?" syndrome. This information seems to fill the gap of just plain lack of information and overcomes the associated disbeliefs. As part of their audio-visual equipment, the Maryland girls bring with them a flight simulator. It's use has added a new dimension to their presentations. Although this might involve a slight cost, the small charge can be passed on to the participants who are so eager to get a chance "to fly" the simulator. Because of their successes, Maryland Chapter has received several awards including "The Aviation Certificate of Merit" presented by GAMA.

Hints For Your Own Speakers Bureau

Topics

- "How and what made us learn to fly?"
- "Our Flying Experiences"
- "Careers"
- "Women in Aviation"
- "History of the 99's"
- "What's is General Aviation"

Speak To

- Lions and Kiwanis clubs, etc.
- Flying clubs
- Girl and Boy Scouts
- School classes (help assist teacher in presentation of aerospace subjects)
- The Chamber of Commerce will help supply names of organizations where speakers might be needed.

Program Length

- 20 minutes to 1 hour

Publicity

- Announce in area newspapers
- Send information to area schools, libraries, and civic groups.
- The best contacts are personal ones.

Audio-Visuals

Slides

Formulate your own slide presentation! Either you can take your own slides or buy from available sources as the Smithsonian, FAA, or have duplicated those of other chapters. In any case, do include some slides taken in the local area. This will help hold interest.

Films

- "Put Wings on Your Career"
- "The Wind is Right"
- "Flying Machines"
- "Kites to Capsules"—above FAA Film Library
- "To Fly"—Air and Space Museum, Conoco Oil
- "Fly the Gentle Breeze" (ballooning)—Raven Industries
- "Why"—Jeppesen/Sanderson

Handouts

- Ditto sheets or those available from FAA.

Simulator

- Bring one to use, change if necessary.

Preparation

- How large is the group?
- Is the room large enough?
- Is the room dark enough to show slides or film?
- Bring your own projector or make sure one is available.
- Is there a projection screen and table?
- Bring an extension cord
- Know your topic**

(Ed. Note: Each month in an effort to encourage more 99 chapters to further Air Age Education, The 99 NEWS will be exploring new ideas and material, as well as sharing experiences of other chapters. If your chapter has been successful with any area of Air Age Education, please share it with us.)

FACT SHEET

Pertaining to the Applications for The 99s' Amelia Earhart Memorial Scholarships

The Amelia Earhart Memorial Scholarship application form is made a part of this 99 NEWS. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate include the following:

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate and biennial
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of the award financially
- have the support of her chapter
- have letter of recommendation signed by the chapter A.E. chairman for chapter
- must agree to complete the course and/or training within two years
- submit a separate application for each rating or educational goal for which she is applying

The application consists of application form, experience record, eligibility form and letter of recommendation from the chapter. **Five** copies of each of these must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2¼ X 2¼) must accompany **each** copy of the application.

The chapter A.E. Chairman will ascertain that the member's application is complete and contains all statements permitted by her chapter. Each chapter is allowed one applicant for every 30 members of major portion thereof. Regardless of size each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter, the chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- how long has she been a 99 and how active is she?
- is she worthy of the award?

The chapter A.E. Chairman will mail her quota (or less) of the applicants of the section A.E. Chairman to be postmarked no later than **January 15th**. The Section Governor will have informed each chapter of the name and address of the section A.E. Chairman in advance of this date.

The section A.E. Chairman will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters using the criteria listed above. Each section may submit one application for each 200 members of the section or a major portion thereof to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than **February 15th**. The section A.E. Chairman will notify those candidates not included in the quota submitted to the Board.

A section which does not have a chapter may itself submit at least one application regardless of size.

1979 Application Form

Amelia Earhart Memorial Career Scholarship

Amelia Earhart Memorial Research Scholar

(Cross out one)

Name _____ Airman's Certificate # _____

Address _____

Chapter _____ Section _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ ages _____ other dependents _____

Private rating rec'd _____ Pilot in command hours since Pvt _____

Certificate & ratings now held _____

Scholarship would be used for the completion of * _____

Reasons for applying (Proposed use of rating, opportunities available. Be complete! Use additional sheet if necessary)

Present position and employer _____

Previous employment _____

Husband's position and employer _____

* Applicants for Research Scholar grants may eliminate this answer since the essence of the statement will be reflected in the Formal Proposal or she may choose to provide a thumbnail sketch of the response if she chooses.

EXPERIENCE

CROSS COUNTRY: List five (5) flights in excess of 300 miles from home base.

Instructing: (year, place, approx. hours or duration of job) _____

Other aeronautical experience or training, including former ratings: _____

Hours in Single-engine non-retractable _____ retractable _____

Multi-engine _____

ELIGIBILITY FORM

(To be used by all applicants for Career Scholarships and by applicants for Research Scholar grants if the grant is to be used in connection with an advanced degree or on a "matching funds" contract.)

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor.)

(Name of school or qualified instructor)

(Address of school or instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.
Approximate cost of instruction, flight _____ ground school _____
Approximate cost of instruction for employee _____ ground school _____
Approximate hours of instruction _____ ground school _____
Type aircraft to be used _____
I have examined the credentials (certificates, logs, transcripts, etc.) of _____ and find her to be eligible and deemed fully
qualified to accomplish the course entitled _____ (full name of course)

I hereby certify all information stated above is true and correct.

Signed _____

Title _____

Date _____

(If application is for more than one course copies of this form, duly signed, are required for each course.)

TO BE NOTARIZED

Be it known that I am a member in good standing of THE NINETY NINES, INC. that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL CAREER SCHOLARSHIP or the AMELIA EARHART MEMORIAL RESEARCH SCHOLAR GRANT (cross out inappropriate title) I will complete the course of instruction, education or research for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying. I further agree to retain my membership in THE NINETY NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal/research goal requested in this application.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed _____

Subscribed and sworn to me before this day of _____ 19 _____

NOTARY PUBLIC

My Commission expires _____

The following is to be completed by the **CHAPTER A.E. CHAIRMAN**

I have examined all pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the chapter chairman accompanies this application.

Date: _____

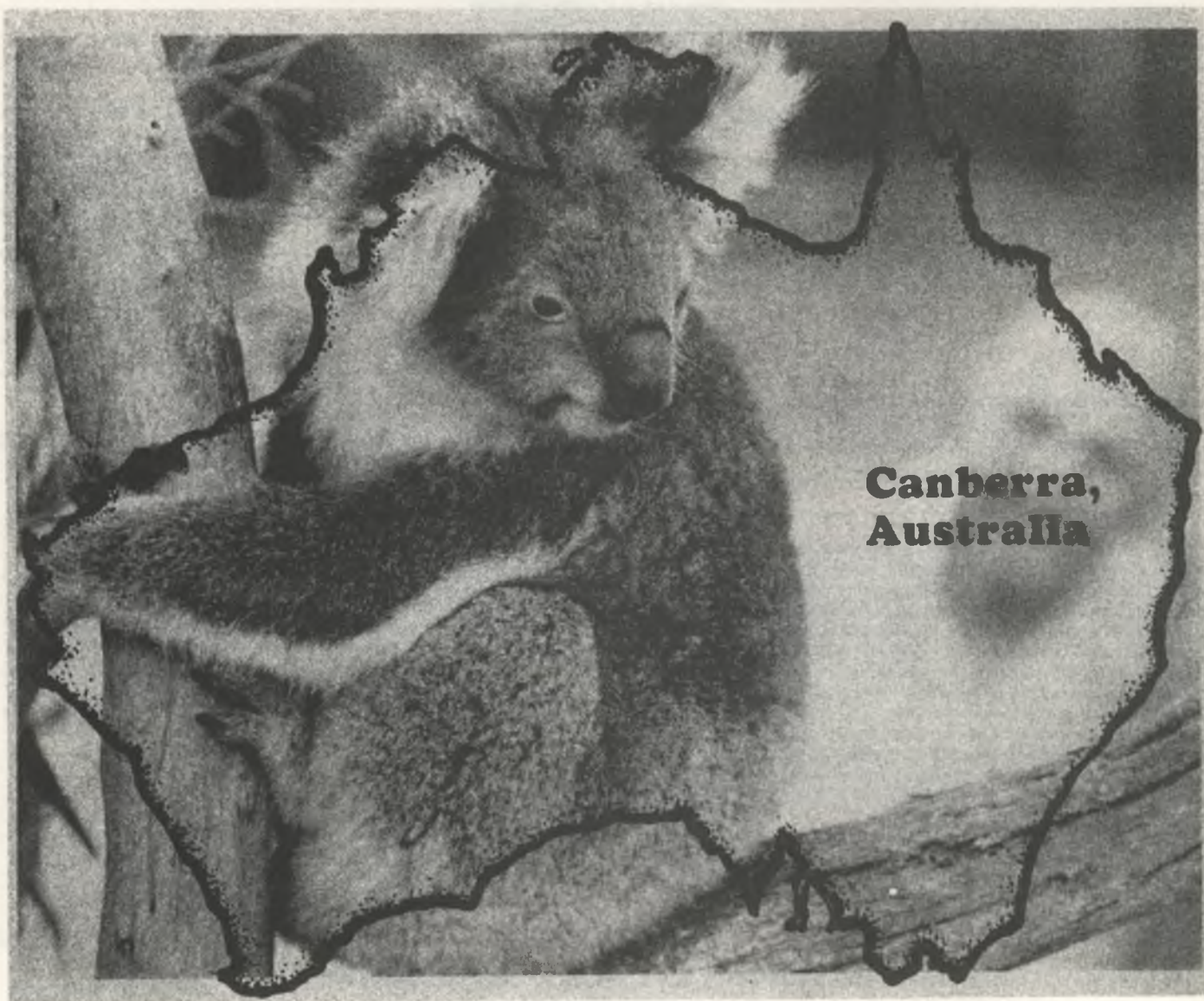
Chapter A.E. Chairman _____

If Chapter Chairman is the applicant, the next responsible chapter officer will write the letter of recommendation.

.....

Five copies of this application must be submitted to the Section A.E. Chairman postmarked no later than JANUARY 15th. A black and white glossy head and shoulders photo at least 2 1/4 x 2 1/4 must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application.

The 1978 International Convention



**Canberra,
Australia**

Fair dinkum mates, we had a bloody bonzer corroboree in Canberra!!! We became familiar with terms such as 'galah'; 'fur-fee'; 'crook'; 'takeaways'; 'shout a round'; and 'top table'. Forever more, **Hazel Jones** will be known as 'azel, and we even got used to cars coming at us on the wrong side of the road.

The **Australian Ninety-Nines** were tremendous hostesses to our 1978 Annual International Convention. Canberra, Australia's national Capital, was a city packed

full of interest for everyone, and Lakeside International Hotel had lovely accommodations. We ate, and we ate, and we ate! We were truly wine and dined.

A welcome lunch on Wednesday began the festivities. Guest speaker was Dr. John Colvin, Consultant Ophthalmologist to the New South Wales Section of the Royal Flying Doctor Service. We hardly had time to digest the delicious food until it was time for dinner, which was followed by Mr. Justice Blackburn, Chief Justice of the

Supreme Court of the Australian Capital Territory. Justice Blackburn spoke on the history of the A.C.T. and Canberra.

The Governors' Breakfast was attended by **Barbara Cannon**, British Section; **Doris Jacobson**, Middle East Section; **Mary Neil**, South Central Section; **Verna West**, and **Margo Smith**, Southwest Section; **Marilyn Miller**, North Central Section; **Harriet Fuller**, New England Section; **Carole Chambers**, Caribbean Section; **Ali Sharp**, Northwest Section; **Betty Jane Schermer-**



horn, East Canada Section, as well as International Officers, Lois Feigenbaum, Thon Griffith, Janet Green, Hazel Jones, and Board Members, Ruth Dobrescu, Pat McEwen, Charlene Falkenberg, and Barbara Goetz. The conversation centered around renewal procedures and requirements for membership. Betty McNabb, past International President, has been appointed as membership chairman for International, and it was suggested that all problems, suggestions, and ideas be forwarded to her. She will not be concerned with the keeping of the records of membership, but to the problems of getting and keeping members. She will answer, so write to her.

All 99s were invited to an informal chairman's coffee after which we all moved to the Lake Michigan Room for the Comm



Session. Again much discussion was held on membership and dues with much misunderstanding being cleared up. Thon Griffith, incoming International President, explained the new method of informing the chapters of member's renewals which we believe will be successful.

A special slide presentation on the History of the Ninety-Nines was shown by Eloise Smith with the aid of Maisie Stears. This excellent presentation was put together by Eloise and Mary Creason with Sally Buegeleisen, dialogue and Susan Oliver narrating. This will be available for the Chapters and information will be forthcoming in the 99 News. An International Luncheon followed which led us to the first business session of the 1978 convention.

It is expected that each 99 at the convention will bring back to her Chapter more detailed information of the Comm Session. Since our first Comm Session in Coeur D'Alene, Idaho, this along with the Round

Table Discussions have become the two most popular items during the convention.

The business meeting, under the chairmanship of President Lois Feigenbaum, was fast and to the point. And, this was accomplished without our parliamentarian, Alyce Baker. We are sorry to report that Alyce was rushed to the hospital with what turned out to be pneumonia and was on the mend when we left Canberra.

The usual agenda was followed. After introducing her officers and board mem-



bers, President Lois Feigenbaum gave her last message as president which was followed by a standing ovation. We all agree Lois has given us a great two years. The report of the Bylaws Committee was given with the following results: 1. Article IV, Section 3, Paragraph B, Classification (deletion): DEFEATED. 2. Article IV, Section 7, Renewal of Membership, (new paragraph): DEFEATED. 3. Article VI, Section 1, Chapter Formation or Division, (change): CARRIED. 4. Article VII, Section 1, Members' Voting Privileges and Representation (new paragraph): CARRIED. 5. Article X, Section 1, Elections (addition): CARRIED. 6. Article X, Section 1, Elections (deletion):

1. Sightseeing attractions included such things as this chief's house at Rotorua.

2. The Forest of Friendship Group also got an opportunity to get together during the convention.

3. Heather Vickers, Australian American Assoc., Jill Davis, Australian American Assoc., Thelma Cull, Sacramento Valley and Ruth Gay, Long Beach at the Australian American Association luncheon in Melbourne.

4. Birdseye view of Canberra, Australia, the Convention site.

5. Lady Casey, Australian 99, and Anesia Machado, Brazil 99 typify the international flavor of the Convention.

6. New Zealand Air Women's Association members Sue Nichols, who is also of the Canterbury Aero Club, and Pam Collings, a member of the Australia 99 Section and aerobatic pilot, were among those attending the Aero Club reception in Rotorua.



CARRIED. 7. Article XIII, Section 1, Trustees (change): CARRIED. 8. Article III, section 3, Dues, (addition): TABLED. 8A. Article XV, Section 1, Publications (additions): TABLED. The Nominating Committee Report and the Amelia Earhart Scholarship winners will receive space in another section of the 99 News. I will report that the newly elected Board of Directors are **Charlene Falkenberg** and **Barbara Goetz** who will each serve two years.

An invitation to the 1979 International Convention was given by **Ruth Dobrescu**. The site is Albany, New York, July 18-22, 1979. This will be our 50th Anniversary and a gala time is being planned by the host Section. Our 50th Anniversary History Book will be ready in 1979 and the planned flight of the sister ship of the twin Lockheed Electra flown by Amelia Earhart will add to the festivities.

A Roll Call was held at this luncheon and hopefully this custom will be continued. Almost everyone in the room had an opportunity to be honored. Space doesn't allow more details so if you weren't there be sure and quiz someone who was.

The highlight of the entire convention was the Installation Banquet on Saturday night. At the "top table" were all your officers for the next two years. Outgoing President Lois presided at the installation ceremony. She

once again expressed her personal thanks and appreciation, and on behalf of the Ninety-Nines, our thanks to the entire **Australian Section** of the Ninety-Nines, the Australian Government and the City of Canberra for the generosity and kindness in permitting us to hold our International Convention in Canberra. She spoke for all the visiting Ninety-Nines when she remarked, "We have enjoyed your hospitality and are overwhelmed at the many things we have



seen in your wonderful country."

A deserved standing ovation followed and we all are proud to have had Lois guide us during the past two years and look forward to receiving the benefits of her experience in the future. A beautiful gavel was presented to **Thon Griffith**, our new International President. Blue carnations were presented to each officer and board member. We became very serious as we listened to the important responsibility expected of each of us. Each of us are aware of them and will work to the best of our ability for our organization, the Ninety-Nines. **Gene Nora Jesson**, Treasurer

1. Joan Campbell, New Zealand Air Woman's Assoc., Jim Beauchamp, Aero Club Pres., Rotorua, NZ, Lois Feigenbaum and Ena Monk, Australia 99.

2. Boarding planes for the next tour stop.

3. Aero Club Reception, Rotorua, New Zealand.

4. Verna West, SW Gov., Ena Monk, Australian 99, Thelma Cull, SW Vice Gov. elect, and Margo Smith, SW Gov. elect.

5. Waiting for the plane in Rotorua are Barbara Goetz, Hazel Jones, Thelma Cull, Pat Roberts, Lois Feigenbaum and Ruth Gay.

6. Lois Feigenbaum, Joan Thompson and Hazel Jones at the Canberra Airport.

7. Leah Higgins and Lois Broyles in the Control Tower at Christchurch, NZ.

8. Yvonne Loader, NZ AWA and glider pilot talks with visiting 99s in Christchurch.

9. Sentiments of the "Dirty Dozen" while waiting for their luggage to arrive.

10. Jim Beauchamp, Aero Club President, Rotorua.

The business meeting was adjourned on Thursday afternoon to the satisfaction of all, leaving us Friday a free day to enjoy the beautiful country we were visiting.

Thursday evening after another dinner where we again ate too much, our guest speaker was Captain C. G. Fox, Flight Operations Development Manager with Qantas whose subject was the Micro-Wave Landing System—What it is—and what it means to the pilot. The Amelia Earhart Scholarship winners were honored at a luncheon on Friday. We were delighted to have the Permanent Trustee Alice Hammond with us.

We were introduced to a "Tucker Lunch" which tickled our palates at Saturday noon.



and Esme Williams, Board Member were installed in absentia.

Pat McEwen, past International President and Board Member, was also presented with a carnation. Even though she leaves the board as an official member, we look forward to the benefits of her experience in the future.

Congratulations go out to all our new officers and board members. Ruth Dobrescu especially welcomes the 'new kid on

the block', Barbara Goetz—for now—Ruth can give up the title of "gopher". Also the runners-up, Joan Kerwin, Van Adderson, and Betty Wharton, need not try to fade into the background. We plan to use every ounce of their expertise.

Layne Glanville-Williams, Chairman, with the help of Marjory Johnson, Joan Thompson, Rosemary Colman and the many other Australian 99s are to be commended for all their hard work which



1. A.E. Luncheon

2. Credential Registration - Pat Roberts, Thelma Cull and Patti Sherwood.

3. Fran Grant, Golden West, with Joy Warren, Pres. Australian Zonta Clubs.

4. Australian 99 Margaret Kentley welcomes Thon Griffith and Lois Feigenbaum to the International Convention at the Canberra Airport.

5. Nancy Gibson, Pres. Australian American Assoc., Alice Hammond, Lady Casey and Thon Griffith.

6-7. Relaxing between sessions.

8. Alice Hammond and Linda Hollowell.

9. Anesia Machada, Brazilian 99, Thon Griffith and Irene Worschalter

was realized in the success of the convention. We left Australia with the ringing voice of hospitality from **Nancy Bird Walton** in our ears. We are tremendously honored to have had lunch with 84 year old Lady Casey, patron of the Australian American Women's Association.

Pam Collin, Ena Monk, and the other New Zealand pilots are friends now, not names. The party at Rotorua Aero Club is never to be forgotten. Pam thrilled us with her experiences participating in the Aerobatic Championships in Russia in 1976 while we visited at her parent's home in Christchurch. We visited the city of Auckland where the "Dirty Dozen" was formed. **Hazel Jones** is the honorary member rounding out the membership to 12. We traveled by bus from Auckland to Rotorua where we saw how beautiful the New Zealand countryside is. The Maori culture fascinated us. We were thrilled by the sight of the beautiful cities seen from the air with their red tile roofs. We visited beaches that reminded us of the shorelines in our own United States.

We bathed in mud baths in Rotorua, gazed at the ice-capped mountains on the flight from Rotorua to Christchurch, via Waverly and Nelson in New Zealand. We stood in awe at the war memorial in Melbourne and visited with the Aussie police in their uniforms and traditional hats. There was quite a run at the surplus stores.

We became one big family as we traveled together. We know who was apt to be the last one on the bus, and who would be wandering up and down the aisles, whether on the bus or the airplane. Never has the captains on the commercial airlines had so

1. Rotorua was one of the stops for visiting 99s.
2. There's always time for a little tension relief between meetings.
3. This group was involved in plans for the International Forest of Friendship.
4. Lois Feigenbaum, Joan Campbell, NZ AWA, Charlene Falkenburg and Hazel Jones, who is modeling her newly acquired winter gear.
5. Members of the "Dirty Dozen".
6. After hours levity.



1

many backseat pilots. We had our ups and downs, literally. Nothing stopped us, even if we had to continue in a wheelchair. The 99s are an independent bunch, but they can cooperate also. There is a feeling of comradeship among this group that is hard to find otherwise.

We met in person **Barbara Cannon** from England, renewed our friendship with **Kim** from Korea and met her lovely guests. Once again we were honored to have **Anesia Machado** from Brazil attend, as well as each and every 99 from each and every country that was represented.



2



4



5



3



6

We saw sheep, sheep, sheep, fed kangaroos and petted koalas. We learned a lot and feel we shared our knowledge in return.

Each person attending the convention, whether from the United States or overseas had to go home with their chest bursting with pride to be a member of the International Organization of Women Pilots, The Ninety-Nines, Inc. There were 286 registered of which 125 were U.S.A. 99s. We will always remember **Gwen Caldwell** leading us in song at the conclusion of the Installation Banquet and the joining of hands as we sang Auld Lang Syne. Thanks again to our hostesses for giving us so many memories to bring back and share.

99

Brendan Tour August 29, 1978

To Jean, our fearless leader
Through South Pacific isles
Herding forty people
Can soon turn off the smiles.
Where's that last ticket?
Who has left a bag?
Tuesday there were eighty-six
Now ninety with red tag.

Safely out of Auckland
To Rotorua we sped
Maori concert, thermal springs
Warm pool and then to bed.
Cocktails with the aero club
All wanted to fly pilot
Planes are scarce, there's the rub
Only Jean could do it.
For the rest, volcanoes
In the Cessna lure
To fly over one that's active
We settled for the tour.

Then came Mt. Cook
With breathtaking view
Crisp and cold for hiking:
When Christ Church was fogged, in lieu
Tasman's ski planes were to our liking.

Queenstown's cable cars were fun
We managed some shopping on the run
Cold bus - bad brakes - a bridge too soon
With preacher we collided
Poor man was held up till past noon
His sermon surely blighted.
Alpine peaks we found
All the way to Milford Sound
Seals were sleeping on rocky shore
Near cataracts which from overhanging rock do
pour.

Now to Australia brave 99's
To prevail at our convention
We managed to get our business done
Without undue contention.
From flying Doctor Colvin
We learned about convergence
Then Canberra history, MLS,
Wide bodied jets convergent.
Flying over Antarctica
Oh What a dream that is.
And banquets with camellians we saw
Momentos we couldn't miss.
Such hospitality -
Such friendship proffered
Responded with ideas
And cooperation offered.

Relax after labors on Heron Isle
Blue water, coral sand
Why couldn't those helicopters all at once
Transport our little band?
Now those left behind
In hot airport have waited.
While some have walked the Barrier Reef
The rest arrive belated.
Joys of snorkeling, glass bottomed boats
Soon erase the carping
Jean goes out to view the stars
And otherwise a-larking.

At Sydney all go their separate ways
The Rock, Botannic Garden
To opera house, NORMA to see
Joan Sutherland and Elkin.

Did everyone buy opals?
If not here, at Melbourne
Hurry, end our shopping now
Have we something for each friend?
Seeing Koalas and Kangaroos Cruise Hawksbury
River
Too soon our Australia stay will end -
Is it goodbye forever?

On air New Zealand we take a wing
After gastronomic tour well weighted
Bags checked, sheepskins and everything
Tahiti bound and sated
With dinners twain and "Julia" Deplaned, we are
elated.
Finally Air Polynesian arrives
Takes all but twelve to Bora
Where cottages on beach await
Swimming, outriggers and more.
Before lunch gasping from the heat
Jeannie bought a pareu
We all thought it was neat
And wanted to buy one too.

The unspoiled land; the coral sand
The combers lapping shore
Or was it movie company's prop-driven fan
As they make "Hurricane" once more?

Again we leave - Tahiti last
Before we homeward go
Another luxurious hotel - we'll have to fast
to lose weight we've put on so
That Tahitian feast in earth-oven baked
And dancers wildly shaking
And one last raid on the store we make
While island tour is waiting.

Over water cobalt blue and aqua
We sail to beautiful Moorea
Which is one big crater -
Where we find pareu cloth
Pineapple, croton and bougainvilla
The saw-toothed hills of Bali-hai
Christened by the movie crew
Bring to our hearts a sigh
It's such a beautiful view.

But now it's time to leave for home
And say thanks to Jean from all
For work to make it all so good
Beyond duty's call
And thanks for all those friendships made
That we'll treasure forever
When all the lovely moments fade
The ties will never sever.

*Written by Mrs. Lillie Danek, Indiana 99
while on Moorea*



Lady Mary S. Heath

Lady Mary Heath was one of the three pilots outside the USA who made The Ninety-Nines of International status from its beginning. She was born Sophie Mary Pierce Evans in County Limerick, Ireland in 1896.

In an interesting letter from her in August of 1936, she reported: "I started flying at The London Aeroplane Club in 1924, where I took both my "A" and "B", or Commercial licenses. I was the first woman in the world to get a "B" after the war. I still have it. I have by my log-book 2,670 hours and 76 types of different aircraft and gliders, including one, two and three-engined aircraft. I am now Managing Director of Dublin Air Ferries, Ltd., Dublin (G. A. R. Williams was the Flying Manager at that time). I have four machines under me: three training Gypsy Moths, a larger Fox Moth, for passengers, as well as an Aeronca which I fly on all my business, which has under it the Dublin Aero Club. The Club has issued two-thirds of all the licenses issued in Ireland in the past year. The best machines I have flown in my life are the Stearman, the New Standard, the Moth and the Fokker three-engined. I flew for nearly 70,000 miles as second pilot with the KLM before coming to the States in 1928. (She acquired pilot's license #5333).

"I never held the Cape Town — London record, but my flight in 1928 was the first solo flight ever made by any human being, man or woman, from any overseas Colony or Dominion to England. As for flying, I hate instructing but love long distance flying. Racing is to my mind the most exciting and interesting. I have 143 cups and medals for it."

It was reported Mary was the first woman to receive an aviation mechanic's license from the Dept. of Commerce. The license was issued her in February of 1929. While in this Country, she edited a column "Women's Activities" in the magazine *Aviation*. She also had a three year tenure as President of the Women's International Association of Aeronautics in the late '20s.

Charles Planck's *Women With Wings* give Lady Heath the following credits:

May 17, 1928 — in Avro Avian, completes solo flight from Cape Town to London, 8,000 miles, begun Feb. 12th.

July 28, 1928 — flying as second pilot for Royal Dutch Airlines, between Amsterdam and London, becomes the first woman pilot in air passenger service.



Mary S. Heath in her Avro Avian at Los Angeles after a zigzag flight across the country. Marvel Crosson, San Diego flier, in the front cockpit - summer of 1929.

Amelia Earhart bought Heath's Avian after her participation in the "Friendship" flight across the Atlantic in the summer of 1928.

I recall a letter addressed to Bobbi Trout in which Lady Heath advocated carrying a mechanic along with the 1929 Women's Air Derby entries. However, the majority preferred flying solo, so Heath did not enter the competition. She did go to the terminus at Cleveland and participated in one of the 50-mile pylon races—flying a Great Lakes, she placed third behind Phoebe Omlie and Jessie (Chubby) Keith-Miller. Mary also flew a glider in exhibition and then she and Irwin Kirk, a Cleveland mechanic, were involved in a near-fatal accident when their plane plunged through the roof of the Mill's Company on Cleveland's east side. She was hospitalized for several months before recovery.

Being in the limelight had its disadvantages and a number of times the subject did "combat" with the press. Sometimes the reporters went out of their way to be derogatory. An April '31 headline from Windsor, Ont., read: "Lady Mary Heath jailed as drunk, fails to appear". Mary retaliated with further headlines of her own, "Lady Mary says she can't get 'looped' on two glasses of beer" and was further quoted "Honor



Lady Mary Heath on arrival at LeBourget, Paris in 1928 enroute to London, during the African flight from Cape Town.



Lady Heath by her Avro Avian, with the then Maj. Carl Spatz who had commanded the Army Air Corps "Question Mark" endurance flight - 1929.

bright, I wasn't drunk. Why I wasn't even cheery. It was just a mean dirty old trick."

Even at the time of Lady Heath's death in May, 1939, from injuries suffered when she fell down the stairs of a London double-deck street car, the press did not relent and went out of its way to review her matrimonial track record. Maj. Elliott Lynn was 76 at the time of their marriage, and Sir James Heath was 72 when they married in 1927. In contrast, G. A. R. Williams was 33 when they married.

At the early age of 43, the spectacular and flamboyant career of Lady Heath was over.

Compiled by Glenn Buffington

Air Traffic Controller Training for the USAF

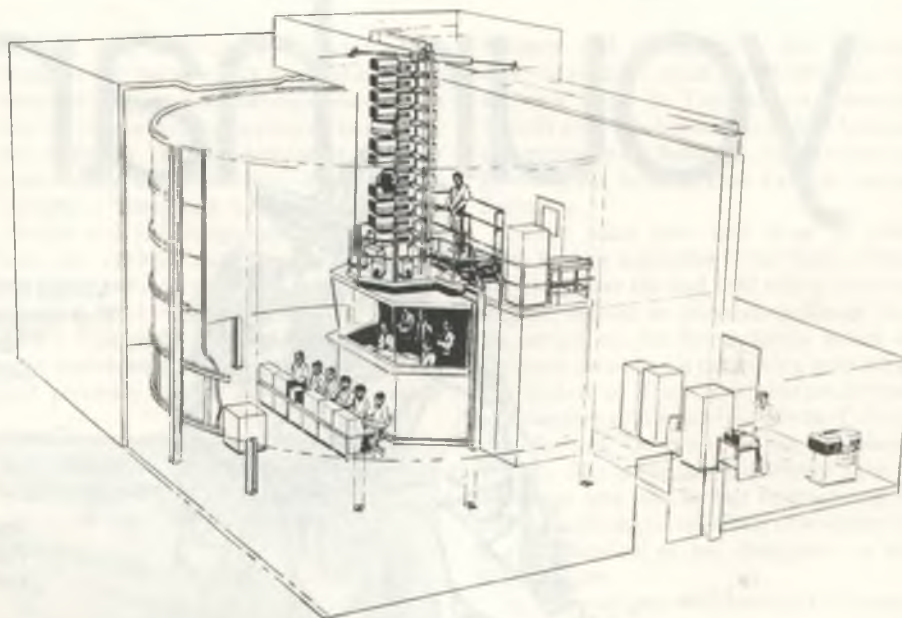
By Janet Green

Gee Whiz *** !!! ??? First, awe; second, exclamations; third, questions . . . from visiting Mississippi 99s and their guest viewing the only-one-in-the-world computer controlled, realistic, VFR air traffic controller training simulator located on Keesler Air Force Base in Biloxi, MS. This multi-million dollar marvel is referred to by Mr. Clarence Hamilton and Col. Marvin Smith, our hosts, as the "Gee Whiz." It is newly operational and was in acceptance test operation by personnel of the designer/-builder, the AAI Corp. of Cockeysville, MD.

The task of annually training approximately 1500 USAF and allied nations' air traffic controllers falls to the Air Traffic Control Branch 3380th Technical Training Group at Keesler AFB. Simulation of the airport traffic environment had previously been conducted by personnel walking around a table made with a runway layout, hand carrying airplanes or moving them about at end end of a stick. Not much realism there!

Inside the quiet, darkened "Gee Whiz" cab the feeling of reality is gripping. Arrangement of instrumentation and three-controller position layout is identical to standard configuration used throughout the military. Looking forward from the 180 windows the trainee sees a semi-circular screen on which various aircraft are moving about over intersecting runways. From the apron at the tower base, taxiways lead to the properly marked thresholds. To the right are hangars, to the left a city and low hills appear on the horizon. This is Canyon AFB, the phantom location always used for training. The selected view may be CAVU, foggy or rainy with a specified visibility at which aircraft appear or disappear from view. It may be night time when over 1,000 fiber optics lights can be turned up from the tower for approach lighting, runway and blue taxiway lights. An alternating green and white beacon rotates on a tower nearby. The lights of the city come on. Realism extends to the presence of ground vehicles, the roar of an F4 as it arrives on the ramp and shuts down while a T34 approaches slowly and is being quickly overtaken by an F14.

To understand how this marvel is accomplished, we walk out of the darkened cab into the heavily air conditioned and lighted area that is built inside a hanger to house the simulator in a controlled environ-



An artist's rendition of the VFR cab simulator at Keesler AFB.

ment. The spell is broken! This is a Rube Goldberg looking device some three stories tall. At the ground level are six "pilot" computer positions for the crew who receive instructions from the trainees, respond by voice as a pilot and key into the computer console such pre-programmed maneuvers as missed approach or almost any type of approach, departure or emergencies. Above the cab in the third level is a tower of sixteen projectors rotating busily and somewhat noisily in a 180° arc. At the base are four projectors for the back-grounds. As many as 12 aircraft and four ground vehicles may move about simultaneously. The projectors operate 450 frames at 60 frames per second so that the aircraft travel quite smoothly about the screen. Each projector holds 24 rolls of slide strips and while one side is in use the other reloads.

Formal training of controllers commenced in 1942 when the Civil Aeronautics Administration began training schools at each of its seven regions for CAA personnel, as well as Army, Navy, and students of allied governments. The first courses were moved to Keesler AFB, MS from Scott AFB, IL in 1949 and were located in a hangar with open-top classrooms. Class rooms are now in Cody Hall. After the vicarious session with the VFR simulator, we toured the classrooms and IFR RAPCON training room.

The radar scopes would seem to be part of an ARTCC and although efficiently practical they lack the visual drama of the VFR simulator. With this complete training facility, Keesler will probably be used by all branches of the service in the future. We are interested to hear that from virtually no women controller trainees in 1960, their numbers now comprise about 32%.

Lunch at the Officers' Club was accompanied by service tales and hangar flying of the highest order, a welcome relief from the tension of the training rooms.



99s Lt. Carolyn Fisher and Janet Green operating the IFR RAPCON simulator at Keesler AFB

Hope could be in your hangar



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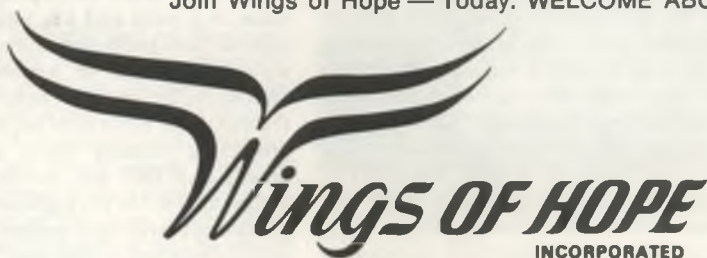
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Profiles

Esme Williams

Esme was born in a little town called Dumfries, Scotland and left there for Canada in 1954. It was during this period in Canada that she met her husband, John, and subsequently got involved in their own business of machine design and manufacturing machines used in the rubber and plastics industries. The previous business experience from the age of 18 as corporate secretary to various engineering and related organizations proved very useful to her in her position as director and company secretary of their business.

Flying was the farthest thing from her mind until her husband decided to take it up as a means of relieving some of the pressures of business. Esme is the first to admit that this fad of her husband both horrified and scared her because she felt she would be put in the position of doing likewise. Her fear of flying was very real, as no doubt many members will admit to. The inevitable happened in the middle of 1965 when she was persuaded to make an appointment for her first lesson. A more intrepid student one could not wish to meet but, through sheer determination and, after an absence of nearly one year, she became the proud possessor of her private pilot license at Buttonville, Ontario, Canada. In the meantime, her husband had bought their first plane—a Carl Millard modified 180 h.p. Apache, which was flown for many happy hours throughout Canada, United States and Mexico.

It was during this time that Esme became acquainted and involved with other female flying companions and it was at that point and time it was decided to reactivate the Canadian Section of the Ninety-Nines. Just prior to that time Esme joined the Ninety-Nines and at the reactivation she was First Canadian Chapter Secretary. Two years later she progressed to the office of Chapter Chairman and, in the meantime had headed various chapter and section committees. Another two years later she was elected as East Canada Section Secretary.

About this time the favorite Apache "CF-OHK" was regretfully traded in on an Aztec "CF-RXT", another Carl Millard Nyack conversion. It was on this aircraft that she received her M.O.T. multi-engine rating from check ride pilot Jack Austin. In the meantime, husband John had received his Class One Instrument Rating and the horizons opened up.

Time was moving swiftly along, the business had become very successful having national and international recognition, plus lots of feelers from prospective buyers for the company. It was decided if this was apparently a possibility, they should consider a "plane with round the world, high altitude and long range capability". Therefore, the faithful Aztec was traded for a brand spanking new Executive Turbocharged Skyknight (Cessna 320F) "CF-EJW". This plane was equipped with some very sophisticated equipment and was the first privately owned plane with weather



Esme Williams

radar in Canada. Serious travel was then programmed.

The first long trip was the whole of South America (all thirteen countries), approximately 25,000 miles and a duration of four months. She crossed the Andes sixteen times and flew extensively through the Amazon basin, landing at remote jungle airports such as Iquitos in Peru and Leticia in Colombia, but her biggest thrill was landing at the highest airport in the world, La Paz in Bolivia with an elevation of 13,400 ft. Perhaps an indication of her ability to plan and organize was that every hotel was booked and permission to land on specific days at each airport was all received well in

advance and the schedule was faithfully adhered to throughout the 25,000 mile trip, arriving back in Toronto on schedule. Shortly after this trip they sold their business and moved to the Bahamas, just as Esme was finishing her term as East Canada Section Secretary.

Twelve years have now gone by since Esme became a member of the Ninety-Nines and every year she had held office, either at chapter, section or international level. She has served on the International Board of Directors twice and is currently a member of the Board of Directors, International Membership Chairman (outside the U.S.A.) and Retiring Governor of the Caribbean Section. She is the first Caribbean Section Governor and was in fact instrumental in helping to form this relatively new section. It is an indication of her dedication to the Ninety-Nines.

As International Membership Chairman, she has to deal with many inquiries and problems from our many members outside the U.S.A. and, since her retirement from business in 1971, devotes all her time to flying, travelling and the Ninety-Nines. The well travelled and beloved Cessna 320 has seen over 56 different countries (the flags of each country emblazon the vertical stabilizer), plus four transatlantic crossings, one crossing from the Azores to Torbay, Canada which took 8 hrs. 36 mins.

Out of all the flying she has done, with and without her husband, perhaps the proudest day of her flying experience was the day when she switched to Prestwick Control and started an Instrument let down into Prestwick Airport, Scotland, her mother country. The landing lights were on as the faithful Cessna slipped through the scud on final and she found, to her amazement, that a contingent of about four hundred Scots were waving and cheering on the visitors' viewing balcony. She later learned that a number of VHF radios were dotted amongst the crowd and her family and friends had been listening to her receiving the approach and landing clearances.

This would be hard to top, but on the second trip across to Scotland from the Bahamas, permission had been received to land at a disused World War Two R.A.F. airport, namely Heathhall Airport, Dumfries, Scotland. This airport is virtually at the front door of her brother's farm and her mother and father's house.

Safety Education

By Barbara Goetz

New York - New Jersey — Best in 1977-78

The results are in! My congratulations to the winners. Compliments—accolades to the chapters that took the time to fill out the report. Some of them were beautiful, especially Alaska,

Austin, Shreveport, Florida Gold Coast and Delaware. My "crew" voted the Delaware Chapter report the most organized and concise.

Here are the results:

Section	% Chapter Reporting	Total Section Points	Best Chapter in Section	Chapter Sect. Level Points	% Section Participation in PSMP
1. Caribbean	100%	340	N/A	N/A	0%
2. NY-NJ	80%	215.89	Long Island	82.28	2.6%
3. E. Canada	80%	150.953	First Canadian	74.26	0%
4. North West	44%	134.59	Alaska	58.24	4.2%
5. Middle East	63%	123.145	Maryland	36.57	1.4%
6. S. Central	49%	106.08	Shreveport	38.86	2.4%
7. New England	50%	85.34	N. New England	11.5	2.8%
8. North Cent.	31.5%	75.85	All Ohio	37.50	1.43%
9. South West	40%	71.99	Sacramento	11.79	.4%
10. South East	25%	68.59	Fla. Gold Coast	47.41	3.1%
11. W. Canada	75%	59.23	Saskatchewan	37.50	0%

The Caribbean Section has the most section level points. However, there are no chapters in that section and it hardly seems fair to expect other sections to compete with them. They are in a class by themselves. Because of this, recognition will be given the Caribbean Section in the class awards as follows:

1. Sections under 50 members — Caribbean
 2. Sections 50-150 members — Eastern Canada
 3. Sections 150-300 members — New York-New Jersey
 4. Sections 300-700 members — North West
 5. Sections 700 members and up — South Central
- The Ninety-Nine Trophy for Best Section — N.Y.-N.J.
 GAMA Trophy for Best Chapter in the winning section — Long Island
 The Ninety-Nine Trophy for the best individual chapter results are as follows:

CHAPTER	# MEMBERS	CHAPTER LEVEL POINTS	% PARTICIPATION IN PSMP
1. Shreveport	26	1282.49	50%
2. Alaska	47	1048.40	25.5%
3. Long Island	38	822.89	26%
4. Florida Gold Coast	34	758.62	35%
5. All Ohio	116	712.59	11.2%
6. Willamette Valley	46	543.04	6.5%
7. Sacramento Valley	75	495.53	5.3%
8. Santa Clara Valley	94	422.00	0%
9. Maryland	37	402.30	0%
10. First Canadian	46	371.30	0%
11. Orange Co.	54	370.46	0%
12. Central N.Y.	20	368.25	0%
13. Rainier	10	350.00	0%
14. Far West	16	347.81	0%
15. San Antonio	23	345.87	17.39%
16. Caribbean	17	340.00	0%
17. Tulsa	32	336.09	0%
18. Delaware	10	331.50	0%
19. Indiana Dunes	37	320.13	0%
20. Chaparral	16	318.13	0%
21. N. New England	27	295.37	14.8%
22. San Diego	52	270.38	0%
23. Florida Spaceport	41	258.00	4.8%
24. Hudson Valley	17	255.88	0%
25. Central Penn	27	252.23	11.1%
26. Imperial So-Lo	8	235.00	0%

CHAPTER	# MEMB	CHAPTER LEVEL POINTS	% PARTI- CIPATION IN PSMP
27. Topeka	11	231.81	18.18%
28. Fresno	12	204.17	16.6%
29. Niagara Trillium	16	195.00	0%
30. El Paso	32	190.00	0%
31. Aloha	35	187.42	0%
32. Austin	12	186.25	0%
33. Utah	41	185.24	0%
34. Greater N.Y.	43	176.86	4.6%
35. Spanish Peaks	9	170.00	0%
36. Saskatchewan	13	151.92	0%
37. Finger Lakes	23	149.99	4.3%
38. San Luis Obispo	15	141.84	0%
39. Garden State	28	140.78	0%
40. So. Md.	6	133.00	0%
41. San Fernando	67	132.69	0%
42. St. Louis	62	132.42	0%
43. W. New York	28	129.46	7%
44. Hampton Roads	27	129.45	3.7%
45. Greater Seattle	29	118.45	0%
46. Indiana	72	115.56	0%
47. New York Capitol Dist.	17	114.99	0%
48. El Cajon	31	109.67	0%
49. Cimarron	26	108.27	0%
50. Wisconsin	35	105.71	0%
51. E. Ontario	19	98.68	0%
52. Omaha	13	98.07	0%
53. Maple Leaf	27	89.77	0%
54. Redwood Empire	15	86.99	0%
55. Santa Rosa	49	84.18	0%
56. Alberta	24	80.00	0%
57. Las Vegas	25	76.40	0%
58. Washington D.C.	52	68.75	0%
59. Wichita Falls	17	61.46	0%
60. Central Missouri	13	55.00	0%
61. So. Louisiana	15	50.33	0%
62. Coastal Bend	8	38.125	0%
63. W. New England	10	46.00	0%
64. Arkansas	23	45.00	0%
65. Nebraska	36	36.61	0%
66. Mississippi	18	35.00	0%
67. E. Penn	73	27.40	0%
68. Memphis	36	20.00	0%
69. Tucson	33	10.152	0%
70. British Columbia	9	5	0%
71. Coachella Valley	13	5	
72. E. Idaho	6	5	
73. Intermountain	44	5	
74. Lubbock	9	5	
75. Palomar	29	5	
76. Wyoming	11	5	

The results for best of membership class are:

Membership	Winner	Total Points
0-15	Rainier Chapter	350
16-30	Shreveport Chapter	1282.49
30-45	Long Island	822.89
46-70	Alaska	1048.40
71 up	All Ohio	712.59

STATISTICS TO THINK ABOUT

Notice the numbers listed above, especially the percentages concerning the Pilot Safety Maintenance Program (PSMP). Seventeen chapters participated in this program (10.4%), that amounts to 2% of the membership of the participating sections. We need to reappraise this program. I welcome your input. Please let me know if you want to continue. The program was initiated in 1976 (see Page 12 - March 1976, Ninety-Nines News) and so far, has not enjoyed complete acceptance. Either the members do not understand what it is all about or you just do not want to do it. Please tell me which it is so I'll know how to procede next year.

Thank you for your comments on this year's report form. Next year you can plan on a revised point system. Other areas will be included such as CAP search participation, written examination, and work with youth groups.

One very large problem with this year's report was the distinction between Safety Education and Aerospace Education. We gave points only if the event was specific to Safety Education. Several chapters sponsored air races, others had fly-in picnics, etc. Each project was evaluated as to the amount of supporting information provided that verified the Safety Education content.

Also, next year, the report forms will be mailed to each chapter before December. Maybe we can get 100% participation instead of 46½%. We can sure try!

99

"95 Percent Boredom ... and 5 Percent Terror"

By Marjorie A. Hughes

Central Illinois Chapter Ninety-Nine, Jean McLaughlin, shares 49 1/2%er Mac's four year dream of crossing the North Atlantic Ocean. They were accompanied by Vietnam War helicopter pilot, Jim Schulte and his wife, Joe.

At daybreak, June 20th, the group boarded the McLaughlin's 1962 Beechcraft Travel Air and headed non-stop for Ottawa, Ontario, Canada.

From Ottawa to Schefferville, Quebec, Canada and then to Frobisher Bay, Northwest Territories, Canada, where they "began seeing icebergs".

From Frobisher Bay the group winged to Sondrestrom, Greenland, crossed the ice cap to Reykjavik, Iceland, and arrived at their destination of Prestwick, Scotland, at one a.m., June 22nd.

They left the aircraft at Prestwick and drove by car through England to visit several air bases. Then they reversed the trip.

It was on the return flight that trouble developed, providing the "five percent terror".

Leaving Scotland, the flight was smooth. They flew to Reykjavik as planned and spent two days seeing Ireland.

From there they departed for Narsarsuaq, Greenland, a flight which normally

takes about five hours. Approaching Narsarsuaq, however, dense ice fog had moved in and closed the landing strip. With no visual approach, they were unable to land.

They were forced to veer north for a 380-nautical mile flight to Sondrestrom, Mac and Jim at the controls and Jean and Joe in the two rear seats of the five-passenger plane, which had been converted to a four-passenger.

The extra space behind Jean and Joe, contained eight 10-gallon plastic cans. This fuel proved to be a most valuable passenger.

As the ice fog thickened, static electricity began building up along the plane's 37-foot wingspan and along the 25-foot cabin. The static discharged the plane's ADF, making their navigation "by guess and by gosh". Jim was at the controls and was the 'auto pilot'.

With a payload of 4,200 pounds the plane had a maximum endurance range of seven and one-half hours.

Jean and Joe were the refuelers, by using a special setup that plugged into the aircraft cigarette lighter, and pumped fuel into the wing tanks.

After seven hours and fifteen minutes flight, the plane safely touched down at Sondrestrom. Jean said it was amazing—after five hours of flight without the ADF, we were right on target.

"We still had plenty of fuel," Mac said of the ordeal. "But if we hadn't had the extra, we'd have been on the fumes."

Any trips of a similar nature in the offing? "Chances are," Mac said. "On the way home we thought we'd never do it again. But, we probably will." "Not next week, though," Jean said.

99

A Note from Jerrie

Dearest Family & Friends,

Gee, it's great to have a simple airplane that doesn't require all the maintenance and upkeep the Bird did—and can land in half the distance!

You should see some of the Indian tribal strips we've been into—300 meters long surrounded by 15'-200' trees on all sides—like landing through a tunnel—a very short tunnel!

But the Islander can handle it fine—and still carry 2200 lbs. in and out. She has seats for 10, but we've had up to 14 Indians in her—they don't mind being crowded—knowing that every 15 minutes flying equals days paddling a dugout canoe—or weeks by foot slashing through the thick jungle.

The past few weeks we've been flying in the Vaupes area of the upper Amazon head waters—serving tribes I haven't visited for several years. Gee, are they glad to see us again! And I them!

What a joy it is to see what God has wrought in their villages! Chacras (planting

fields) growing well, and happy, healthier people living with hope for the first time—it really makes my heart glad to see happy, healthy Indians—and to know God is expressing His love for these peoples through us—and you all are the main channel of God's love, for without your love, prayers and support, I could do nothing.

May His richest blessings be yours always—with deep gratitude from all your Amazonas friends—and much love,

Jerrie

Editors note:

Contributions to Jerrie and her plane may be sent to:

The Jerrie Cobb Foundation
2299 Riverside

R. R. #2

Moore Haven, Florida 33471



Jean McLaughlin and 49 1/2%er Mac pose with their most valuable passengers—eight 10-gallon plastic gas cans.

General Information

About 99s and their Activities

South Central Africa 99s have been very energetic in their participation of the aviation scene and two years ago chartered an aircraft to take local flying enthusiasts down to South Africa for the "Air Africa International" opening of Lanseria Airport near Johannesburg. (Story in "99 NEWS" with photo of Sheila Scott who graced the Air Show.)

The second Air Show promises to be even better and the 99s here are chartering a Boeing 727 to take as many as possible down to Aviation's Shop Window.

All the committee of the Rhodesian Flame Lily Chapter will be donning their navy/white uniforms to escort the passengers and the many members of this fast growing Section.

Our recent "Round-Rhodesia-Rally" included four teams of Ninety-Nines, including Chapter Chairman Barbara Thompson and your humble scribe; Val Barbour came in fourth in a field of sixty planes and was top of all the women, which won her a lovely silver trophy.

East Canada

The Eastern Ontario Chapter of the 99s gave the Big and Little Sisters, an organization similar to the Big Brothers, quite a lift when they arranged for a flight for about 90 individuals over Ottawa. A local TV station covered the event thereby achieving much needed publicity of the Big Sisters. Several had never been airborne before and it was greatly enjoyed by all. After a hot dog lunch, the group viewed the national aeronautical collection on the other side of Rockcliffe Airport.

A couple of weeks later, eight members of the chapter, one 49½er and a visitor applied

fresh paint to the numbers and threshold on Rockcliffe Airport before daylight and the paint ran out. Rockcliffe Flying Club provided the paint and Suzanne Frogley, incoming Chairman, organized the operation.



Mary MacMillan, right, and a Big Sister wait in front of Mary's plane for more passengers during Rockcliffe Flying Club's "Big & Little Sister Fly Day".



Dorothy Drew, Hildegard Henderson, Marilou Comerford, Mary MacMillan, Sue Chapman, Virginia Cunningham and Gerda Ruckerbauer examine the sashes Dorothy made to identify 99 members at the "Big & Little Sister Fly Day".

Western Canadian

The Saskatchewan Chapter held their 6th annual Poker Run which again was a big success. Twenty-one aircraft took part and over 200 Poker hands were played. They arrived at their terminus, Humbolt, for lunch and prizes. The First Prize of \$100 was won by David Cooper of Regina. Only one woman flew the Poker Run this year, Kay Cook of Birch Hills, who won a pilot's knee board for her efforts.

Middle East

The Delaware Chapter also held a Pennies-A-Pound Day for the benefit of the Maryland Wing of the Civil Air Patrol.

The Delaware Chapter members served refreshments at several avionics clinics held at Summit Airport, Middletown, DE. These educational meetings were open to the public at no charge.



(L-R) Donna Powell, Darlene Wolf, Bob Collins, avionics sales engineer from Cessna Aircraft Co., Anne Gussemeyer and Jan Churchill paused for this picture at the Cessna Instrument Clinic held at Summit Airpark, Middletown, DE, where the 99s served refreshments to pilots attending the clinic.

New England

It was a perfect flying day when 99s from the four New England Section Chapters arrived at Silver Ranch Airport, Jaffrey, New Hampshire, for lunch and a "Trinkets and Treasures" sale. They enjoyed a picnic-style lunch and a social hour followed by an auction to raise money for the 99 Museum in Dayton, Ohio. Charter Member Nancy Tier served as auctioneer for the many items donated by members. Proceeds from the auction totaled \$128.50.

New York-New Jersey

A two-night safety clinic sponsored by the Long Island 99s and the FAA was attended by over 450 pilots. Six courses, directed by CFI Safety Counselors, were presented and a certificate of merit was presented to all those who attended all of the sessions. The Long Island 99s also celebrated General Aviation Week with a static display at the Walt Whitman Mall. They also had displays

at Brookhaven Airport and at Long Island's MacArthur Airport.

Through the combined efforts of the Garden State and Palisades Chapters, The Ninety-Nines, Inc. were represented at the New Jersey Transportation Exposition, Inc. held at the National Aviation Facilities Experimental Center (NAFEC), Atlantic City, Pomona Airport, August 16-20, 1978.

Inside a geodesic dome, the Ninety-Nines presented a static display of Powder Puff Derby memorabilia, with racer posters and a New Jersey map pinpointing each 99's member. Snoopy bags and Amelia Earhart philatelic pendant charms were displayed and sold. Membership brochures were distributed to interested women pilots.

The TRANSFAIR '78 provided a fabulous static display of the newest in airplanes including the Harrier, military helicopters, jets and the world's largest aircraft, the C-5 Galaxy transport. The largest flying air show in the U. S. A. featured the U. S. Air Force Thunderbirds, aerobatic stars Bob Hoover in the Shrike Aero-Commander, Art Scholl in his Chipmunk, Joe Hughes, The Red Devils, The U. S. Army's Golden Knights Parachute Team, the French Mundry Team-plus the military Harrier demonstrating it's vertical lift-off, hovering, and horizontal maneuvering capabilities. The air show terminated with hot air balloon races and experimental aircraft fly-bys.



Millie Murray, Vice Chairman of the Central New York Chapter was recently named to fill a vacancy on the Mexico (NY) Village Board of Trustees. She is also a 2Lt. in the Civil Air Patrol.

North Central

The Greater St. Louis Chapter combined their installation of officer's luncheon with an exciting guest speaker in the person of Josef Seidel. He came armed with the latest color slides being sent back to earth from our far flung space explorers and the practical knowledge of being an engineer in the space program at McDonnell-Douglas. Mr. Seidel, a German-born engineer, presented a most interesting and thought-provoking program on America's role in the space program.

All-Ohio member **Rosalie Burchett** delighted young church campers in a unique way. She rented a Cessna 172 (an otherwise Piper dealer) and proceeded to drop candy to the campers supervised by her counselor son, Bill. After the last pass and all the candy had been picked up, the youngsters formed a "thank you" on the ground.

The Michigan Chapter has donated a scholarship to the Michigan Wing of the Civil Air Patrol. The scholarship is designated to be used by a female CAP cadet in the Learn to Fly program and will take her to the solo point.

Jan Russell, Chairman, **Mary Creason** of the Michigan Aeronautics Commission and **Chris Winzer** of the FAA and all **Lake Michigan Chapter**, scheduled an Air Age Education Workshop which was an all day event Saturday, Sept. 9. The FAA, GAMA, NASA as well as the MAC took part. The sessions covered school's needs, airport simulation, paper aircraft construction and careers.

The Second Annual Great Lakes Treasure Hunt is being sponsored by the **Greater Detroit Area Chapter 99s** and is scheduled for November 4th. The event is a test of pilot's ability to navigate accurately, observe ground objects by clues and a chance to sharpen flying skills.



The Michigan Chapter is deep in a project to sell the Aerospace Education board to the FBOs of primary airports in the state. This also helps to further the chapters' efforts to encourage safety education. The board is held by Chapter Chairman June Paithorp and Bill Lyons, manager IFC Aviation.



Aerospace Engineer, Josef Seidel is surrounded by 1978-79 officers of the Greater St. Louis Chapter. (L-R) Virginia Kunkel, outgoing Chairman; Liz Jordan, Secretary elect; Gloria Cash, V. Chairman elect; Mr. Seidel; Audrey Casper, Treasurer elect; Ruth Schueler, Chairman elect; and Del Scharr, first Chairman and installing officer.



Gordy Amundson, Manager of Technical Training for North Central Airlines, put the Minnesota Chapter through its paces with three training sessions called "Shape-Up for Spring." He had us doing mental gymnastics and at times we had trouble with our rights and lefts. As a "Thank You" to Gordy, we decided to settle it once and for all and present him with permanent proof...a port and starboard jacket which he models.

Northwest

The "Ahrens Retreat" in the Laramie Peak area near Wheatland was the scene of the recent meeting of the **Wyoming Chapter**. A bent Stinson propeller is part of the living room decor of the rustic cabin. Members voted to protest the proposed FAA certificate fee increase. The agenda for the next six months was set and a tour of a remote fire lookout station concluded the meeting.

Elsie MacDougall, **Far West Chapter**, delegate, and daughter **Christie**, attended the International Convention in Canberra, Australia. Inasmuch as their luggage was lost for about a week, they were members of the "Dirty Dozen" with others in the same predicament.

Alaska 99s held their first Poker Run the end of July. All went well, weather included. Two trophies were awarded. The one for fastest tack time went to **Lou Fenn** in her Cessna 180. **Judy Holtman**, a new 99, flew her Cessna 150 and came home with the prize for drawing the best poker hand on the run. **Betsy Nobmann** and 49½er **Bob** should have received a booby for drawing the longest and most boring route to fly in their 172. They went from Merrill Field in Anchorage to Talkeetna and back two times with the final destination being Big Lake where all the poker run participants met at **Lou Fenn's** cabin on the lake for lunch.

The **Anchorage and Cook Inlet Chapter 99s** attempted top rendezvous at Seldovia for a week-end fly-in and over-night camping get together. **Joy** and **Vern Craig** flew a Cessna 172 down at 5 a.m. and were able to land on the 2600 foot strip with little problem. Those who followed later (about 11 a.m.), namely **Edith** and **Carl Miller** in a Cherokee Warrior, **Judi Brown** and **Joe Holden** in Joe's Cessna 180, **Ruby** and **George Pappas** in their Widgeon, and **Judy**

and Bill **Holtman** ran into some pretty squirrely surface winds. For those who managed to land, there was an adventure-some ride in a heavy wooden skiff to the other side of the bay to a small wooden cabin, two minus tides which supplied excellent clam digging, and hillsides full of salmon and blueberries for the berry pickers. **Judy Johnson** on the **Cook Inlet** Chapter was most cordial to all flyers and excited to have the opportunity to talk with some other women pilots since she is the only woman pilot in the town of Seldovia. The winds were even worse on our day of departure but fortunately all departures were relatively uneventful.

As fall approaches, the **Idaho 99s** made their final summer flight to a famous winter resort area. Anticipating late August as the off-season, we were astounded at the bustling activity at the Sun Valley area airport at Hailey. Flying in from the west takes one over Idaho's rugged Sawtooth Mountain range and keeps an aircraft engine running in automatic rough for about 100 miles. However, approaching the Sun Valley area from the south keeps one happily over a valley floor and only a little uncomfortable as the valley walls narrow at Hailey. There, the airport facilities are great. The runway is long and wide, the traffic is polite, and the service we received couldn't have been better. The unicorn serves very competently as the mix of traffic includes biz jets, commercial carriers, gliders and a melange of general aviation aircraft from back-country Cubs to twin-engine city-slickers

A walk to town found us a restaurant for lunch and another remarkable crush of people. We couldn't believe this was a winter resort area! It was not so busy you'd want to avoid the area. On the contrary, it had an active healthy atmosphere, and the mountain scenery and the friendly hospitality are likely to be found nowhere but in the West. It's just that no one seemed to realize this was the "off-season".

I now hope we find a chance to come back when the mountains are snow-covered. I am sure the scenery is breathtaking. If you visit during the ski season, be prepared for the holiday hustle, but don't expect the summer's off-season to have the sidewalks rolled up either. You will find fine airport facilities and courteous service and a friendly "welcome" to Sun Valley, Idaho.

South Central

Nebraska 99s flew to Oklahoma City for a marvelous tour of the 99 Headquarters Building. **Oklahoma** Chapter members **Jan Million** and **Nancy Smith** were most gracious hostesses for the tour and lunch.

Another project of the **Nebraska 99s** is to provide rides from the Lincoln Airport to the football stadium for people who fly in for University of Nebraska football games again this fall. If you plan to fly in for a game, look for a **Nebraska 99** in the lobby of the General Aviation Building.

The most recent flying activity for the **Oklahoma** Chapter was a tour-luncheon in Muskogee. Chapter members were met at the airport by a vintage White bus, which took them to the James C. Leake Museum of antique and classic automobiles. Can you imagine a pure German Silver body on a limousine, or another of pure copper and another of wood? They were all there, plus replicas of WW I fighter planes.

Several members of the **Oklahoma** Chapter have been helping with the proofreading of the material for the 99s 50th Anniversary Book. Some were volunteers, some were draftees and others just got talked into helping out.

Joan Alyea, **Spanish Peaks** Safety and Flying Activities Chairman, attended a planning committee luncheon to prepare for the 1978 Penny-a-Pound Easter Seals Benefit. This is the first year Pueblo Ninety-Nines have been asked to be involved in planning this community event.

Spanish Peaks Chapter members and spouses also held a "Fly-Out" to Salida Airport's annual fly-in breakfast and airshow.

Helen Hewitt of the **Shreveport** Chapter has received the honor of being chosen to be included in "Who's Who of American Women for 1978".

Houston Chapter 99s installed their new officers at a dinner held at the Memorial Drive Country Club. The speaker for the affair was Pete Campbell of the FAA who gave an interesting and informative talk on air safety.

The **Florida Gulfstream** Chapter held its June meeting on the 17th at the Avionics Division of the Bendix Corporation at Executive Airport in Fort Lauderdale. Bendix provided refreshments for the members and guests as well as a slide show about the new Bendix avionics. Of particular interest was the new color radar, the Bendix Colorvision System, which does a



Sue Burleigh, a South Louisiana 99, is the first female executive pilot for the State of Louisiana. On call 24 hours a day, Sue flies the governor and other top state executives to appointments throughout the South. She has four planes at her disposal: two Aero Commanders, a Cessna 402 and a Beechcraft King Air

mind-boggling number of functions besides its weather radar feature.

Virginia Britt has incorporated her Mooney and her charter business under the name "Diversified Aviation Services, Inc." She flies charter in the state of Florida and surrounding states, and does single-engine cargo service to the Bahamas. For passenger charter to the Bahamas, she flies Safe Air Taxi's Seneca II. Safe Air Taxi, Inc. is the all-99s charter service out of Fort Lauderdale, headed by **Betty Dodds** and **Marilyn Burch**, all of the **Florida Gulfstream** Chapter.

Southwest

Mt. Diablo Chapter members are still plugging along this summer. So far, chapter activities include a night instrument ground school taught by **Jan Cole** at a member's house and many air trips for several members and their families.

Although the **Reno Area** Chapter members are sorry to lose **Cheryl Jones**, they are happy to report that she has a great new job as Western Regional Manager for Narco, the only woman in Administration. She'll continue her flying as she will have an airplane with her job.

Alameda Chapter members have had a busy summer manning air race stops, timing races and selling goodies at the Livermore Air Show.

Their last meeting featured speaker, **Karen Wessel**, who is a journeyman air traffic controller at Oakland Center. She presented a film, "No Room for Error", which describes a normal day in the life of a center controller. Members found it very interesting and informative.

This month's report just has to be about the group of **Orange County 99s** that flew to the Amelia Earhart Airport at Atchison, Kansas to enjoy the celebration at the Forest of Friendship honoring, among other notables, our own **Thon Griffith**. Four airplanes made the trip, and everyone did seem impressed that so many of us had come so far. It was a terrific experience including dodging thunderstorms and some practical IFR work. None of us would have missed it for anything.

The **Sacramento Valley 99s** are working enthusiastically toward the founding of the Silver Wings Aviation Museum located just outside Sacramento at Mather Air Force Base. Involved in this ambitious project besides the 99s, are Sacramento Valley Pilots Association, the local chapter of EAA, the USAF and many other people active in aviation.

Miriam Burcham, 99 and Design Chairman for the entire museum, assisted in appropriating a large section to the 99s in order that they may cover fully the involvement of women from Northern California in the field of aviation. This section is divided into six fields of interest: history, women in the military, commercial, medical, education and private aviation.

The public dedication for the museum was tentatively set for September 23rd.



Members of Palomar Chapter and Kay Brick inspect the proposed tie-down area for the Men's Air Race at Fallbrook Airport. (L-R) Ginny Boylls, Evelyn Ashton, Betty Kitchin, Esther Whitt, Mary Mulhollem, Ruth Dilg, Pam VanderLinden and guest, Kay Brick.

Members of the Aloha Chapter assisted the local FAA-FSDO by manning the desks and phones for a Survival Seminar held recently. Many of our local 99s and prospective 99s attended the very informal meeting.

Many flyers look for solutions to the problems of transportation upon arrival at their destination. Palomar Chapter's Lois Whitledge and Cathey Medling and 49½ers solved theirs by discovering a way to dismantle bicycles to take along. They have enjoyed flying-bike-back-packing trips to Bryce Canyon and Catalina Island, and are looking forward to more such flying and camping adventures.

Barbara and Mike Shores and Brad and Mary Pearson, Palomar Chapter, flew to Ennis, Montana, and liked what they saw -- ended up by Shores buying a ranch in the area.

Charlotte Kelley-Wolfe, a Phoenix Chapter 99 and Whirly-Girl, fired the enthusiasm of Phoenix Chapter members at their recent meeting when she described the preparations of the United States team for the Third World Helicopter Championships, at Vitebsk, USSR. Charlotte was a member and coordinator for the U.S. team, which was composed of both military and civilian men and women pilots. She described the events in the competition and the rigors of practice to perfect the maneuvers. Team members, friends, the helicopter industry and interested aviation enthusiasts provided the funds for the U.S. entry; for unlike the other countries participating, no government funds were used. The military pilots were participating as individuals on leave from active duty. The competition is now history, and we know that on the eve of the event, the U.S. military pilots were withdrawn by order of the U.S. administration in protest of Russia's prosecution of dissidents. The civilian members, stunned by the precipitous withdrawal of their colleagues, proceeded to admirably represent the United States in the competition, placing second to USSR's first place. West Germany contestants placed third.



Those attending the Alameda Heritage Days parade in Oakland, CA were welcomed by a gigantic banner, which was the project of the Bay Cities 99s. The city of Oakland is in the background.



Beverly Haid and Sue Hillman display the trophy they won for the annual Apuepuelele proficiency contest. The trophy, sponsored by Hawaiian Air, is awarded annually to the contest winners. The contest is a project of the Aloha Chapter 99s.



Joan Sanborn, Orange County 99, explains the function of a flight computer to members of the first Flying Companion Seminar class held by the chapter. Since there is still a waiting list for this course, Orange County Chapter will continue holding classes each month for non-flyers in the area.

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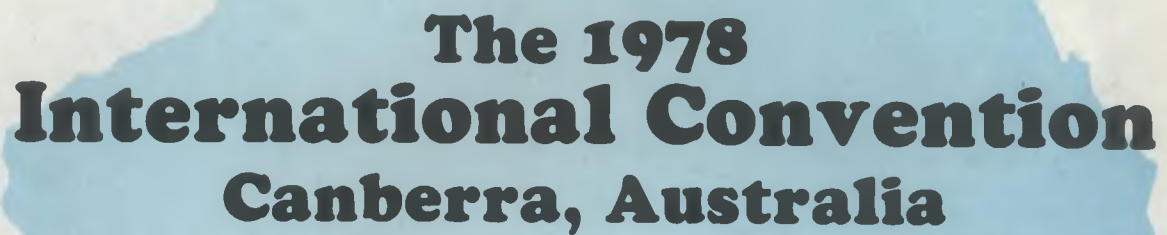
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